



# The HSRCA 1960s Racing Cars Groups M & O Newsletter No.20



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*The views expressed in this newsletter are not necessarily those of the Historic Sports and Racing Car Association, the HSRCA, nor that of the editor. The newsletter exists for the benefit of all those who have an interest in the 1960s racing cars, and especially the owners and drivers of these wonderful machines.*

Welcome to the last newsletter before our big event at the end of November. Already many of the cars competing from overseas are on their way to our shores, some via Perth for a 50<sup>th</sup> celebration of the AGP over there and many direct to Sydney. Later in the newsletter the M and O cars coming will be listed - just to whet our appetite or interest if that was ever needed.

Since the last newsletter there have been a few meetings, with Wakefield Park, Morgan Park and Winton long circuit all being reported. Also there are reports of the various events members have attended in the promotion of the Tasman Revival. This year the ARDC has really got behind the Revival's concept. Sydney Motorsport Park has 3 new faces who are very keen to see the Tasman Revival get as much coverage as possible and along with the very hard working Tasman Revival Committee from the HSRCA, this should see spectators in far greater numbers than at the 3 previous events. Don't forget to tell your friends tickets are already on sale through Ticketmaster.

Don't forget also to stay in touch with the Tasman Revival through the website [www.tasmanrevival.com](http://www.tasmanrevival.com) – all the press releases will be listed there long with any other information. It is intended to list entries on the site soon.

To make it a little easier to see the stories in the newsletter it has been suggested we try an index at the front, so here goes we'll see how it works out.

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## HSRCA Wakefield Park meeting 22 – 23 September 2012.

If there ever was a perfect weekend weather wise for motor sport, we have just had it. Saturday was about 21 deg and calm and Sunday a tad warmer and a bit of a breeze with blue sky both days. So the extra racing we were given with practice and 5 races was very enjoyable. Only one blemish, the beautiful Brabham BT11A of Peter Strauss and driven by Jamie Larner being hit on the rear wheel, putting the car out for the rest of Saturday. After trialing a grid make-up of fastest lap at the meeting at Eastern Creek, a survey was done to see what the various competitors thought of this system. With 100% either approving of it or not fussed either way, it was again used at this event.

### Qualifying

As is normal, the M and O cars were all in together, with 10 M racing, 10 O racing and 2 O sports cars fronting for qualifying at the gentleman's hour of 1000 am. With 13 laps available, most elected to come in early. Once again it was



Paul Lewis captures Richard Carter getting into the very low two's with the twincam powered Elfin Mono.

that Elfin Mono twincam that stole the show, with Richard Carter getting as near as you can to a .01 with a 1:02.04 next was Damon Hancock with the not entirely happy Brabham BT23C FVA. Jamie Larner was giving Peter Strauss's magnificent Brabham BT11A a run and with the help of the 2.5 Climax put the car in 3<sup>rd</sup> spot and first of the M cars, a great effort seeing the car is on Dunlops. Peter Barclay was next with his Brabham BT21A twincam, then Paul Hamilton in the trusty Elfin 600 twincam, next was Wayne Wilson who had the wick turned up in the Brabham BT29 twincam from Ed Holly in his Brabham BT21C twincam then David Kent in his Brabham BT29 twincam. This was the "fast" group, a delineation then to the smaller capacity cars with the ex Scuderia Veloce Brabham BT6 FJ of Tony Simmons heading the bunch from Victoria Le Gallais in the Brabham BT15 F3 MAE just a couple of tenths adrift. Then the pair of O sports racers to Graham Brown of Queensland in his much campaigned Brabham BT2 FJ, then Roger *larger than life* Ealand in his Koala FJ, Col Haste in his Brabham BT2 twincam, Murray Bryden in the very pretty Lotus 20, Jeff Brown in his Brabham BT28 F3 MAE, Geoff Varey in the Gryphon supercharged FIAT, Dale Harvey in his immaculate Proton F2 twincam Bill Hemming in the much travelled Elfin FJ and watching out as rear gunner Jim McConville in the Cooper Alfa. That covers the entire field and everyone was within 130% of Richard's time.

## Race 1

As all the races were programmed as 6 laps, except Sunday lunchtime, it made for very intense activity on the track. The first race was not to disappoint, and in fact finished with the first 6 cars crossing the line within the space of 2.1 seconds. It was in this race that Jamie Larner was hit in the rear wheel damaging the rim causing the car to be parked for the afternoon. Thankfully a spare was found overnight and the car reappeared Sunday. Carter was definitely foxing as Hamilton and he exchanged places on laps 2 and 3, then on the second last lap Hamilton had a lunge with 2 corners to go, and as often happens the off line try results in a slow entry onto the back straight, just enough for Holly to pounce and take that elusive 2<sup>nd</sup> spot. The run to the flag almost resulted in Carter relinquishing top spot as Holly was beside the Elfin Mono with Hamilton beside Holly, 3 abreast across the line ! Then came David Kent a half second back from Peter Barclay and Wayne Wilson who had also been swapping places during the journey. In the smaller capacity class Strauss



Action aplenty further down the grid, Bill Hemming in the well travelled Elfin FJ, Victoria Le Gallais in the BT15 Brabham F3, Jeff Brown in the BT28 F3 and Geoff Varey in the supercharged FIAT powered Gryphon. Paul Lewis photo.

prevailed over Ealand, again with places being swapped, then Geoff Varey going great guns in the Gryphon, Trevor Booth in the Nota Sunbeam a car he has raced since the 60's was next then Simmons from LeGallais then Col Haste who was having a very hard time with the BT2's handling despite new Dunlops which did seem nowhere near as fresh as what comes straight from where they are made, then Bryden, Brown, Hemming Harvey, McConville, Jeff Brown, and Damon Hancock who had briefly visited the pits after not being able to get the car underway at the start.



This was about as far as Kent and Holly were apart all weekend, joined here by Hancock. Paul Lewis photo.

## Race 2

As mentioned above we were using a gridding system of fastest lap achieved during the meeting. As has been pointed out by the “racers of old” amongst us, the one thing this doesn’t reward is consistency, and there will be winners and losers or to dismiss the pun, benefitters and those that don’t. One of those that didn’t was Holly who found himself in 6<sup>th</sup> spot



A Peter Schell study of 2 Brabham BT29s, David Kent and in the blue car Wayne Wilson.

after finishing 2<sup>nd</sup>. However on the other side of the coin both Damon Hancock and Jamie Larner would have had to start from the rear of the field with progressive grids, and that is no place for these very powerful and very quick off the mark cars. Nough said. Damon Hancock with the troubles from the first race in fact did start from the rear, and spent the race trying to get to grips with the gremlin that had crept into the fuel system that was making the car perform far from its potential. Jamie Larner was unable to front with rear wheel damage, so it was that Wayne Wilson was elevated for a career first to the front row alongside Richard Carter. Next were Hamilton and Holly then Kent and Barclay. Strauss was



Ealand in the Koala lining up Strauss in the Brabham BT6 ( fresh from a visit to the UK and Europe ) for a passing move. Paul Lewis photo.

the best of the Juniors from Simmons and Le Gallais. Once underway Hamilton was the big mover on the first lap getting past Wilson who then had a slow spin exiting turn 2 on the 2<sup>nd</sup> lap and was unable to proceed, Holly was elevated to 3<sup>rd</sup>

as a result, but the action was at the front, with Hamilton squeezing past Carter on the 2<sup>nd</sup> lap. From then on the front runners except for Hamilton and Carter, spread out a bit and despite the fastest lap by Barclay, he could make little impression on Kent. Further back Simmons was showing the other Juniors the way whilst Ealand managed to find a way



Simmons leading Strauss and Ealand with Wilson fresh from his spin about to enter "Junior" territory. Paul Lewis photo.

around Strauss who then got into a dogfight with Varey only to lose out on the last lap. Victoria LeGallais very kindly loaned Jamie Lerner the Brabham BT15 for the race, Jamies tarting from the rear of the grid had never driven an F3 car before, although his Dad Peter sure knows how to drive one. Jamie had one exploratory lap at a 14, then was immediately into the 11's then the 10's with a best, his last of 1:10.2 which was within a few hundreds of a second of the best Formula Junior/F3 times all weekend, a wonderful effort to going from the largest capacity car to the smallest. Le Gallais also got down to a 1:10.2 in the last race 4/100ths quicker than Jamies's.

### Race 3

Sunday morning and everyone thought they were in Queensland. This time all the runners were back in action and taking up their entitlements on the grid. Again the mover in the pack was Hamilton finishing 3<sup>rd</sup> from a start spot of 7<sup>th</sup>



Lap 2, with pole sitter Carter well in the lead,, Hancock heads up the hill from Barclay, Lerner, Kent, Holly, Hamilton, who has just spread the fertilizer for the Juniors to run through with Strauss just ahead of Simmons then Ealand. Peter Schell photo.

after taking first Holly on the first lap then Kent on the second. Le Gallais could have enjoyed the grid position handed to her by Larner making her "pole" out of the Juniors and F3 cars, however due to trouble getting the car off the line Victoria chose to start from the rear of the grid. Mid race Hamilton managed to find a way around Hancock, only to have the tables turned next lap. Larner had a gentle spin coming onto the straight dropping him down to 7<sup>th</sup> on the leader board. Holly was keeping Barclay honest with Kent ready to pounce if either had a hiccup, and in fact Holly could have had Barclay on the run to the line except for a missed gear Barclay ending up 7/100<sup>th</sup>'s in front with Kent 2 seconds behind in 6<sup>th</sup>. Once again Tony Simmons managed to come



Murray Bryden in his Lotus 20 keeping Col Haste in the Brabham BT2 at bay, whilst Barclay and Graham Brown run up the hill. Paul Lewis photo.

out on top as he did the previous race, the BT6 a second ahead of Strauss in his BT6. Ealand was a bit off the pace in the morning air, Koala's I am told are a bit like that ! - but still managed to keep the Elfin of Bill Hemming and Lotus 20 of Murray Bryden behind. Graham Brown had a moment on lap 4 and dropped a lap and Jeff Brown was circulating regularly in the F3 BT28 Brabham. Col Haste was having no fun at all completing only 1 lap in the ex Mildren Brabham BT2.

#### Race 4

Programmed as the main event if only because it had an extra lap scheduled than the other 4 races, it was first race after the lunch break, and was almost right on time just after 1.00pm. A couple of the Mexicans had decided to get an early



Bill Hemming followed by Geoff Varey and Graham Brown through the "gurgler" Paul Lewis photo.

start, and a couple of the Central Coast guys disappeared too, so it was that 17 faced the starter. At the front of the field it was a bit of a procession with grid positions being maintained throughout the race, further back though Victoria Le

Gallais once again found getting 997cc off the line not that easy and decided again to start from the rear only to finish right behind Tony Simmons, achieving that elusive quick time on the way, making her the fastest F3/FJ car of the meeting, so far.



Back in action with a borrowed wheel, Jamie Larner enjoying the 2.5 Climax powered Brabham BT11A of Peter Strauss's ahead of Holly and Kent.  
Peter Schell photo

#### Race 5.

With so much racing on hand, a lot of competitors had packed up and gone when the last race started. In the end 9 hardy souls faced the starter, 4 with big engines and 4 with smaller engines plus Trevor Booth in the Nota Sunbeam. This time Barclay managed to squeeze out a win over Carter who was definitely conserving his car for the big event at the end of November, as except for qualifying his times were about the same as us mere mortals. David Kent managed a podium and down into the low 5's and again Tony Simmons was king of the j-kids with the smaller engines toys, BUT hot on the heels of her fastest lap in the previous race Victoria Le Gallais was now into the 10.1's showing the boys how quick a little F3 car can really go. Re Simmo, see the Gossip column.



A Peter Schell study of Victoria LeGallais in the very quick Brabham BT15 in her native NZ colours of black and silver.  
setting fastest time of the small capacity cars.

So ended a terrific 2 days and 6 events. Like KB and Leffo said at the Driver's Briefing – if we go out there and treat each other with respect then we can all have a great time. The new gridding system again did not seem to disappoint, certainly there were no complaints about it and it did add to the variety of who you sat alongside at the start. It also was a great indicator of fastest times achieved the weekend, and for the record these are published here as it makes interesting reading. Next meeting of consequence is at Sandown, then our big one the Tasman Revival at Eastern Creek.

A couple more shots of the weekend.



Peterr Schell gets a wave from Dale Harvey on the return road.



Jim McConville made the trip from Melbourne in the Cooper Alfa F3 car - a Paul Lewis shot.



Peter Schell captures Peter Barclay down the straight



And Paul Lewis captures Paul Hamilton at the "gurgle"

One of the good things with fastest lap progressive grids is the ability to see what lap times are being done, so here they are ... Fastest times on the weekend :- Carter 02.0492 - Hancock 02.5873 - Barclay 04.9251 - Hamilton 05.2898 - Holly 05.4397 Kent 05.4409 - Larner 05.4750 - Wilson 05.5913 - LeGallais 10.1831 - Simmons 10.2726 - Strauss 10.4180 - Varey 10.7158 Ealand 10.9834 - Graham Brown 12.5945 - Harvey 12.7889 - Haste 12.9666 - Hemming 13.3650 - Bryden 13.9183 - Jeff Brown 13.9464 - McConville 16.0954

## Morgan Park 14<sup>th</sup> and 15<sup>th</sup> July 2012

Our Northern correspondent, Colleen Conway has been unable to write for us about Morgan Park after breaking her arm but between Collen and husband Allan we do have some of Colleen's photos for the newsletter. You can see the results at <http://www.mylaps.com/results/showevent.jsp?id=808003> The qualifying results are shown here.

GROUPS M AND FJ			GROUPS O, Q, R					
1	87	<u>VICTORIA Le</u> <u>GALLAIS</u>	1:32.597	1	35	<u>CHRIS FARRELL</u>	1:15.927	2
2	70	<u>TONY SIMMONS</u>	1:36.070	2	69	<u>MATT CAMPBELL</u>	1:18.538	
3	71	<u>ROGER EALAND</u>	1:36.339	3	1	<u>RICHARD CARTER</u>	1:20.802	
4	5	<u>PETER BOEL</u>	1:36.965	4	21	<u>PETER BARCLAY</u>	1:24.836	
5	23	<u>BILL HEMMING</u>	1:38.814 2	5	64	<u>PAUL HAMILTON</u>	1:25.443	
6	64	<u>DICK WILLIS</u>	1:39.291	6	47	<u>BLAKE MILLER</u>	1:25.924	
7	77	<u>RICHARD NITSCHKE</u>	1:39.741	7	33	<u>BARRY WISE</u>	1:28.165	
8	90	<u>JOHN ASHWELL</u>	1:40.526	8	5	<u>PETER MOHR</u>	1:28.356	
10	63	<u>BRUCE McPHAIL</u>	1:42.391	9	66	<u>JOHN BARRAM</u>	1:29.718	
11	12	<u>GRAHAM BROWN</u>	1:43.493	10	56	<u>MARK GOLDSMITH</u>	1:31.087	
13	52	<u>MIKE GOSBELL</u>	1:47.628	11	18	<u>BARRY SINGLETON</u>	1:34.070	
15	24	<u>ANDREW WILSON</u>	1:49.216	12	24	<u>GEOFF VAREY</u>	1:43.592	
17	73	<u>BILL VESTY</u>	1:50.339					
18	16	<u>ALLAN CONWAY</u>	1:50.694					
21	31	<u>DAVID BRUCE</u>	1:51.838					
22	68	<u>GEOFF FRY</u>	1:53.088					



Busy front end of the Formula Junior and F3's without LeGallais who's BT15 failed to proceed. Here is Tony Simmons in the Brabham BT6, from Roger Ealand in the Lotus 18, then Bill Hemming in the Elfin FJ and Peter Boel in the Lola.



Paul Hamilton in front of Blake Miller where Paul kept the Elfin 600 twincam for all but the last race.



As did Richard Carter in his Elfin Mono twincam.



Peter Barclay made the trip from Queenbeyan in the Brabham



Geoff Varey never misses an opportunity to run the Gryphon

## Winton Historic Festival.... 11<sup>th</sup> 12<sup>th</sup> August 2012

Story by Norm Falkiner

Photos courtesy of Jim Jones

The Winton Festival of Speed was heavily biased towards touring and road going sports cars, with longer races and top ten shootouts. Everything but a “Miss Mustang” competition. This possibly led to the small fields in other classes. The group M & O competitors totalled only nine, with the only group O entry of mine mysteriously changing to a group M. This was also a championship round for Formula Junior, with very few attending. Many group M & O were concerned with the inclusion of the Formula Fords and Formula V's in the field. As it transpired the V's mostly just beat each other up, but it was an entirely different story with the FF's. Sat. qualifying saw Peter Strauss in the Brabham BT11 fastest followed by Victoria Le Gallais in the Brabham BT15 and Ray Kenny in the Thompson Mk 1 sports car. These were followed by Simmons, Brabham BT6; Falkiner, Elfin Mono twincam; Hemming, Elfin FJ; Burrage Rennmax 23B; McConville, CooperT75 and Calder in his Lotus Super 7.



With 34 cars - Practice looked a pretty torrid affair, here Murray Bryden has a Vee separating him from Bill Hemming and Victoria Le Gallais

Race 1. Best described as a shambles. Following the start two FF's came together in the tight turn 1. Victoria broke a front wheel on one of them, and Strauss braking heavily to avoid all this was punted in the rear by a (dare I say) another FF. With Peter sideways across the track and the field going in all directions the red flag was out. We were restarted in our original spots and were red flagged again after a (dare I say) FF had problems near the last corner. We were again gridded in our original spots. The clean up took a very long time and we all sat on the grid with no indication from race control as to how long we were going to be there. The



The author in his Elfin Mono had a great time all weekend with Ray Kenny in the Thompson Sports a car from the 60s very much like a Lola.

red flag came in and then out again. The warm up lap sign came out and stayed there for at least five minutes. Cars were overheating, drivers gesticulating madly but to no avail. Tony Simmons could not hold any longer and left the grid for the infield. Read swamp. I was told later we sat there for 12 mins. With my temperature gauge off the dial and steam coming past my helmet we finally got to start. The Mono with nothing faster in front won from Ray Kenny and Robert McConville in the Cooper T75 third. Bill Hemming was the only Junior to finish.



Great to see Jim McConville's Cooper T75 in young Robert's hands. Note the Winton scenery in the background.

Race 2. Peter Larner had a spare Brabham wheel back at the factory and this was rushed up on Sunday morning for Victoria. It needed some machining to make it fit and after a mad rush she missed the race start by literally seconds. Ray Kenny in the Thompson got the best of the start with Strauss coming rapidly from the rear. The Mono was in Peter's mirrors for a few laps until traffic did us part. The Brabham caught the Thompson close to the end with the final result Strauss, Kenny and Falkiner. Murray Bryden followed by Bill Hemming were the Formula Junior finishers.



James Calder getting the better of Murray Bryden

Race 3 Following the start we settled down with Strauss leading from Falkiner and Kenny was in third. A FF left the track and on trying to get back took Murray Bryden off. Not being satisfied with that he then hit Bill Hemming three times and finally succeeded in putting him off on the third attempt, watched by Murray. The Mono was eased a little in response to oil flags and was immediately passed by Ray Kenny and a FF. The Mono retook the Thompson

again and with Strauss out having broken a helicopter joint in his gear change, the finishing order was Falkiner, Kenny and Tony Barrage coming through to take third. Bill Hemming again first for the Juniors. Victoria who was flying through the field unfortunately had a major mechanical issue and she had to retire towards the end.

The weather was superb but there was certainly an issue with the mix of cars with some drivers vowing that their future entries would have the proviso that no FF's be present. The FF's do have many competent drivers in

their ranks and would be welcome but there are just too many who are not. About half the M & O's had issues with the FF's resulting in either contact or being forced off. This is unacceptable.

A couple more photos from Jim Jones : -



Victoria Le Gallais exploring the limits in the BT15 with a wheel on loan from Peter Larner's



Peter Strauss in a terrific shot from Jim, The BT11 drifting beautifully

## Tasman Revival update – the M and O cars that our visiting for our meeting.

Apologies to the various websites for copying information.

### Group O

#### Paul Busby, 1966 Cooper Type 82. UK



Cooper Chassis number F2/2/66 was built in 1966 as one of two Type T82 cars to run in that year's European Formula 2 Championship. F2/2/66 fitted with a BRM project 80 engine was the Works car run and entered by Jo Bonnier and his Ecurie Suisse Team along side his Cooper Maserati F1 car. The car was predominantly driven by Jo Siffert and occasionally, by Jo Bonnier. The car was returned to the Cooper factory at the end of the year and sold to an American owner/driver, Tom Jones, who wanted an F1 car. The factory converted chassis F2/2/66 to pre-65 F1 specifications by the fitting of a 1.5-liter Climax V8 and Colotti T34 six-speed gearbox. The conversion required some major surgery to the rear end to house the Climax V8 and the Colotti gearbox.

The car was entered in the 1967 Canadian GP but failed to qualify. The car was eventually sold, sans engine, to Rick Kolher of Ohio. Rick ran the car in FB events with a BMW engine. The rolling chassis was purchased from Fort Lauderdale in 1993, and brought back to the UK for restoration and reuniting with its BRM engine by the current owner, in order to restore the chassis to correct 66 F2 form. The restored car still retains some of its F1 features: 1-inch wider wheels, up to four fuel tanks and LH gear change shaft guides. The car is campaigned regularly in the UK and Europe at historic events by owner/mechanic/driver Paul Busby.

#### Phil Harris Brabham BT23C FVA USA

This FVA powered car was built for the 1968 Temporada series run in Argentina. A collaboration between Frank Williams and Juan Manuel Fangio and sponsored by a newspaper in Buenos Aires the car was driven by Carlos Reuteman and other Argentinian drivers till about 1970. It was purchased by Phil in 1989, restored and competed with in North America since 1991.



#### Murray Sinclair Brabham BT29 FVC NZ



After a long and busy 1970 season of Formula B racing, this particular Brabham BT29 was shipped from U.S.A. to New Zealand to participate in the Tasman Series by owner Evan Noyes. For the Tasman events the car was re-engined with an FVC 1.85 litre Cosworth engine. After mixed results in 4 NZ and 3 Australian Tasman events, the car was driven on occasions and ultimately bought by NZ racing legend Graeme Lawrence. Lawrence would frequently change engines to suit the entry conditions and competed extensively in NZ and Australia. To read the full story

Murray has a great website that describes its history in detail, go to <http://www.britishracecar.com/MurraySinclair-Brabham-BT29.htm>

### **Eli Solomon Brabham BT18 NZ Singapore**



Eli is no stranger to the Tasman Revival competing here in 2006, the inaugural meeting. In recent times Eli has been the author of a book called Snakes and Devils which is about the history of the Singapore Grand Prix. To find out more about this go to <http://rotikok.com/sd/author.html> Eli is also the Editor and Vice President of the Malaysia and Singapore Vintage Car Registry. Eli's BT18 was a New Zealand car driven by such drivers as Roly Levis, Graeme Lawrence and others.

### **Travis Engen Chevron B17 USA**

Travis is actually bringing 2 cars to the Tasman, the other is a highly desirable Lotus 23B. Still awaiting some history on the car from Travis, but this photo from the web indicates it is a great looking piece of machinery.



## **Group M**

### **Peter Studer Lotus 32 twincam Switzerland**



A car that needs no introduction to the Australian audience that can remember Leo Geoghegan driving the car. Back in 1964, Leo won first time out in the Hordern Trophy at Warwick Farm. This augured well for the upcoming Tasman Series and indeed Leo was the first 1.5 litre car home in the New Zealand GP, finishing 6th. In Australia Leo finished 8th in the Warwick Farm Tasman event. Later that year Leo took a string of 2nd places beating many 2.5 litre cars along the way. In 1966 Leo

took delivery of the ex-Jim Clark Lotus 39 and the 32 was sold. Leo still has very fond memories of his time with this wonderful Lotus. Peter has owned the car since 2002 and competed in HGPA events since 2006 gaining many podium places in Europe. Peter and the car come from Switzerland.

### **Scotty Taylor Cooper Type 53 UK**

Scotty hails from Tasmania, but spends a lot of his time racing Historic Cars around the UK and Europe. He has been out here with his highly polished alloy bodied Cooper Type 43 to the Phillip Island Classic, but this is his first time to the Tasman Revival. Scotty has 21 Bathurst races under his belt over the years in all sorts of cars including the V8 supercars of recent times, but his real passion is the older Historic Cars. It was a toss up whether Scotty brought the Type 43, the Type 53 or the Lotus 18. In the end he decided the raw power of the 2.5 Coventry Climax engine would make the Type 53 pretty competitive in the Group M category and that is now on its way. The Type 53 of course was the type that carried (Sir) Jack Brabham to his first F1 Championship win.



### **Roger Newman Brabham BT14 twincam UK**



This will be Roger's 3<sup>rd</sup> trip to the Tasman Revival. This 1965 F2 car driven in period by Rodney Bloor in several European Formula One races is a much loved and much used example of the cars produced by MRD under the guidance of Ron Tauranac in the middle 1960s before wide wheels and slender bodywork became the norm.

**Formula Junior's who are really a part of Group M, but which will be running in their own separate races.**

**Duncan Rabagliati 1959 Alexis UK**

Exported soon after its UK debut in the UK to the USA but little used there. Bought by Duncan in 1979 and race by him since the 1980s. Arguably one of the most used Historic racing cars in the world.



**Jan Biekens 1960 Stanguellini UK**

Raced in 1960 by Italian Massimo Maria Lisi of Bologna Italy. Has been very competitive in Jan's hands winning its class of front engine car in 2007, 2009, 2011 and 2012.



**John Dowson 1962 Brabham BT2 UK**

Awaiting information from John.



**Shuichiro Nagkubo 1960 Lotus 18 Japan**

Shuichiro was a part of the Japanese contingent for the 2010 Revival. The distinctive Lotus 18 is in typical Lotus colours and it will be great to see Shuichiro here again.

**Jim Barclay Gemini Mk3a NZ**

Jim Barclay is the man behind the New Zealand equivalent of the Australian Tasman Revival. Straight after our event, many cars will be loaded into containers and shipped off over to New Zealand where there are a series of races starting in Taupo then 2 events at Hampton Downs which are run by Jim then on the the South Island for those that want to do the whole circuit. Jim's Gemini is a well used Junior and as Jim was a RNZAF pilot in everything from Tiger Moths the Phantom F4a's he keeps his low flying to the Junior category these days.



**Michael Sexton Gemini Mk2 NZ**

Awaiting history from Michael.

### **Noel Woodford Gemini Mk3a**

Factory team car driven by Mike Parkes during 1961.  
Exported to USA and driven with great success by Ed Leslie.  
Purchased by Noel in 2010 in poor condition.



### **John Holmes 1960 Lotus 18 NZ**

Bill Gardner was working in England for Arch Motors, who built the spaceframe chassis for Lotus and Brabham, and he brought this car back home with him when he returned to New Zealand in 1962 / 3. By the time the car arrived in NZ, it was already obsolete. Clive Bush bought it and raced it a few times at Levin. He also did a few hill-climbs in the Hawkes Bay before converting it into a sports-racer. It ran in this form, mostly in the South Island for many years. John Holmes tracked down the remains in Christchurch in 1982 and restored it to its original single-seater form over the next few years. All the original body panels were found stored, undamaged, in the rafters of a garage in Wellington,, and the original Renault transaxle, complete with alloy Lotus bellhousing was found in a farmer's shed in Hastings. This is one of very few Lotus 18 FJs still running the original Coventry Climax water pump, externally mounted on the side of the engine block.

The first outing for the car in John's hands was in the Historic support race at the Wellington Street Races in 1986. He has been racing this car ever since.

### **John Rapley 1962 Brabham BT2 NZ**

The car was sold when Roy James was unable to use it as he was at "Her Majesty's Pleasure". Brought to NZ by Billy Housego, and raced as a New Zealand "National 1500cc Formula" car. NZ Drivers include Ray Thackwell, Robbie Francivic, John Weston, and Graeme McRay. The car won the feature race at the National meeting at Levin in 1968, it's last significant outing in period. Initially restored as a 1500cc NZ national formula car in the early 1990's . Restored back to Formula Junior spec's from 2000 onwards. Competed in the Tasman rounds of the Formula Junior 50<sup>th</sup> celebrations. John Rapley now races the car as an "owner/driver", having not driven race cars in his younger days.



### **Ian Garmey Cooper Type 56 NZ**

Irish driving school car then Irish Formula Libre, and Irish rallycross.  
Restored back to FJ specs in New Zealand,

## **Other cars in categories other than Groups M and O racing**

**Group L** Rod Jolley UK Monza Lister Jaguar, or the Monzanopolis an incredible looking car

**Group M Sports** Travis Engen USA Lotus 23B, Peter McLaughlin USA Lotus 23B

**Group O Sports** David Jacobs USA Lola T70

**Group R** Peter McLaughlin RALT RT1

**Formula Ford** Japan Mitsura Miyajima Lotus 51A, Japan Kenji Suzuki Brabham BT16, Chis Frazer NZ Lola T342

**Formula 5000** US Bruce Leeson McLaren M10B, US Eric Saga Lola T190 + a contingent from New Zealand.

## Andrew Fellowes shares his journey of putting his Lotus 27 back together

Written late July ...

Taking the tub apart revealed no trail of ownership clues but what it did reveal were glimpses into the past. To recap, this tub has been up rated from a 27 into a 32 by having new skins with Type 32 suspension, an expensive way to achieve very little. The conundrum is why? Was this tub used as a prototype, a very tired excuse that is often used when someone has no idea as to how to explain changes to a chassis. Or was it changed to fulfill an urgent customer order? Either way it surely would have been done early 1964 when a type 32 was in demand, however the front shocks are dated 1965 and on the bottom hand written in white is '27' suggested that the car was still regarded as a 27 up to this point. However by 1975 it was known as a 32 and perhaps for most of its US racing life. Incidentally the dates on other parts on the car vary from 1962 to 1966. The main suspect for importing it into the US is Freddie Opert and there are two genuine 32s that I can find racing in the US, Bill Rutan and Byron Snow. Opert advertised one for most of 1968, Bill raced his in 68 and claims he bought two from Opert. Byron raced his in 1969. I am fairly sure my car is not Bill's, and Byron I haven't found yet. So the history is on hold.



I took out over 640 rivets, very carefully so as not to enlarge any holes. Every panel was stripped of paint and cleaned and the skins polished. When the new radius rod pick up points arrived from Peter Denty I took the car down to David Kent so he could fit them. We placed the brackets on the sides and then David had to alter them to fit the skins as needless to say the radius was slightly different. (photos 1, 2 & 3). We then prepped the sides and applied glue for each row of rivets. Then with a pneumatic rivet gun put 640 period style aircraft rivets in with backing washers behind each rivet! (photo 4).



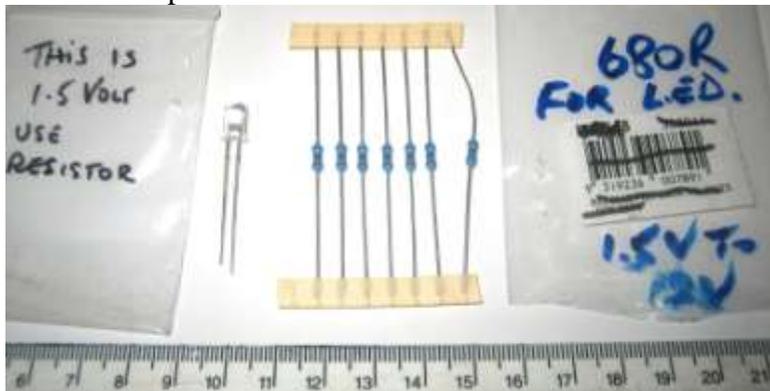
David then made a new roll bar on his mandrel bender, (photo 6), and here was another surprise, the period roll bar had been replaced at some time, as when we took it off it revealed another row holes under the flanges. The next job is to weld over the front wishbone holes and cut new ones, the 27 has narrower wishbones than a 32 so my original idea to reuse the existing ones proved not possible. Due from the UK this week are the front wishbone pick up points and then next week the body work complete with windscreen.



August should be a busy month, Geoff Richardson is half way through building the engine at the moment, so it should be here in 3 weeks time. Bryan Miller is doing the gearbox, and David the engine mounting brackets. Oil tank and front uprights are due from Denty and new fuel cells from Australian Fuel Cells just down the road from me here on the Gold Coast.

### Tech Tip - Oil Pressure Warning Light

With the advent of high intensity LED lights, you can install a very small and unobtrusive one into your dashboard that will definitely get your attention even in broad sunlight. When coupled with a 30 psi pressure switch from Auto Meter, you have a system that should tell you there is a problem well before any further damage is caused other than what caused a loss of oil pressure in the first place. ie, you catch the engine still with some oil pressure left.



You can see here how small the actual LED light is, about 5mm diameter, but it's brightness is very strong as can be seen in the photo. In fact if you look at it inside the garage and then turn it on, it almost blinds you momentarily. The resistors shown are from Dick Smith or Jaycar and just one is put in series to lower the voltage from 12 down to 1.5. Rocket Industries can supply the pressure switch. As a kid I always thought of warning lights as "idiot" lights – but I've come to respect the fact that you don't get a lot of time to look at the gauges, and damage can occur within a few seconds without that vital circulation of the good oil. Oil lite switch Rocket 30 psi <https://shop.rocketindustries.com.au/products/AU3242>



## M and O cars and others at the Shannons - Council Motor Clubs display day Eastern Creek 19<sup>th</sup> August 2012

This day has been a part of the Car Club scene in NSW now for many years, always held during August, and in a way it heralds the start of the next warm season. With around 1900 cars in attendance it is a terrific day to get out and about and look at a huge diversity of cars that are under our umbrella movement the Council of Motor Clubs. The event is run by Terry Thompson OAM with help from others and Terry has been doing this now for a very long time.



The HSRCA was given a triple garage to display the types of cars that are in the Club, and we had 10 cars all up including 3 Brabham O cars, plus the Gryphon of Geoff Varey, the BT24 of Brian Wilson, the BT29 of Wayne Wilson and my BT21C. Along with these there were representing the other branches of our sport, the Clubman of Wayne Newman, the Formula Vee of Daniel Bando, the Nota Minx of Bruce Richardson my Lotus Eleven, and from Group S, Andy Purvis with his Porsche 911 and Mike Irwin with his Alfa Romeo 105.

We were given a few quick “catch me if you can” laps behind the safety car on the new long circuit at the usual midday time and at the end of the day we had another session which was much appreciated.

One of the main reasons for being there was to promote the upcoming Tasman Revival and to sell tickets in the trip to Goodwood raffle. This raffle is being coordinated by John Ellacott who is doing a terrific job of seeing them sold at various venues and he was well pleased with the results of being there. Interest too in the cars and the upcoming meeting was solid.

All in all, a most enjoyable day. I might add that the Lotus Eleven was driven by myself in the first session and by Rod Kennedy in the 2<sup>nd</sup> session, this was the first time in 40 years that it had been on a track with someone with a helmet on. The last time it was in this situation was with John Partridge the previous owner back in the early 1970s.



Wayne Wilson, missed out on this photo, trying to keep up with the Pace Car so we put him in the corner ! Rod Kennedy in the Brabham BT21C, Wayne Newman Clubman, Daniel Bando in the Formula Vee, Geoff Varey in the Gryphon, Ed Holly Lotus Eleven and Mike Irwin just coming into view in the Alfa 105. The Porsche of Andy Purvis is just behind the Alfa. The Brabham BT24 was attracting too much attention in the pits to run !

## Promoting the Tasman Revival at the all British Day – Kings School - Parramatta

There was a terrific response to 3 cars at this event on the 26<sup>th</sup> August. Ex Kings School graduate Wayne Wilson brought along his spectacular blue BT29 Brabham, Ian Buddery brought his Lola Cosworth turbo charged Indy car and Ed Holly his naked Lotus Eleven. A week after the CMC day at Sydney Motorsport Park, it seemed there was a whole new audience. As far as display days go, this was very large probably near 1000 cars in a magnificent setting.



## Promoting the Tasman Revival at the Muscle Car Masters

2<sup>nd</sup> September

Joint Venture partners in the 2012 Tasman Revival, the ARDC, invited the HSRCA to put on a small display of cars to promote our November event. Word went out through the newsletter and in the end we had 5 owners who gave up their Father's Day to come along and talk about our event come the end of November.

Despite the fact that the Muscle Car Masters meeting is so far orientated towards the Touring Car brigade, there was still solid interest in our cars and it was rewarding to hear that so many of the spectators were looking forward to the Tasman event. John Ellacott brought along the Goodwood raffle sandwich board and did a roaring trade selling tickets and raising much needed funds for the event. In fact almost 100 tickets were sold on the day, a terrific effort.

Those that brought their cars were, Brian Wilson with the help of Gary Simkin and the Brabham BT24 Repco V8, Scott Whitaker with his Milano GT2, Gary Hancock with the family Brabham BT23 to which he threw the keys to Peter Addison, David Reid who drove down in the Jaguar C-type replica, and Ed Holly in the Lotus Eleven LeMans. We were all invited out on the track as part of 3 displays on the day for 4 laps each time. First time out Peter McKay was driving one of those new Lexus V10 machines, an LFA, and Peter A decided he would show all and sundry how quick an FVA in a Brabham was, well that was the idea – Peter A said the two cars were about the same in a straight line, but the FVA did make a better sound! Brian Wilson decided to sit it out, so David Reid borrowed his driving suit – can tell you that is the skinniest I've seen David in a long time. Scott Whitaker, being Holden 6 powered attracted a lot of attention in the pit area and Scotty was working his charm all day. All told a very worthwhile exercise.

Oh and the crowd – bigger than at the V8 meeting the week before, HUGE. And the ARDC must be congratulated as they have really lifted the ambience of the Sydney Motorsport Park facility in recent times.



Peter Addison (without cap) enjoying an ice-cream with Gary Simkin. Brian Wilson (right) with a coffee and Gary Hancock chatting away.



Sir Jack's BT24 Repco Brabham attracted a lot of attention amongst the V8 fans of another era.

## Pit Gossip ...

Twice Tasman Revival race winner, John Smith is in hospital in the USA after a motor bike accident whilst holidaying there, the accident happened a couple of weeks ago. John was entered to run at the Wakefield Park meeting in his Formula Ford, but unfortunately was still in the US with severe back injuries. I know all of us hope John is able to get back home soon and goes on to make a full recovery. The Tasman Revival grid will not be the same if John is not there. Photos here by Peter Schell.



2006 Tasman Revival, John in the Lotus 49 with Spencer Martin in the Brabham Alfa right behind.

Steve Weller is about to join the Group O ranks with his Elfin 600. Herb Neal has had a lot to do with the restoration of the car, which means another car we will all have to wear sunglasses to look at. Steve plans on debuting it at the Tasman Revival meeting.



Herb Neal in the Elfin at Eastern Creek followed by Wayne Wilson.

Mention was made in the last newsletter of Ross Hodgson, and his son driving just as quick as Dad in the MGTC special. Well not to be outdone by Robert, Ross has gone and bought Herb Neal's immaculate Elfin 600, so that's another driver / car combination that will be at the very front of the Group O racers, just as Ross was in the same type and model in David Medley's Alfa powered machine.

As reported in the Wakefield Park report Tony Simmons went extremely well at the spring meeting. In fact except for the 1<sup>st</sup> race, Tony came out on top of the Junior and F3 cars. Maybe we should all step off a plane from the UK and Hong Kong and go straight to a race meeting, as did Tony. Ah adrenalin is a wonderful thing.

Natsoft has gone modern and now has the odd advert incorporated into the website. However it still remains a very user friendly service and website and has lost none of its features in the process of going the way of many other organizations. Go to <http://racing.natsoft.com.au/results/> click on circuit racing.

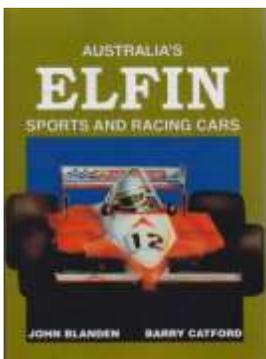
At the Silverstone Classic meeting in July, David Methley had a win in the 9 lap Junior race on the Sunday. Many will remember David's drive in the wet in the Junior/F3 race at the last Tasman Revival where he literally ran away with the win in Roger Ealand's Lotus 18.

Also at Silverstone Classic was Lotus 22 and Brabham BT9 owner Bruce Mansell in a Lotus Elite he shared with Barry Davison. Considering Bruce had not been to Silverstone before, their results were pretty impressive beating some very exotic and very expensive machinery.



Photo here by Willie Jackson

<http://www.redbubble.com/people/williejackson/works/9229126-lotus-elite-no-77>



Ever seen donuts in the rear drive looking a bit twisted just sitting still in the paddock. The ones on the BT6 have an offset built into them, probably to allow minor adjustment one way or the other. However if you put the offset the wrong side it will compound a problem, so if yours look a bit out of sorts check to see that they are in the right way round.

The much sort after Elfin book is about to be reprinted. The Elfin Owners and Drivers Club newsletter makes mention of this and the fact that the book can be ordered through Autobookworld. The cost is quoted as \$75.00 phone 02 83541999 It says it will be a limited print run of the 1997 publication.

<http://www.autobookworld.com.au/shopexd.asp?ID=9047>

Rob Cracknell attended and kindly addressed a recent general meeting of the HSRCA. One of the items Rob covered was that of replicas. He indicated that the Historic Commission was aware that the CAMS policy on these was out of step with what is done under the FIA Appendix K rules. The FIA issues cars with a HTP (Historic Technical Passport) on the basis that they exist in a form consistent with that model of car at some period in time. It makes no differentiation between real and replica other than to record the date of actual original manufacture on the HTP which is issued without investigation of the cars history provided its specification is confirmed to be correct in all respects. [The quote below is from the Motor Sports Association \(UK\) website](#). It is then up to the promoters of events who they invite. The Historic Commission is currently giving consideration to possible changes which might make some provision for cars documented by the FIA. Bob was aware that such changes would be likely to be quite controversial in Australia and indicated that the Commission would seek comments from clubs and competitors concerning any changes it may propose. This is timely as of course in the last newsletter mention was made of “replicas” being amongst the grids of local cars at non-CAMS meetings.

*The HTP is essentially a sporting document and its purpose is to allow a car to take part in International competitions. An HTP says nothing about the authenticity, provenance, origins, etc, of a car. It is concerned only that the car's specification is that of the particular model it purports to be, the whole purpose of the HTP is to try to ensure that cars accord with the authentic specification and can therefore compete with one another fairly. Whether the car is wholly original, partly original, assembled wholly or partly out of period components or a copy or replica built recently is not relevant to the issuing of an HTP. The prime criteria to be granted an HTP is that the car represents a provable specification and type that competed internationally in period.*

Whilst in the subject of Replicas, there were 2 replies to what was written in the last newsletter, both wanted to see some relaxing of the rules as they are at present, there were no other replies. It will be interesting to see how the Historic Commission deals with this and it would be a good thing if some consistency were achieved between permit issuing bodies, which is what the thrust of the last newsletter's message was meant to be.

Who was it that was pushed onto pole position on the dummy grid at Morgan Park for a photo exercise after the car failed to proceed? Seems that Victoria's first foray so far up the grid in the F3 Brabham BT15, just had to have a photo to prove it.

Catch up with the latest press releases by checking on the Tasman Revival website, Seth Reinhardt keeps it up to date with them as they are released. The first one deals with Scotty Taylor and his Cooper type 53 along with Peter Studer bringing out Leo Geoghegan's Lotus 32, both these guys will be running in Group M and both well and truly know their way onto the podium. In fact Scotty has done over 20 Bathurst races. The second release deals with the very strong Formula Junior presence at the Tasman Revival including Duncan Rabagliati who has been racing his Alexis since the 1980s. A full grid of Juniors is expected with many coming from overseas.



[Peter Studer bringing Leo's Lotus 32 and Scotty Taylor with his Cooper type 53 Climax 2.5 featured in 1<sup>st</sup> PR release.](#)

The ARDC has added some of our leading motorsport drivers and riders to their Honorary & Life Members list. Sir Jack Brabham and Leo Geoghegan, Allan Moffatt and others are already there, and now they are joined by Spencer Martin, Kevin Bartlett, John Leffler, Frank Matich, Alan Grice, Colin Bond, Barry (Bo) Seton and Wayne Gardner.

Terry Thompson OAM, is incredibly active not only for our sport, but for the Historic scene in general. A board member of the ARDC, President of the NSW Council of Motor Clubs with over 150 Clubs as members, Chairman of the CAMS drift committee, Advisor to the CAMS for Marque, Touring and Enthusiasts groups and Terry will be, as he normally is, our Clerk of the Course for the Tasman Revival meeting. Another task Terry has taken on is helping to raise funds for the young Aussies who have demonstrated the driving talent, but need help to make it both here and overseas under the **Australian Motor Sport Foundation's** banner. To help raise some of these funds, Terry has arranged for the ARDC to release a stock of old Amaroo programmes from the early 70s on, from the archives and these will be on sale at the meeting for \$5 each. If you can help sell the programmes, contact Terry at [president@councilofmotorclubs.org.au](mailto:president@councilofmotorclubs.org.au) The Australian Motor Sport Foundation has helped many aspiring young talents including [Daniel Ricciardo](#) and [Molly Taylor](#).

Whilst on the subject of the ARDC, apparently the Garage Café has been a terrific boon to events at the Creek, er, Sydney Motorsport park. And the place in general looks terrific with its new yellow and black livery. In the Garage Café is a terrific mural, the artwork being done by Brian Caldersmith who is one of the hard working souls on the Tasman Committee. Brian has done countless posters for our Club over the years, and also much of the artwork associated with Tasman Revivals in recent times. Next time you are there, check it out, you will be impressed.

John McDonald use to drive for Bill Patterson Motors of Melbourne, and raced in many Tasman and Gold Star events in Bill's Cooper Climaxes. These days John does the occasional GEAR meeting in his very quick V8 Chev powered J & S Hunter. Years ago John came by some Lotus suspension bits that were spares for one of Jim Clark's Tasman cars. After all these years, John has finally put them to good use, building them into a wonderful single seater built around an Elfin Catalina body. So here are a few photos of John's handiwork. One interesting feature is the limit straps on the front suspension, now where did I see something like that recently? Can't wait to see it at a future GEAR meeting. Hopefully John will be at the Tasman Revival as one of the Legends of that era. *The Cooper Climax Type70 that John drove in 1966 started life as the car Tim Mayer and Bruce McLaren used, and with which Bruce won the inaugural Tasman Championship in 1964. This car is now in the hands of Adam Berryman and is expected to be at the meeting. Prior to that John drove a Cooper Type 53.*



John's handiwork, the Lotus suspended Elfin Catalina. Uses a pre-crossflow Kent engine. The nose of John's Hunter can be seen in the background. John is a better driver than photographer, the car is actually like Castrol green, not blue as depicted here!

## Patrick Quinn test drives and writes about a car with a star studded history.

Many of us subscribe to the USA produced Vintage Racecar Journal in the knowledge that our South Pacific editor, Patrick Quinn writes for Casey Annis the Publisher/Editor of the magazine. Patrick has scored many great articles on our local scene and has written about various cars here in some depth. In the October issue, not only has Patrick managed to get his story about a local car onto 10 pages within the magazine, but also managed to get the car on the front cover. The car in question is listed as the "Bear's Junior" and tells the story of a car that will be familiar to many that have been to the Tasman Revival in the past, as not only was it Denny Hulme's Formula Junior in 1963, it was then Alec Mildren Racing's car in 64 for Frank Gardner, Charlie Smith and Ralph Sach then to NZ for Roly Levis and Bill Stone ending up with Jiggs Alexander before being retired by him in the early 70s. Bought and brought to Australia and restored by Ian McDonald in Melbourne the car was driven by both Ian and son Nick, and Nick still holds the M outright lap record at Phillip Island with it. In 2006 it was purchased by Ed Holly and has now done 24 real Tasman starts and 3 Tasman Revival starts. It is a great story in a terrific monthly magazine that really does keep abreast of the local Historic scene more so than our local magazines that you are hard pressed to find anything about our Historic meetings in. If you are interested in subscribing to Vintage Racecar then Patrick can be contacted at [pquinn@vintageracecar.com](mailto:pquinn@vintageracecar.com) Patrick is also the editor of the Oily Rag, the quarterly magazine produced for the HSRCA incorporating sections for the VHRR (Victoria) and the HRCC (Queensland).



## Rob and Tom Tweedie's Lola T60 up for sale ...

**1965 Formula 2 LOLA T60 - Cosworth SCA - 6 speed Hewland - ex Midland Racing Partnership (UK) -** chassis no SL60/2 driven by Frank Gardner, Chris Amon, Dickie Attwood, Tony Maggs & Paul Hawkins in absolute MINT CONDITION with Group M CAMS log book & Cof D, multiple race winner now also with a lap record at Eastern Creek in July 2012.



Spare front body (painted), rare engine parts incl Weber's, spare set wheels & tyres and also includes a large comprehensive documented history file including original UK/European race result sheets by chassis number/drivers etc.



A Steve Koen photo of Tom tweedie in the wet Sunday race at the 2010 Tasman Revival.

Ideal for someone who wants to enjoy his motor racing in a very rare and most noticeable "world car" that is totally reliable and easy to run and is also eligible for Group M with a twin cam upgrade if desired.

Further details view at [www.ibcholdings.com.au/cars](http://www.ibcholdings.com.au/cars) or email [ibcholdings@bigpond.com](mailto:ibcholdings@bigpond.com) Price \$120,000 (may consider trade) so if you are serious call ROBERT or TOM TWEEDIE on 0408 162 762 or 0408 277 408 Sydney."

**FOR SALE**

**1965 ELFIN MONO #MB6550**



This is the prototype mk2B Elfin Mono. Its first appearance was at Mallala on Boxing Day 1965 driven by Elfin designer/builder Garrie Cooper.

Cooper raced the car for one year – competing at Calder, Lakeside, Surfers Paradise, Warwick Farm and at his home track Mallala several times.

In December 1966 ownership transferred to Victorian 1½ litre Champion Ian Cook who was looking to step up from his mk1 Elfin Mono. Over the next eight months Cook competed in three rounds of the Tasman Series – at Lakeside, Warwick Farm and Sandown with a best placing of seventh outright at Sandown. Cook also competed in the Calder based Lucas Davison series for 1½ litre racing cars in an attempt to repeat his 1966 success in his older mk 1 Elfin Mono. He made a clean sweep of the series winning two rounds and placing well in the others to take the title for the second time.

In August 1967, the up and coming Alfredo Costanzo purchased the car and campaigned it vigorously over the next three years, competing in almost thirty separate race meetings including two rounds of the Tasman Series (with a best placing of eighth outright and first in the 1½ litre class at Warwick Farm). Good performances in the Lucas Davison Series saw Costanzo take the win giving the car the title for two years in a row.

By the end of 1969 the Mono was becoming tired and uncompetitive against the new Elfin 600's, however Costanzo struggled on before selling it in May 1970 to Victorian Bob Punch who fitted it with a Toyota Corolla engine for the Formula 3 category. In late 1972 it returned to its home state of South Australia to Bob Irvine who raced it until the end of 1976, when it was retired.

During 1979 its ownership turned full circle when Garrie Cooper re-acquired it with the intention of restoring it for historic racing when he retired from full time racing. With Garrie's death in 1982 ownership reverted to his widow Lorraine. Lorraine sold it to Victorian Paul Johnson in November 1995 who commenced the restoration before selling the partly completed project to the current owner some six months later.

Restoration to its 1965 specification was completed in mid 1999 and the car has been competing in historic racing until the present. The engine is a mildly tuned 1498cc Lotus Twin Cam with a steel crankshaft and flywheel. It has a geared starter motor and a removable water pump. The gearbox is a modified VW with 7" AP single plate clutch. Engine was freshened three meetings ago. New Dunlop M series tyres will be fitted together with a new battery.

CAMS Log Books and Certificate of Description as well as comprehensive photographs of the restoration and several binders of historic research will be included.

Price \$70,000

For further information please contact Brian Lear 0249594971

[rblear@bigpond.com](mailto:rblear@bigpond.com)

# Brabham BT21C - AM288

For Sale                      \$120,000 ono

**10 meetings from “as new” rebuild**

This car was rebuilt over a 2 year period culminating in its first race meeting at Eastern Creek in May 2010.

It has now competed in 10 events with a record of 18 top 3 finishes out of 30 races, including 4, 1<sup>st</sup> places.

During the rebuild, all components that were marginal as to serviceability were replaced. This was just about all replaceable parts and includes for example:-

Rear	all new uprights/bearings/axles/new drive shafts with ultra strong German universals
Front	new lower wishbones / new uprights / new disc rotors
Chassis	work done by Herb Neal rectifying past damage back to factory specs / new MRD oil tank / master cylinders / radiator modified to all water / new fuel tank and foam.
Engine	Strong all steel Peter Larner engine / new period 45DCOE Webers / correct fuel pump
Gearbox	Built by Garry Simkin from all new Hewland parts including new Brabham sideplates / new AP racing clutch
Wheels	8's and 10's

**If you live overseas and wanted to run at the Tasman Revival, this car would make an ideal entry.**



History. As with many cars from the USA and Canada, tracing a cars history from there is not that easy. This car has been traced back through 12 owners to the middle 1970s. It lost its chassis plate when it was raced as a centre cockpit sports racer by Don Smethers in the early 1980s when a new CCSR body and dashboard was fitted and the originals were put aside. There is every chance it is BT21C-14 but as yet this hasn't been able to be proven.

**Contact Ed Holly 0413 27084**

## Wayne Wilson's Rennmax BN2 from 1969 for sale.



A Peter Schell photo of the Rennmax competing in the 2008 Tasman Revival race Eastern Creek. Peter Schell photo.

Wayne has campaigned this car for many years, with great reliability and as he has recently bought a Brabham BT29 so the Rennmax is “surplus to requirements” It is beautifully presented, being looked after by Herb Neal till recently and now by David Kent. It is one of the fastest if not the fastest pushrod 1600 powered Group O cars around. Rennmax of course were built by Bob Britton and incorporated in their day the best features from the best in single seaters. Laps Eastern Creek 1:42 Comes with some spares, price is \$80,000 AUD and the car is located in Sydney. Phone Wayne on 0419.214804 or email [wilsons111@bigpond.com](mailto:wilsons111@bigpond.com)



Another Peter Schell photo, this time of Wayne on the start grid for the same Tasman Revival race.



**TOUR de EUROPA**

**Racing News No. 3**

**From Don Thallon**

News from our end has been very quiet lately – sorry, we’ve been flat out touring and racing for the past 5 weeks and are now back “home” for a few days before we rush off again. Thanks to those who take the time to send us news from our real home – most especially from Gerald who posts large envelopes. By the way our address is:

La Heuniere  
61300  
Saint-Ouen-sur-Iton  
France

for those who don’t email.

Now let me tell you a little about Formula Junior racing here on this side of the world.

In my opinion it is the best category of Historic Racing available:

- The most race meetings – 7 International Lurani Championship rounds, 13 Miller Oil UK Championship rounds plus major meetings like Pau, Goodwood, Silverstone Classic, Portimao, etc. etc. Also included is a huge choice of all the major European circuits. Enough to exhaust anyone.
- The most competitors – up to 55 in one race
- The closest racing - often less than a second between 1<sup>st</sup> and 2<sup>nd</sup> and then all the way down the line.
- Excellent value for money compared to all the other categories
- Good camaraderie and social activities
- Efficient and cost effective secretarial services
- FJ competitors actually **RACE** hard, as opposed to many of the competitors from other categories, who rarely make passing manoeuvres. Of course cars in these other categories are often worth many times as much as an FJ, and are nevertheless, great for the true enthusiasts to see on the track.

It has been 6 years since we last raced here (Cooper BMC FJ in 2006). Things have hotted up a lot since then with many younger drivers (anyone under 40 in my book) enjoying FJ racing. John Milicevic, Sam Wilson and David Methley are the stars, have great car control and always put on a terrific show for the crowd. John M is current UK champion, a wizard behind the wheel, extremely reserved and polite and unlike many racing drivers who often tend to have an ego bigger than Ben Hur. Then there are another half a dozen or so drivers snapping at their heels. Then we have the others including yours truly doing the best we can (and getting slower every year!) but still enjoying the experience while the “strawberry tart” can cope.

#### **Silverstone Classic – 20th – 22nd July**

So what has been happening for the past couple of months? After Brands Hatch we competed at the Silverstone Classic. This is billed as the biggest Historic Race Meeting in the world with around 900 cars entered. Silverstone, since we were last there, has seen a big makeover with new Grand Prix pits and paddock area and in part a new track layout. Bernie insists on grandiose facilities for his F1 teams (these have already sent the operators at the Nurburgring into receivership!!) We elected to relax and not test on Thursday so it was straight into qualifying on Friday at 9am. Consequently our position of 31 out of 57 was smack bang in the middle of the pack – cautious and steady!

Race 1 Saturday – 26<sup>th</sup>, Race 2 Sunday – 23<sup>rd</sup>. Slowly getting better, car going well. Good racing throughout the field and the car and driver in good shape at the end. Then we headed back to our base in France for a week to catch up on some office work.



### Croft Nostalgia Weekend – 4th – 6th August

Our next race meeting was at Croft in the NE of England (Yorkshire). This was a relaxing fun weekend – a mini Goodwood Revival in the north of England. Many of the girls get dressed up in period garb (see photo of DT with 2 of the best), an old time dance with a great band on Saturday night at the track in a huge marquee, huge display of WWII military equipment and Spitfires flying overhead.

My 3<sup>rd</sup> cousin, Janice nee Thallon is married to Roger Hirst who drove from Lancashire to Croft for the day with his son in law Chris and twin grandsons. They all seemed to really enjoy themselves.



Croft



Thallon Family Cheer Squad at Croft



Croft is an old WWII airfield site in NE England. This was an extra on our calendar and is part of the British FJ championship. A very rewarding circuit which we hadn't visited before, so I elected to test on Friday, which of course helped greatly. About 30 cars entered, we qualified 10<sup>th</sup> with some hot opposition.

First race we had a DNF near the end whilst running 10<sup>th</sup> – oil temperature gauge went to 250 degrees F. **A bit of a worry** so I stopped. Turned out to be a faulty gauge which we had already had reconditioned in Brisbane before leaving. So that is now in the bin and luckily one of the other competitors had a spare which we fitted. We also had a leaking fuel float in one of the Webers which was replaced between races.

Race 2 we ran in 7<sup>th</sup> place for most of the race until the ex Denis Welch Merlin Mk 5 (a championship winning combination when we were last here in 06 with Denis driving) slipped past on the last lap, so we ended up 8<sup>th</sup> which was a good result for us.

### **Nurburgring Oldtimer GP – 10th – 12th August**

From Croft we headed south to Hull and caught the overnight ferry to Zeebrugge in Belgium, and then after staying with friends in Germany arrived at The Nurburgring on Thursday morning. Camping was remote from the FJ marquee, so by the time we were all set up there was no time for testing on the Thursday. However, the circuit is unchanged since our last visit 6 years ago. Qualifying on Friday pm was 30 minutes and put to good use. We qualified 14<sup>th</sup> with over 40 cars on the track. Race 1 Saturday – 13<sup>th</sup>, Race 2 Sunday – 12<sup>th</sup>. Both races were 30 minutes, tough and close and thirsty work. The circuit used for this meeting, which is called The Oldtimer Grand Prix, is the current Grand Prix track, not the huge Nordschleife which is the old historic Grand Prix circuit used only sparingly these days. The meeting is organised and promoted by the Automobile Club von Deutschland (AvD), and this year was the 40<sup>th</sup> anniversary. The oldest and most prestigious Historic Race Meeting in continental Europe, with huge crowds each day. Our German mate Horst, Son

Christoph and 3 Grandsons came up on Sunday – another cheer squad. And the crowd here get very enthusiastic with plenty of clapping, waving of arms, etc.



Horst, son Christoph and grandchildren



On the Track at Nurburging

### **Red Bull Ring, Austria – Challenge Formule Storiche – 1st – 2nd September**

This meeting is organised by the Italian Historic Club and is run on the old Osterreich Ring – A1 Ring – now called Red Bull Ring, 190 klms south west of Vienna. A few years ago this circuit was derelict and the owners of Red Bull have invested 100M Euros into making it one of the best facilities we have seen. The track is safe with plenty of run off, undulating, flowing and the buildings with restaurants, bars, meeting rooms, toilet and shower facilities of the very best quality.

Our races were the 6<sup>th</sup> round of the FIA Lurani Formula Junior (world championship). The only down side for the weekend was that it was very wet on Friday, Saturday and Sunday morning which made the track extremely slippery. Because it is a long way from home for most competitors we only had 20 starters. Many elected to test on Friday in the pouring rain. I decided to stay dry in our little camp and relax. Not much you can learn in such conditions.

Qualifying was held in the rain on Saturday afternoon. We finished 7<sup>th</sup>. Kim Shearn (Aus) and a few others pipped us on the last lap for a better time which came up on the television monitor in the restaurant.

Race 1 was first up on Sunday – track wet but not raining – very slippery - cars spinning out everywhere. We managed to keep it on the bitumen and ended 4<sup>th</sup>. Race 2 Sunday afternoon – track dry weather hot – like a new circuit to drive on. After a huge battle with Bruno Ferrari (no relation to Enzo) we ended up 3<sup>rd</sup> and on the podium – quite exciting for team and supporters. Times for each race are added to give an overall result for the weekend – so we ended up 2<sup>nd</sup> in the points for the Lurani Series albeit a long way down the list. Definitely not in Mark Webber's class.

My 4<sup>th</sup> cousin, Hans-Martin Hilbig and daughter Laurie (22) made the 4 hour trip from Munich staying overnight Saturday. H-M took some of the photos you see here. So we have had our fair share of cheer squads at the last few meetings.



The Red Bull



Hans-Martin and Laurie with Don



Pole Sitter 991 stopped at the start



Dicing with Bruno Ferrari



The podium



We are now home at La Heuniere enjoying perfect autumn weather. Lou and Robyn are staying with us and tomorrow we head off for a tour of Brittany.

Prost (cheers)  
D & J

## Europe Formula Junior racing

– from Kim Shearn's perspective.

### NURBURGRING - The Oldtimer Grand Prix.

It seems forever since Nurburgring where both Don Thallon and I had a great weekend. Great track, save for a dodgy switchback hairpin not long after the start. Camping accommodation was satisfactory and close to the pits but hospitality was first class. Good food and drink was laid on all weekend, gratis and it was also next to our pit. The place was frantic leading up to the weekend - tight on space, big numbers of vendors and lots of people moved through the facility over the weekend as well. The good lady wasn't impressed by lack of shopping opportunities either.



<file:///C:/Documents%20and%20Settings/user/Desktop/543-40th-oldtimer-grand-prix-nurburgring-part-one.htm> Photo from this website and shows Don leading Kim. The site is well worth a visit with some very nice photos.

Dry racing prevailed. The field was strong with about 40 FJ's and both of us started mid-field, though Don was 1.5 seconds and 2 places ahead of me. I was beside the Danish pig farmer, Lars Unpronounceable in his Lola, once again. I have now raced against him in 5 countries covering 8 races and his record reads 4 lost wheels, one start line fire, one spin, a third place and now a high speed "off" and unfortunately, he took a front engined Gemini Junior with him. His car preparation is unbelievably poor and I don't know how he has the confidence to get in his own car. Apparently, he also races a Shelby 350 and it has also caught fire - he just hosed it out and raced the next day! Don drove superbly and easily beat me, but neither of us achieved much progress from our start positions Don 13th, me 15th. - the cars ran faultlessly. Race 2 was virtually a repeat with Don climbing to 12th and I managed 14th, as usual, very humbling. Still, the pleasure of racing against a full field of similar cars can't be overstated in my view and that's why I come.

### RED BULL RING (Old A1 Ring) - AUSTRIA

Well, I reckon I've seen it all now. This is a real 5 star facility. Better bathroom facilities than my humble home, upmarket restaurant and viewing area on a tiled terrace, friendly and efficient wait-staff and cheap too. Still no shopping for Her, but she did manage to watch the races - wonders will never cease! The Red Bull guy has spent over \$100 million on the place and it is a sight to see. The track is also terrific, but it too has a crappy hairpin at turn 2 that doesn't suit our cars with small engines and little torque. It rained heavily on Friday for "Free Practice" and was still wet and slippery for Saturday qualifying. This time I managed to pip Don for a grid spot to get 6th with Don a gnats whisker back in 7th. About 20 starters this time.

We hosted a dinner at the MotorHome one night in the pouring rain for 9 people on my new \$12 electric BBQ - Don cooked, the girls prepared all sorts of salads and stuff and spirits were high, lots of laughs and the usual tall stories with Don holding court and providing some wicked liqueur until all hours.

Race one and I got a terrific start - up to 3rd for the first corner in the damp conditions and 4th into the second one, only to spin coming out due to schoolboy enthusiasm. This dropped me to last but somehow I managed to recover to finish 8th. Don meanwhile, drove really well and achieved a fourth place. Later the same day, the track dried and it was a humid 25c by the time we went out for race 2. Still, once again, I couldn't contain Don who drove a blinder to get 3rd, with me trailing a fair way back for 5th. Enough said! On to SPA (Mecca!) For his efforts, Don actually finished 2nd overall for the weekend in, what is, an FIA Championship event in the Lurani Series - very prestigious over here, I assure you.

### **SPA 6 Hour Meeting 20th September**

I had left my car and trailer here for a couple of weeks while Marie and I went to Budapest to meet up with some CrowEater friends for a week or so. Joyce. the motorhome was running really well, so even the journey was enjoyable, cruising along at 115/120 K's without the trailer. Great place, cheap too. Also it has shops - boy does it have shops - she went to the bloody lot of them! Back to Spa.....

Free practice Thursday and I took advantage of it doing 3 sessions of 50 minutes each. Only paid for 2 after I explained I only held fuel for 35 minutes and they agreed and made a concession - common sense and well appreciated by me at \$200 a session! What a track. The first time down to Eau Rouge I had goose bumps and absolutely reckon it's the best bit of tarmac I've seen - fast, flowing, elevation - its got the lot, and the history too. Don arrive late and set up "Camp Thallon" quite casually as he has raced here on 4 previous occasions in different cars over the years. Laurie Bennett was also there but didn't hold much hope of a repeat win due to the strength of his race with lots of T70's etc.

Qualifying Friday was fine and dry; Don was 14th of 39 and I was 18th. Maybe I was a bit slow because when I fitted new rear tyres I neglected to re-pressure them (yes, I know!) so driving with 35lbs, instead of the usual 15/16/ 18 was a bit tricky. Race 1 was wet and a 9:00 AM start so to say I was circumspect is a fairly conservative way of putting it. Don improved to, I think 11th and I got to 15th. Race 2 was dry (Thank you God). Did a bit better and finished 11th. Don drove away from me once again and I think he finished 7th - another good effort by him.

The atmosphere at Spa is amazing. Combine that with a super group of guys and gals in Formula Junior and it is a recipe for a fantastic time, and that it was. Duncan Rabagliat, the Godfather of the FJ world, organised a dinner on Saturday night and about 60 "Juniors" turned up. The name Junior always has me smiling as when the helmets come off, there is only grey hair, no hair or bum-fluff on the few young ones who race with us. Surprisingly, not so much stuff for sale at the track, clothing or memorabilia or anything else. She was happy as the place is called SPA for a reason other than racing and somehow Marie managed to find several of them. Her face looks much the same to me, but after 40 odd years and I do mean odd.....

Dave Methley, Roger Ealand's mate from way back, has set the class on its heels this year with his entry in the ex Bob Birrell BT6. He, along with the John Milicevic, the current champion, are unreachable and head and shoulders above most other competitors in the class. They race super close, fairly, never touching each other and have become great mates, swapping victories, with, I think, Dave coming out a shade ahead this year. He unfortunately blew an engine at Spa going over the top after Eau Rouge. Car got very light and when he gunned it the oil light did its thing - race over. Congratulations to John, he is a terrific guy, like most of the group - Go Formula Junior!

So now its on towards Mugello. Mrie and I have rented a small apartment near Florence in between race meetings, while Don and Jeanette luxuriate back at their Chateau West of Paris. I only hope he doesn't find

more horsepower or skill in between events, or I'm toast. Laurie Bennett has been back and forwards to Australia and has been racing really well too. Many class victories and is driving in his normal competitive, fast and smooth style. Jan has been with him enjoying the fun as well. Tony Simmons, John Elicott, Phil Kendall (Randall?- apologies), Steve Moody and Ken Williams have all been about this year and providing a helping hand when ever it was needed - thanks guys.

I guess the next missive will be a wrap up, but I would be happy to answer questions from anyone considering making the journey - you won't be disappointed and it can be achieved on a moderate budget if necessary, as it usually needs to be, meanwhile,

Cheers, Kim Shearn Lotus FJ 20/22

### **As always – that pharting shot.**



This photo was sent in by Richard Carter, demonstrating his latest in tyre warmers. At least with green power being all the rage these days, eligibility should have no problem with this concept. Does this mean Max Brunninghausen (left) and David Medley (right) will be in demand at the Tasman?

Once again I would like to thank all those who have contributed to the newsletter; it really is a team effort these days.

And once again thanks go to all of those that help with the running and staging of the events that we, as the M and O racing group, enjoy so much. Without you guys and gals we wouldn't be able to do what we do ...

Finally, someone sent a photo of Victoria on pole on the dummy grid at Morgan Park. As mentioned in Pit Gossip, the car was broken by the time the first race was to be run, however as I am sure all will agree, making pole in the company of some pretty hot Juniors was something special, so here it is, and congratulations Victoria.

