



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 22 - April 2013
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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 necessarily those 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.



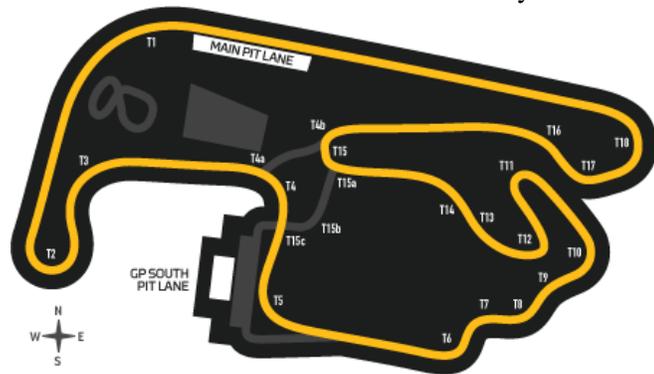
**HSRCA
HISTORIC WINTER
SYDNEY MOTORSPORT PARK**

**JUNE 28th, 29th & 30th
FEATURING**

GROUP S ENDURANCE RACES	LONGER BRABHAM CIRCUIT	ALL 5th CATEGORY HISTORIC CARS
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As can be seen by the poster on the front page, our Winter race meeting at Eastern Creek - er - Sydney Motorsport Park will see us on the Brabham long circuit for the first time. SMSP were keen for us to use it at the Tasman event, but this was resisted then on the basis of the tradition of this meeting. There has been much debate over how tight the new section is with diametrically opposed views by seasoned long term competitors for and against. The only way to find out is for us to sample it which is what the Registrar's decided to ask the race committee to do at a recent meeting. I have driven the track in both a Lotus Eleven and the Brabham BT21C and personally found it to be ok Talk about the hairpin being too tight was not the problem I thought it would be, however any passing at this point will have to be done with caution, but we all do that anyway. As to the tightness, the Lotus Eleven almost needs a 3 point turn at normal roundabouts, yet it took this corner in its stride. It will certainly make the meeting more interesting, a new bit of track always does, we may



get a few less laps as the lap times will be a bit longer, and it will take some extra flag marshalls to man it. On another matter, I am told that the meeting will benefit from using lights around the track, whether lights are used at the start is yet to be determined. One thing is for sure, private practice will be popular! So here is your opportunity to try a new circuit, I can tell you that it isn't as easy as it seems which makes it that much more of a challenge. There is a total of 18 turns to do the circuit. The Group S enduro is also a feature. If you want a bit more info on the track itself, go to <http://www.sydney motorsport park.com.au/about-the-park>

The M and O newsletter – a personal viewpoint.

This is the 22nd time I have started with a blank piece of paper, so to speak, to produce a newsletter that tries to cover the scene that is the 1960s racing cars here in Australia and to a limited amount overseas as well. I have often wondered what the attraction is for not only myself, but all of us who don a helmet and go out and enjoy these wonderful cars and why that attraction, for me, has now led to 22 newsletters since taking over the HSRCA registrar's role for Groups M and O going on 6 years ago.

First, I would say that it is the era that I went to Warwick Farm, Catalina, Bathurst and Oran Park in the 1960s and saw our cars racing. I wasn't an absolute fan then of single seaters and have to admit that the Ross Bond Healey 3000 was probably my favourite car and that I did wait with anticipation for the Touring cars too.

Second the appreciation of the handling of these cars. After racing a production sports car for some years, there were a number of people who sowed the seeds to try a single seater, they were Tony Caldersmith, Bryan Miller and Malcolm Shaw. Around 12 to 13 years ago an Elfin 1500 was the first car and it was a revelation compared to the MGA I had known for around 10 years. It was Tony who said that a factory built racing car will be a lot less expensive to run than a production sports car, simply because everything is designed to race, not a road car purporting to be a racing car, and that certainly has turned out to be true. It was Malcolm who said there is nothing like putting your bum in a factory built racing car and Bryan didn't really say anything specific, but you could tell in conversation that these cars were very special to him. The actual step from MGA to Elfin was a lot easier than you would think.



Third there is so much that you can do to these cars yourself, sure they were built in a factory, but in the 1960s there were no exotic materials, just tube, welding, and small fabricated bits that are easily produced after gaining some experience. Then there are some terrific fettlers for the bits you cannot do yourself and engine and transmission guys who know these cars as good as when new.

Fourth there is such a rich history of this era, a time when we had a 3 times World F1 champion in Sir Jack Brabham with his off-sider who designed and built the cars, Ron Tauranac from our shores. Colin Chapman of Lotus and the Cooper father and son team, and others all who produced some terrific cars on the world stage. – Locally of course there were Bob Britton, Garrie Cooper and again others who did a great job of supplying cars to our part of the world. There was also a mini Formula One type series throughout the 1960s where these cars competed here and NZ, none other than the Tasman Series which the HSRCA celebrates every 2nd year.



which the HSRCA celebrates every 2nd year

Peter Schell photo

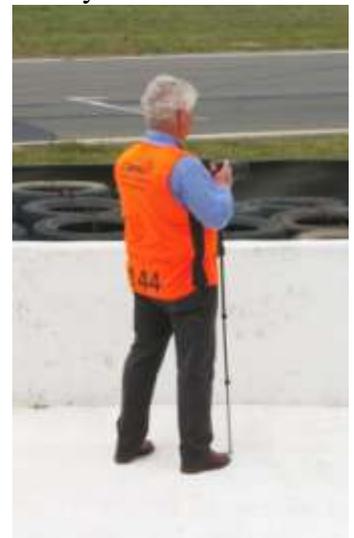
The last Tasman event being celebrated Damon Hancock leads from Ray Stubber then Richard Carter and Andrew Goldie.

Fifth these were the last real racing cars that looked like real racing cars, no adornments such as wings and therefore no artificial grip, and essentially no advertising.

Sixth would have to be the camaraderie that comes with competing in these cars, not only with the other drivers but all of the people involved, pit crews, photographers, officials, fellow club members and many others, just like the photographer here, Peter Schell who seems to always turn up in all weathers, take some photos, and like many is kind enough to share them with us here. All of these people who contribute not only to the newsletter itself, but to Historic Racing in general have such a marked impact – well I guess that is why these newsletters get produced.

Seventh is the realization by competitors that these cars need to be driven with regard to fellow competitors, there are no mudguards to bang off so racing needs to be at least as clean as it was when these cars were - what drivers ultimately aspired to.

So finally, there are a whole host of reasons why the M and O guys enjoy their cars, they are true racing cars with no compromises, and these are the things that motivate a blank piece of paper becoming a newsletter 4 times a year.



HSRCA meeting Wakefield Park 23 / 24 February

A smallish M and O field was entered for the first Historic meeting of the year. The racing cars were combined with the Sports-racers and in the end there were 11 starters in for qualifying. This meeting can get very hot just like Amaroo Park and later Oran Park which were the venues used by the HSRCA until their respective demises. It was not just M and O that were down on entries, but pretty much across all categories, and maybe the Phillip Island meeting just 2 weeks away also contributed.



These are some of those that needed excuses – all who should have been in driving seats not slumming down near turn 2 waiting for Max to show his ballerina skills. Victoria LeGallais without Brabham BT15 – David Kent without Brabham BT29 – Tony Simmons without Brabham BT6 – Richard Carter without Elfin Mono, looking like he is really enjoying being a spectator – and Peter Barclay without Brabham BT21 – oh and we won't mention the one behind the camera without his blue Brabham BT21 !!

So those that turned up with a car and a helmet were Phil Harris Brabham - BT23C, Ross Hodgson - Elfin 600, Max Pearson - Brabham BT29 and John Macey - Brabham BT18. These 4 had a combined experience of well over 100 years of motorsport between them and were all racing these cars for the first time at this venue. Keeping them company were M and O stalwarts Paul Hamilton - Elfin 600, Col Haste – Brabham BT2 and Wayne Wilson - Brabham BT29, and it was great to see Noel Bryen in the Rennmax BN1 Formula Junior finally back on track.



We all owe these guys and all those who officiate a great debt of gratitude – thanks guys from the M and O fraternity. The flag point coming onto the straight

Just like the aforementioned Amaroo and Oran Park, if it wasn't hot it was raining, and so it was for qualifying, just more than drizzle making the track very slippery for these very light cars. Phil Harris was able to use the extra power of the FVA to squeeze out Paul Hamilton by just over .1 second, then Ross Hodgson just in front of Max Pearson who has been sidelined for some time with a foot injury that kept him out of the Tasman Revival meeting. John Macey was next cautiously exploring the limits of the BT18, which is quite a bit different from the Aussie Racecars he has been competing in. John Evans in his Lotus Super 7 put himself between John and Noel Bryen then a couple more sporties to Col Haste and Wayne Wilson who obviously was not enjoying the 29 as much in the wet. Practice was over about 1000am.

What a difference a couple of hours makes, the first race of the weekend was around midday and it was dry. Phil Harris showed all the others that an FVA

engined BT23 is the thing to have and eclipsed Paul Hamilton by 10 seconds over the 6 lap journey getting into the low 03's. Hoddo was next with Max Pearson starting to get the feel of the BT29 in his maiden race with it. Wayne Wilson and John Macey put on the best of the scraps and crossed the line a car length apart in that order, all the sporties being relegated behind the racers.



The immaculate BT23 Brabham of Phil Harris takes first honours. Peter Schell photo.

Another 2 hours and the rain had returned, some of the combatants deciding to sit this one out. In the end 4 racers and 2 sporties faced the starter with Hamilton on pole. This time Paul Hamilton managed to stay in front of Max Pearson for the first lap, but Max fell back 2 slots on the 2nd tour then on the 3rd lap Ross Hodgson managed to find a way around the leader and return the spray to the one that had been giving it to him. On the 4th tour Max Pearson managed to work his way back up to 3rd but the wily John Macey showed consistency pays off and Max relinquished this spot to John for the run to the flag. Incredibly the 2 leader's best lap times were just .2 second apart.

The 3rd race of the day, yes 3rd race after practice was in the gloom around 4.00pm. The same hardy souls went out again and this time there was no passing, the grid positions were the final positions after 6 laps with Hamilton taking the win just .5 second ahead of Hodgson, a fair way back then to Macey and Pearson who were keeping each other honest with John holding a 2 second lead.



Col Haste Brabham BT2 and Noel Bryen Rennmax BN1 earlier in the day in qualifying, a Richard Taylor photo.

After a night of much celebration at the usual Goulburn haunts it was back for more of the same Sunday. The morning dawned dry after a night of sometime torrential rain, and by the time the guys ventured out on the track it was bone dry and cool. Again Phil Harris demonstrated that 4 valves per cylinder as in FVA power with the BT23C was the one to beat,

and no one did, Phil taking the win by a second a lap over the 6 lap journey from Paul H, then Ross H, then John M. Max Pearson was practicing his ballerina skills just over half distance without having to pay for the privilege. Col Haste was the only Group M racing car and was lapped right on the finish line. Wayne Wilson sat this one out draining fuel from a soft tank when a union started leaking.



2nd race of the day, Phil Harris maintaining a lead from pole from Hamilton, Hoddo, Pearson, Macey. Further back are Wilson and Haste.

An hour and a half later everyone including Wayne were at it again and would you believe the report above just about covers this race too, except that Max had had enough of doing the ballerina thing and managed to spend the whole race playing catch up with John M after a sluggish start, the 2 finished a half second apart with John in the lead.



Ed Holly captures the end of the pirouette



And Peter Schell too, from another angle

3rd race of the day, after lunch and by now some of the combatants had decided enough. One who wanted to continue but was unable was Ross H, a broken gear linkage forcing the Elfin to call it quits. This was the race where Max finally put



3rd race of the day and Max Pearson manages to put the BT29 ahead of John Macey's BT18 – just after this shot was taken

the BT29 in front of the BT18 of John Macey with a steady start and a very good 1st flying lap the yellow car managed to squeeze past the red one and stay there. Not wanting to risk damage to the rebuilt ankle Max refrained from any more pirouetting. However it was Wayne Wilson who sat on pole and was never headed, the blue BT29 doing just enough with very careful driving to keep the yellow BT29 just a split second behind for the entire race. John M was the only other racing car and was just a few seconds adrift, the lower 3 places all being sporties.



A fabulous Peter Schell study of Ross Hodgson in the ex Herb Neal Elfin 600. Immaculate as always, a broken gear linkage saw the car DNS in the last 2 races.

Last race and almost everyone had packed up, by now it was just 2 racers and a sportie, Wayne W got the jump but John M upset the applecart on the second lap and as the drizzle got heavier the race got longer, however this seemed to add to the interest as what had become a match race seen the cars just metres apart. In the end it was John M who hung on by less than a car's length at the end of 5 laps, and the end of a terrific laid back Club race meeting.



The second last race became a match race between this pair, Wayne Wilson never put a step wrong and maintained the lead over Max Pearson from start to finish.

Phillip Island 8 -10 March

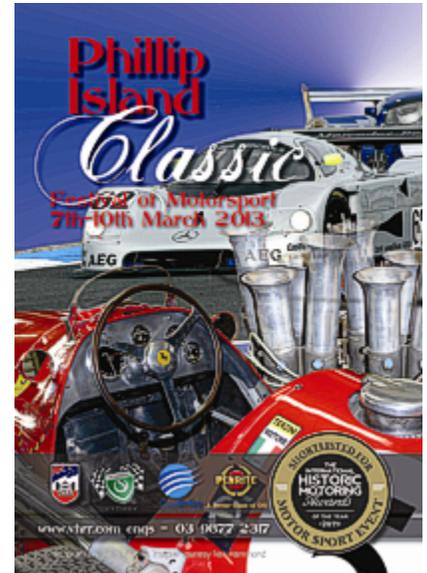
Photos courtesy of Jim Jones. jimazz@optusnet.com.au

The PI event this year was once again a terrific event. The “Mexican’s really do have a wonderful circuit and it is a meeting that a great percentage of the Historic Racing clan want to go to. The meeting itself is certainly enhanced by the running of the Formula One meeting a week later at Albert Park, and many cars from overseas compete at both venues.

After not receiving an invitation last year, 16 of the M and O racing guys supported the event this year made up of 8 Group O and 7 Group M cars, 2 from WA, 2 from Qld, 3 from NSW, 1 from SA and 8 from homestate.

In Group O, Damon Hancock won each of the races in the family Brabham BT23C, continuing his very good form from the Tasman Revival meeting 4 months earlier. Not far behind were Ray Stubber Brabham BT29, Keith Simpson doing a sterling job in the BT16, Peter Strauss in the BT31, Les Wright in the BT21 and also going extremely well in a car he built in the middle 1960s, Herb Neal in the Neal Ford Mk2, Andrew Goldie getting faster all weekend in his Elfin 600, Tim Kuchel in the BT18 and Barry Murphy in the Wayne Ford Special.

In Group M Jim McConville handed the reigns to young Robert who steered the Cooper T75 extremely well, Adam Berryman only completed one race in the Cooper Climax after his success at the Tasman Revival, Stephen Moody and Kim Shearn, both in Lotus 18’s Norm Falkiner in the Elfin Mono, Graham Brown continuing to enjoy his BT2 Brabham and David Reid in his Cooper type 59.



Damon Hancock in the all conquering Brabham BT23C – and maybe Damon just has a bit to do with the results too, Ray Stubber following.

I asked Garry Hancock, Damon’s father to put together a story of the weekend from his perspective. The car Damon drives with such terrific results is owned by Garry, so here is Garry’s tale

We weren't very far into our PI weekend when a trailer tyre blew out 28km before Holbrook. We fitted the spare and drove slowly to the Holbrook Tyre Service, slowly because the other tyre was so hot it was ready to become a mass of steel wire and shredded rubber as had it's mate. Two new light truck tyres and all was ok again with the trailer which had so kindly been lent to us by Ray Hanger.

Although Melbourne sweltered in 35° heat, conditions weren't too bad at the circuit as the breeze brought welcome relief each day.

GROUP M & O racing cars were combined with M & O Sports as well as invited Q & R Sports. The latter two groups included cars such as the Jim Foulis RENMAX the Peter Turnbull TURNHAM TS8, Scott Whittaker's MILANO GT2 and keeping Justin McClintock company in GROUP R were 5 Sports 2000 cars.



Robert McConville, also in his father's car, the delightful Cooper Type 75 Alfa

Qualifying:

We missed the morning qualifying session on Friday when the BT23c started to emit steam whilst on the dummy grid. Back in the garage we came to the conclusion that there had been an air lock in the cooling system borne out by the fact that the car ran faultlessly for the rest of the meeting. The afternoon session was more successful when Damon secured pole position for Race 1 with Ray Stubber BT29 P2, Andrew Goldie ELFIN 600 P3. Keith Simpson, as usual, was very fast and a very close P4.

Race 1:

Hancock was caught just building revs when the flag came down and made a poor start being passed by Stubber, Simpson, Goldie, Strauss and Wright before turn one. He repassed all but Ray Stubber by T8 and was able to gain the lead in the main straight.



Action just behind the leaders – Les Wright BT21 from Tim Kuchel BT18, Andrew Goldie Elfin 600, and Herb Neal Neal Ford Mk2.

Race 2:

The Saturday afternoon race saw a much better start from Hancock who led into T1. Lap by lap the lead was increased, the finishing gap being 6 seconds to Stubber.

Race 3:

Sunday morning brought a change of wind direction; Saturday morning's wind was straight down the main straight, but on Sunday the wind was blowing across the straight with a head wind component. This, we thought, would lead to slower lap times, but the opposite occurred. Damon recorded a time of 1.53 seconds faster than his previous race best but the absolute star of the race was Ray who went 2.5 seconds faster than his best Saturday lap time. The finishing gap between the two leading cars was also much closer than it had been the day before. (Herb Neal had gone home.)



Keith Simpson in the Brabham BT16 – Keith and all the Penrite team always put in a super effort.

Race 4:

The last race for M & O cars saw a marked lap time improvement for Les Wright who actually recorded the second fastest lap time of the race. It was unfortunate for Les that he did not finish the race as he suffered a mechanical failure (of sorts) in SIBERIA on lap 5.



Phillip Island stalwarts for many years, Jan & Herb Neal were absent on Sunday as Herb's car suffered some damage on Saturday afternoon. Richard Carter was wishing that his "engine refresh" had been ready for the meeting but had to be content to be a spectator on Saturday. Victoria Le Gallais and Peter Barclay, although not having their cars ready after their NZ campaign were in attendance helping out Joel Brown with pit crew duties on the TIGA SC84. And a quick thankyou to Keith Simpson who pointed out a small problem with the BT23C on the dummy grid.

Left, long time competitor Graham Brown makes sure he gets his money's worth out of his pit crew.

A few more Jim Jones' photos to enjoy.



Could be the script for almost any race, Hancock leads from Stubber, the Wright, Goldie and Simpson.



Ouch, Herb – we all felt that. Herb Neal just after his “off” on Saturday afternoon. Spoke to Herb just last week and the car is good as new, and Herb would know – he built it middle 1960’s



Barry Murphy in the well used Wayne Ford Special.



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SHARE THE PASSION



The New Zealand Festival of Motor Racing, celebrating Denny Hulme.

The New Zealand Festival of Motor Racing was held over the consecutive weekends of 18-20 and 25-27 January 2013. This is the second of Festival Chairman, Jim Barclay's New Zealand extravaganza's of Historic Motorsport, the inaugural one was in 2010. As back then, the theme was to honour one of their own, and this time it was Denny Hulme, NZ's 1967 Formula One World Champion. Many of Denny's cars were in attendance, later in this article 3 from the M and O period will be identified, plus one just preceding our era. The Festival was supported in a big way by Gulf Oil, with whom Denny and Bruce McLaren had a very close and successful relationship.



It was always Jim Barclay's intention to align the New Zealand Festival meetings with the Tasman Revival which is what happened this time, and the New Zealand festival certainly benefited from that. International participation especially in the Tasman class which is roughly the equivalent of our M, O and P Groups (less FJ/F3) had 12 Internationals amongst the 16 competitors. In the huge Formula Junior and Formula 3 grids there were no less than 17 Internationals, 9 from the UK, 1 from Italy and 7 from here. The New Zealand results can be seen at MYLAPS - <http://www.mylaps.com/index.jsp>

Huge support came from the Western Australians, with 9 cars, 8 of them in the Tasman races and 1 amongst the Formula Juniors. These guys are super enthusiastic and have fitted out a container to take all 9 plus spares and tools, what a remarkable achievement. And after the NZ meeting, which they tell me is easier to do than the Australian east coast, they are off to the UK for the Northern hemisphere's summer season.

Being over 2 weekends at the same circuit allows a short holiday to be enjoyed on the in between days, with no packing containers to move to another circuit as happened in 2010 when the 2nd weekend was at Pukekohe. Most internationals elected to run both weekends but some had entered for just one.

Hampton Downs is quite a challenging circuit, the intention is to extend it in the future, but even now it is a great place to compete. It has just the right amount of undulation with a terrific reverse corkscrew S bend after a shortish straight off the curved main straight. It also has a hairpin that drops away and a terrific sweeper onto the main straight itself, there are sections that give the smaller capacity cars a bit of an advantage, yet the larger capacity ones can really stretch their legs on the uphill main straight. The pit facilities are as good as it gets, with plenty of garaging and a large skid pan as



Fresh from his Tasman Revival meeting Travis Engen from the USA managed to turn the tables on the locals the 1st weekend and did very well on the 2nd as well.



Martin Bullock from WA was the only competitor to get close to Travis the first weekend – turned that around 3 of the 4 races on the 2nd weekend.

the hardstand for those not in garages. Also there is ample room within the pits for displays and all those things that make a Motor Sport Festival a success.

And a success it was, you have to take your hat off to Jim and his team, the running of the first weekend's meeting, which the author attended, was superb with 65 events over 3 days and 64 events planned the following weekend. The attraction of so many internationals was a real bonus, many of them shipping cars directly from the UK and others on their way home via these meetings from the WA and Tasman Revival events.



Greta Hulme signing autographs in the McLaren Trust tent.

It may be out of context here, but one has to wonder how many internationals would be attracted “downunder” if an organized series was put together incorporating meetings in WA, Victoria or Queensland and then NSW for the Tasman Revival then to NZ, six or so weeks later for the series of races there of which Hampton Downs is only 2 meetings out of about 6. This year NZ offered a meeting at Taupo prior to the Festival and additional events on the South Island afterwards. Because of the climate, New Zealand has a relatively short motor sport season and the guys really make hay whilst the sun shines.

To get the reports on the racing underway, we’ll start with the Formula Junior and Formula 3 categories. There was one interloper amongst these, and it was an F2 car on debut, being Grant Clearwater’s ex Denny Hulme BT16 with a Cosworth SCA 1000cc engine. And as always Grant’s meticulous presentation and preparation showed with the car looking resplendent.

John Rapley and Tony Simmons have very kindly prepared reports on the Formula Junior races for the newsletter, John runs a Brabham Junior

which he used also at the Tasman Revival meeting as does Tony.



Start of the last race 1st weekend. Martin Bullock Aus WA leads from Travis Engen USA, Dave Watkins Aus WA beside Neil McCrudden Aus WA, Lance Carwadine Aus WA, Peter Avery NZ, Henri Oosterbaan Au WA, Peter Barclay Aus NSW, Glen Swarbrick Aus WA. Missing were John Rowe Aus WA in his Cooper Climax and Dick Willis Mildren Cooper Aus NSW.



The WA guys were not without their problems.



Susanne Stone, had a wonderful tribute to husband Bill Stone

Denis Hulme Festival the Formula Juniors - John Rapley

The View from the BT2 was rather different during the Denis Hulme festival, as for the first time, the car was on display and competing. This meant that I needed to spend much of each day ensuring that the car and its display board, were available for viewing, and I was around at least some of the time to answer the inevitable questions.



John Rapley in the Brabham 36 car sits on the dummy grid beside Tony Simmons in his Brabham BT6

The downside to this necessary display of one of Denis' cars, was that I had precious little time to visit the FJ/F3 marquee. I did, of course, meet some very interesting people. One or two had direct connections to the BT2, but in all these years I had never actually met them! Thus I saw only a few of my FJ/F3 fellow racers, and missed most of the post race chats; so know little of why some cars had a DNF, or why others were non-starters over the two weekends. So this article will focus on how I saw the racing, from the track and from the results sheets.

As far as I have been able to ascertain, the lap record for FJ's at Hampton Downs prior to the Festival was in the mid 1:17's. The quick guys at the festival were about to change that!



**Don't you hate that, just when you do a bit of gardening someone captures the moment
Festival Chairman, Jim Barclay Gemini Mk3a**

First some background notes.

My race position at the very few international events that I have ever competed in seems to be about 10th, near the back of the "Rear engine, disc braked" group. So it was at Hampton Downs, where I qualified near the back of the "Fast Group". The FJ/F3 group was initially split on speed, with about a dozen or so in the faster group, and the remaining twenty-odd in the slower group. Later in the festival, as numbers dropped, the groups were combined.

At the BBQ's on the Saturday evenings of both weekends, it was said that although Denis "only" won one F1 world Championship, he was always "Seriously Quick"! He competed for many years at the top of F1 and CANAM, always quick. On that note, I will focus this article on the speed (lap times) of the FJ/F3 cars.



Chris Atkinson, in the immaculately prepared Lotus 20/22 taking the tight line through the hairpin.

This aspect is also personal, for me, as I finally managed to set some new personal best lap times at Hampton Downs. I had been stuck in the 1:21s for about three seasons, for various reasons – some driver and some car related. It is debatable who are the present "seriously quick" FJ drivers in the world today, but Laurani Trophy winners from the past few years, and other championship winners from around the world must be near the top. We in NZ race for the fun of it, and to enjoy our cars, without a current series at the moment; but during the festival some of the lap times were the fastest we had ever seen.

Having enjoyed the Eastern Creek experience immensely, I was keen to see if the setup changes to the BT2, that had been made before and after the spring "Icebreaker" meeting, would translate into improved lap times during the Festival. There were certainly plenty of races over the two weekends to sort things out. At Eastern creek, it was always in the back of my mind that there was going to be a very short "turnaround" after the car came home, before the Festival, so I tried not to let the "Red Mist" occur inside the helmet, so my approach was somewhat conservative. The first qualifying session (at the start of the first weekend) was my best ever at Hampton Downs. A 1:19.790 wiping out my previous 1:21s! What a relief!

During that first weekend the trio of Peter Anstiss, Robin Longdon, and Pierre Tonetti ran fastest laps in the 1:16's with Peter recording a sizzling 1:15.788 in one of the races.



Pierre Tonetti, Italy and Peter Anstiss UK, sliding through the hairpin. both had fastest lap of the race at different times!
Craig Jennings photo www.cjenningsphotos.com.

The second weekend, after the surface of the track had been repaired, in some areas more than once, the lap times just kept on tumbling. Robin Longdon had entrusted the Lola to a guest driver, Robert Goodwin, so he did not feature in the increasingly faster racing. Tony Simmons joined the 1:15 group as he really wound up the BT6, and Chris Atkinson had the Lotus flying with 1:16's both mornings, to be the fastest Kiwi. The weather on both Saturday and Sunday was very good for our races, at 9:40 each morning, with a sun warmed track and cool air for the little 105E engines: compared to the hot (for NZ) after lunch conditions. Thus the really quick times occurred in these early races. The most amazing lap came from Pierre Tonetti with an astonishing 1: 14.471. That may stand for some time as an FJ lap Record, for Hampton Downs.

For my part, on Sunday morning, with a cautious Robert Goodwin taking care of Robin's Lola, just in front of me, I at last had someone to chase, and I managed a personal best of 1:18.376.

I very nearly fell down the steps of the secretary's office as I read the result sheet. I'll keep that one! [Even though it was in perfect conditions, and chasing is easier than setting a time on your own.] When I returned home, I was curious, to see whether it was a "miss-time", or part of a quick group; so checked all my laps in that race, from mylaps.com. I'm satisfied that in those ideal conditions, it was my fastest ever race.



Throughout the two weekends, Greg Thornton, *pictured left*, in the older Cooper T52/BMC, which he had purchased just weeks before leaving for NZ, was getting progressively faster and faster. The car is a rare one, which originally had an Italian engine, and has quite a history. Greg was throwing the little car around. He was often sideways into the corners with very little braking. The inside front wheel of the car was several inches off the ground at

times, often hovering over the ripple strip! That sure is one way to take the corners as tight as possible. He and I had great fun in the later races, especially the ones where we took turns at chasing the Lola. *(When Greg got out of his Cooper, he climbed aboard his McRae GM1 Formula 5000 – Ed)*



Author, John Rapley Brabham1 BT2 being chased by Jeff Brown. BT28 Craig Jennings photo www.cjenningsphotos.com.

The two Aussie F3 cars of Jeff Brown and Victoria Le Gallais had mixed fortunes throughout the Festival. I mention these two, as at times we ran close or near to each other.



2 Brian Searles, all the way from WA for the Junior races with a Lotus 20/22.

Unfortunately Victoria found the inside wall at turn one early in the meeting, damaging the BT15's fibreglass nose. Worse was to come when she was off the race line at the hairpin, maybe because of passing a lapped car (I saw snatches of the movement in my mirrors) and damaged the under-tray. So those two incidents, together with a sticking throttle at times meant her lap times were much down on the very quick ones she posted at Eastern Creek. Jeff, in the BT28 had fuel problems some of the time, so was also further back than at Eastern



Creek. During the Festival I was very pleased to run at times with the F3 cars. Though their characteristics are a little different from the FJ's, they are a worthy addition to the fields. Variety is the spice of life, and so it is with historic racing, as long as the cars are reasonably compatible in size and speed. I hope in future we can get more of the Kiwi F3 cars to participate in our races.



What could be better than racing a Brabham BT6 – racing one with another behind as backup ! Pierre Tonetti's equipe.

Personally, it was a most special festival for me, as I may not be around when (and if) there is ever another festival with the theme of Denis Hulme.

Meeting Greeta Hulme for the first time was one of the highlights, as she had never accompanied Denis to Manfield in the 1990's, when he would come around the pits and chat about the 1960's racing.

With good crowds on both weekends, the organisers should be very proud, as it was a truly great event.

The series of photos below are of Victoria Le Gallais and her family's helpers. Sure added some glamour to the meeting and the photos are courtesy of Anita Le Gallais , her website can be found at a.j.legallais@gmail.com



Victoria in the Brabham BT15 just ahead of a hard charging Greg Thornton with wheel in the air as usual.



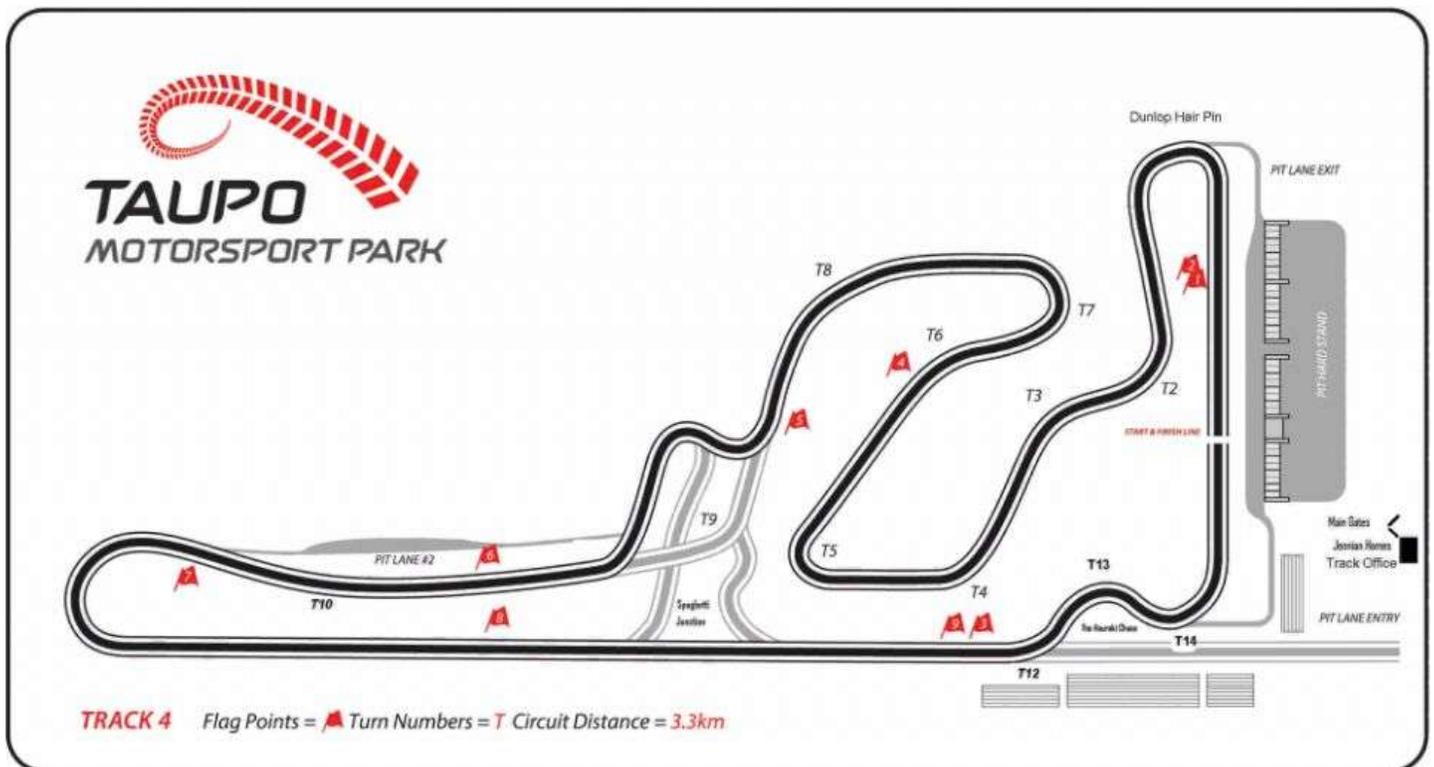
And now for the reports on Taupo and the 2nd meeting at Hampton Downs

From BT6 steerer and ex wheel maker, Tony Simmons.

NZ Festival of Motor Racing - celebrating Denny Hulme. Taupo circuit 12/13 January 2013

After a lot of shuffling around ,3 of us from NSW , Dick Willis, Cooper T51 Climax , Mike Gosbell, Nota 27FJ -BMC front engine F.Junior and Tony Simmons, Brabham BT6 F Jr. finally loaded our 3 cars and kit into a 20ft container in Sydney in mid December 2012 for the short sea voyage to Auckland. Our container was then transported to Hampton Downs circuit ,about an hour south of Auckland. We were in NZ to run in 3 of the 6 meetings held in January /February in both the North and South Islands. The first meeting was held at the Taupo circuit, just north of Lake Taupo, over the weekend of 12th and 13th January and Victoria Le Gallais and I were the only two Formula Junior /F3 entrants from Oz, kept company by other visitors from England (7), Scotland (2), Italy (1). Kiwis made up the total field of 21 cars entered.

The Taupo circuit is quite tight over most of a lap (3.3kms), but then opens out onto a 900 metre straight. After thinking that the circuit was a bit too tight when I first went there 3 years ago with a Chevron Atlantic car, I found the same circuit to be really good fun in my Brabham F Jr



Pierre Tonnetti (Brabham) was quick from the first lap, as would be expected from the current European F Jr. champion. He dominated both the practice sessions and the races, although Robin Longdon (UK ,Lola 5A) and Peter Anstiss (UK, Lotus 20/22)were around a second behind. Especially notable was the performance of Sir John Chisholm, who was 3rd quickest in his drum braked Gemini Mk3. John injured his hand in a non racing accident and was out for the remainder of the series, which was rotten luck.I started and finished all my 5 races in about 4th, 5th or 6th , having good dices with Paul Smeeth (UK, Lotus 22) and the fastest Kiwi, Chris Atkinson, in his immaculate Lotus 22. Victoria Le Gallais had a good meeting, stirring up some of the locals in her 1000cc F3 BT15.

All told, this was a really enjoyable meeting. An interesting point of organisation there is that cars on the slow down lap were exiting the circuit about half way round the lap, while the cars in the next race were



The man to beat – Piere Tonetti, photo taken following weekend at Hampton Downs.

simultaneously sent out on their warm up lap. This worked perfectly well and contributed to smooth running through the program. It was good for the spectators too - there were always cars on the circuit. Another innovation that I have not experienced before was the running of 2 meetings on successive weekends on the same circuit. This was the case at Hampton Downs in the week following Taupo. Our cars were scrutineered for both the Hampton Downs meetings ,once only, and, once we had positioned our cars and kit in our allocated spots in the Formula Junior tent, there was no need to pack up and shift anything for about 10 days. Assuming that one's car was in good shape, this meant that there was adequate time for playing the tourist and seeing

some of the country. This went over well with the northern hemisphere visitors. While we were setting up for the first HD meeting, there was an unfamiliar sound of aircraft engines and the **World's only flying Mosquito** fighter/bomber flew over the circuit. The Mosquito was recently restored/ rebuilt a short distance away, at Ardmore airfield ,where the NZGP was held from 1954 through to 1962.

Hampton Downs 2

With the superb weather continuing, the second HD meeting got under way with a very informal , untimed practice session on Thursday afternoon. My car felt fine so I kept the session short and came in. I was talking to Bill Hemming and he suggested that I could have some laps in his F5000 Elfin if he could have some laps in my F Jr. Brabham. I was a bit nervous about going out in such an unfamiliar car in company with a lot of other 5000's ,who would not be expecting to deal with a new boy feeling his way around. I did about 4 laps, just enough to feel the impressive amount of V8 grunt, before deciding that there was too much downside in continuing. While I cautiously enjoyed my short time in the 5000, after driving it, my Brabham felt like a toy. Friday's qualifying session confirmed Pierre Tonnetti's place on pole.



Tony (70) on the run down to the hairpin in the ex Scuderia Veloce Greg Cusack Brabham BT6.

Tony actually was to drive a Datsun for Scuderia Veloce one year at Bathurst but wheel problems in practice prevented a start.

The field was slightly depleted from the weekend before, with some new drivers joining the grid and a couple of others choosing to cruise on down the North Island to Wellington to catch the ferry over to the South Island prior to the start of the second half of the NZ series at Ruapuna near Christchurch. Pierre Tonnetti dominated the HD2 racing in the FJ/F3 category, just as he had at Taupo and HD1. In fact , he won every one of the 15 races in the 3 North Island meetings of this NZ series. He drives his Brabham BT6's (he had a back up BT6 with him) with real flair and set lap times that will be targets for some time to come. Just behind Tonnetti were UK visitors, Peter Anstiss (Lotus 20/22) and Robin Longdon(Lola MK 5A) and it was great to have these guys, and other regular competitors in the UK Junior scene, making the long trip to give us "locals" a reminder of just how competitive it is over there.



Robin Langdon UK Lola Mk5a



Peter Antiss UK Lotus 20/22

Mike Gosbell had a great time in his newly acquired front engine Nota BMC, once he replaced a non functioning starter motor. He was uncomfortable in the car and some seat modifications are on his job list before he runs it again, Nevertheless , he set quicker lap times than he had previously done at HD in his Cooper BMC junior, so he was a pretty happy chappy. Victoria had some handling problems in the Brabham and a spark plug shed an electrode which marked a valve seat, causing some rough running. Once these issues had been dealt with, Victoria got on with it, going well, just behind the leading group. Jeff Brown blew up the differential in his F3 Brabham BT28 while fellow Victorian, Norm Falkiner enjoyed running his gorgeous Stanguellini against the good field of front engined Juniors, which are popular in Kiwiland.

The Hampton Downs circuit is satisfying and fun ,with its mix of fast and slow corners ,elevation changes and smooth surface. The Kiwis made us all feel very welcome and were always ready to lend a hand if needed.(eg, My special thanks to Ian Garmey for the loan of his trailer) Add in the excellent organisation, the great weather and some beautiful countryside and it seemed as if everyone you talked to wants to return.

Tony Simmons



Action shot of the author in company with Paul Smeeth Lotus 22 from the UK, on the first weekend with John Rapley just in view over the hill.

Our globe trotting West Australians

A note from Neil McCrudden

In early November 2012 the West Australian Sporting Car Club held its first International race meeting attracting a number of drivers and cars from England, Holland, Singapore, South Africa and New Zealand as well as many from the Eastern States. This event was timed to coincide with the 50th anniversary of the Australian Grand Prix held at Caversham which was won by Bruce McLaren and the Tasman event held at Eastern Creek Sydney two weeks later. Nine cars from Western Australia were slotted into a 40' container and traveled to Sydney where they raced at this major Tasman event in late November.

Following on from Sydney the cars were transported to New Zealand where they competed in the New Zealand Festival of Motor racing celebrating the Kiwi world champion Denny Hulme. The Festival was over two weekends in late January at the newly constructed Hampton Downs race circuit just south of Auckland. A wide array of categories participated including the massive Formula 5000s, Can-Am cars, Muscle cars, Tasman cars, Formula Juniors as well as Formula Fords and other groups. Drivers representing Western Australia were:



Lance Carwardine leading Spirit of the event at Hampton Downs winner, Neil McCrudden.

Martin Bullock in a Chevron B17C; Lance Carwardine in the Jane Brabham BT23; Kevin Taylor in the Lotus 22 and Alexis Mk9; Glenn Swarbrick in the Alexis Mk9; David Watkins in the Brabham BT21; Henry Oosterbaan in the Alton F2.5; John Rowe in the T45 Cooper; Brian Searles in the Lotus 20/22; and Neil McCrudden in the Macon MR1

The majority of the cars participated in the Tasman event with a duel over both weekends between Martin Bullock in his Chevron and Travis Engen from the USA driving the same model Chevron. Closely on their heels were Lance Carwardine, Neil McCrudden, Peter Barclay and David Watkins with results counted in hundreds of a second.

John Rowe was presented with the Gulf Oil trophy at the end of the meeting for being able to get the most out of his car and showing the reliability of the oldest car participating.



John Rowe in the Cooper Climax won the Gulf Oil trophy.

Neil McCrudden who had taken four of the cars from the West Australian Racing Museum to the event was presented with the Spirit of the event award on behalf of the West Australian team. The organizers had appreciated the effort required to attend the meeting and put on such a fantastic show.

From New Zealand the cars are now on their way to England and Europe where they will compete in a number of events including Brands Hatch, Silverstone, Snetterton, Oulton Park, Cadwell Park, Donington as well as Kirkistown in Ireland and Spa and Zandvoort in Europe.



The team headed for the UK and Europe .. left to right Neil and Mandy McCrudden, (Peter Boel) Kevin Taylor, Brian and Ann Searles, John Rowe, Lance Carwardine, Henry Oosterbaan, Liam Robinson, Martin Bullock and Sonny Rajah.

Bits and Pieces ...

Apology

In the last newsletter, credit was given to Noel Bryen for a sequence of shots relating to the fire in pit row. These were extremely graphic photos of what happened there, however to credit should have been given to Colleen Conway not to Noel who just happened to be the messenger that sent them. Colleen is a great contributor to our newsletter and I offer my sincere apology for the error.

The last newsletter was updated after further information came to light to the effect ***"All 4 of these guys, Cameron Forsyth, Garry Simkin, Ed Farrar and Richard Knowles all, deserve the biggest vote of thanks from all of us as their extremely quick actions that definitely saved what could in a few more moments have escalated into a situation none of us want to contemplate."*** ... the updated version being immediately put onto the HSRCA website

Loss of a friend.

Most of us would know by now that Graham Howard passed away recently. I consider myself very fortunate to have served on the HSRCA committee at a time when Graham did too. Graham was an incredibly witty guy, and delighted in his role as the HSRCA delegate to CAMS, and I can remember many occasions when he addressed the HSRCA general meetings relaying what was happening within CAMS itself. At times the whole meeting broke into raucous laughter as he put his spin on something that had taken his fancy there. That Graham was an authority on Australian Motorsport of the era that is now Historics is unquestionable, and Graham was only too happy to share his knowledge with those that sought it. We will all miss you Graham.

Tech Tip.

Had to make some new front lower wishbones for the Lotus Elite and like in a Lotus 20, 22, Eleven, Seven they have a well rounded double curve of different heights in the trunnion carrier portion. You wouldn't be able to make this in a vice or even a press brake as the radius of the bend would be too sharp. So using an old mill vice, and some 3/8inch studs in the right places and using the press to form them as per the photo, the items came out an exact match to the ones in the wishbones being replaced. Note using the vice means that you can set the jaws to increase or decrease the radius of the bend.



From Gary Simkin Your eyes CAN deceive you.

A couple of websites that prove that your eyes can deceive you. Just as something resting on your arm can be felt initially, after a while the nerves in your arm get used to the sensation and you no longer can feel whether it is there or not – well the same occurs with our eyes, the cones and rods that receive information and send it to the brain can in fact get used to something stationary in a moving background and you will lose sight of it. In the 2nd World War pilots were told not to concentrate on one piece of sky for too long otherwise they could miss an enemy plane. If you go to http://www.scholarpedia.org/article/Motion_induced_blindness or <http://www.msf-usa.org/motion.html> you will get a bird's eye view. Not sure if its relevant in what we do, but it did come up in conversation about missing the occasional waved yellow or red flag.

Techno F3 car for sale, at a very reasonable price.

From Andrew Fellowes, who in the search for further information on his Lotus 27 has been corresponding with a Bill Rutan. Bill advises that he has a 1969 Techno F3 car for sale in the USA. The car is currently running an SCA engine with a 6 speed Hewland, however the car did run F3 and it is in that form that the car could be put back to. Bill is asking \$25,000 as a roller and the car is in Connecticut. As can be seen in the photo, the car is quite a good looking gadget. You can contact Andrew at garden@spiderweb.com.au



Speaking of F3 From Denis Lupton a piece of footage that really demonstrates just how competitive F3 was in the 1960s. As Denis says, the quality is typical 1960s and maybe not what can be done now, but the racing IS first class. Go to <http://www.youtube.com/watch?v=DSCDucychzA>

Australian Classic Car Magazine

Editor, Tim Robson, test drove the author's Brabham BT21C at Eastern Creek prior to the Tasman event and then wrote an article about the drive in the February issue of Australian Classic Cars magazine. Tim also did us proud with a couple of video clips which it seems not too many people have looked at, however they are very exceedingly well done, and the photography in the test drive one is absolutely stunning, Tim through Australian Classic Car magazine, which is owned by the NRMA, sought 2 of the best photographers in the business, these guys regularly shoot for the likes of BMW and Mercedes overseas. This clip runs for over a minute, whereas the one done to advertise the Tasman event itself goes for about 4 minutes, again with some stunning photos from some of our regular photographers. *If you do nothing else, please do look at both these sites ...* and a big thank you to Tim Robson and Australian Classic Cars magazine. Dare I say it, but with Unique Cars and Just Cars being both based in Victoria, events in those States get prime time coverage by those magazines, so it is very nice to have a local one based in New South Wales looking after their own.

<http://www.youtube.com/watch?v=U5IdYCE6L0Q> Tasman Revival advert

<http://www.youtube.com/watch?v=ShIHnJYUj6g> Test drive of the BT21C



One thing that didn't go according to plan was the loss of some coolant through the radiator cap and although all indications were that all was ok, (*and indeed it turned out that was the case*), prudence dictated that the test drive didn't proceed into the quick laps phase.

History repeats itself.

In the Group M section of the 2012 Tasman Revival, the top 3 finishing order was Cooper Climax T70, Brabham BT6 twincam, and Lotus 32 twincam. This was not the first time these 3 cars competed in the one race – it occurred twice before in 1965 first at Pukekoe 9th January at the New Zealand GP when Bruce McLaren drove the Cooper and then at Warwick Farm on the 14th February 1965 when Phil Hill drove this car. *And according to the author's father's diary entry the author was there that day!* At Pukekoe, McLaren lasted only 13 laps out with gearbox trouble and Geoghegan finished in the points with a sixth outright. Poor Roly Levis was almost taken out by Abernathy at the start and finished well down the field. At Warwick Farm, the



Clark leads McLaren in the Cooper early in the NZGP.

finishing order was Roly Levis 7th outright and 1st 1.5 car – Leo Geoghegan 8th outright and 2nd 1.5 car this time it was Phil Hill's turn but he had problems too with the Cooper too and managed only 9 laps out with suspension problems.

Another youngster amongst the M and O regulars ...

Jim McConville's son did a great job steering the Cooper at the Island recently. Jim commented "He drove the Cooper very well at Phillip Island winning his class in all races. I must say I don't load her onto the trailer still intact and ready for the next meeting very often" It is terrific to see the younger generation competing in the 1960s racing cars.



Jim Jones catches Robert on the exit to Honda corner, the Cooper looking just wonderful.

From Jan Biekens in Belgium.

Since a while now I'm working on a Stanguellini Register. With great help from Duncan Rabagliati, Richard Page, Nigel Russel and many others. More than 75 cars are traced now and I have a Facebook page for it called Stanguellini Register.

http://www.facebook.com/stanguellini.register?ref=tn_tnmn Jan would very much appreciate any help in his quest for information on these wonderful cars.



Listed as Australia's most Technical Motorsport Magazine, **RACE** has given some great coverage of the Tasman Revival. If you live overseas where it might be difficult to get a copy, then drop me an email and I will send you a scanned copy of the article, if you wish. Aussie dwellers' - you guys can buy it ... but here is an example of the quality of the photographs in the reporting ...



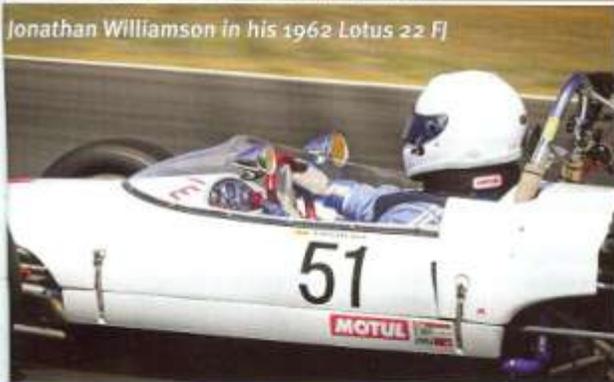
Richard Longes' BT14 leads Rodger Newman's similar car.



Andrew Kluyer's 1979 Lola T332 CanAM Spider NF-11 leading Duncan MacKellar's 1971 McLaren M8E Can-Am



Philip Venables from the UK in his 1964 Milano



Jonathan Williamson in his 1962 Lotus 22 F1



David Kent kicks up dust in his 1969 Brabham BT 29



MIRROR SIGNAL MANOEUVOUR - a trailer story from larger than life – Bob Birrell

Bob prefaces the story with this note to me – which I am sure Bob won't mind me including ..

Ed, I dont know how pressed you are for infill for your newsletter - in case of deperation, here is a tale of my return from the Goodwood Revival last September - it still makes me laugh - I have to say - its all true - you cant believe the opposite poles of stress and relief! I dont know if your readers will be interested but I expect the Goodwood conection might catch the eye.

I also attach Pics of myself in Roger Ealand's Rennmax at Eastern Creek and Neil McCrudden's Lotus 20/22 at Waneroo/Barbagallo - these two friends really made my year - what superb generosity - which rather typifies the spirit of Historic Racing in your Country - its a gesture I'll never forget.
As Aye



Bob in Neil McCrudden's Lotus 20/22 at Waneroo WA

Now look, I consider that I'm quite good at looking in my mirrors and trying not to impede the very large number of you guys who lap me so very frequently – I rather hope Jon, Dave, Denis and the rest of you might agree that this is the case – After 47 years, I may even have the record for most times lapped!

My recent experience at Goodwood Revival might just cause you to hesitate next time you are lapping me. Actually in the race, only a few of you privileged people achieved this – and I think I left you plenty of room – no Sir, my salutary tale concerns the Monday morning after!

Having enjoyed the excellent hospitality of Grant and Penny Wilson at Itchenor, I made an early start as I needed to be at a meeting at 1400. Collected my trailer from the trailer park and arrived at my Paddock Shelter at 0700 – not surprisingly, I was the only one present and had to load the Lola on my own. This is a tad tricky as it is necessary to unhook the trailer and wind up the jockey wheel by a few inches to allow clearance for the Lola to clear the end of the trailer – this done and with a mighty heave, the Lola was in, I strapped it down, shut the doors and off to Yorkshire.

Got a really interesting "Spoken Word" CD from our local library – good listening. All going well – traffic OK travelling well on the A34 – clear Newbury and approaching the M4 junction – Check in the mirror – no trailer – NO TRAILER – must be a dream – STILL NO TRAILER – it must have come adrift – ITS FALLEN OFF – how did I fail to notice? This is a frightening replay of several years ago – Don Haldenby borrowed my Camper and Trailer to take John Monson's car to Goodwood – the entire towbar became detached and the trailer made its own way down the M1 at 60 mph – ITS HAPPENED AGAIN – desperate thoughts – what if its collided with a family car? What if its upside down in a field with a wrecked Lola inside? Or outside? Stop in lay by – tow hitch

and ball still attached – better retrace my steps and search for disaster scene.

There follows a slow southward crawl along A34 peering across to Northbound carriageway – nothing seen so far – come across Speed Camera Van – after much banging on door, policeman reluctantly opens up and listens to my tale of almost certain disaster – he agrees to contact his incident control room who after much checking report no instances of lost , abandoned or crashed trailers – so far so good – I continue my massively stressful trek back in the direction of Goodwood – every mile I expect and fear



And – in Roger Ealand's Rennmax at the Tasman Revival, Sydney

to come across a scene of carnage and disaster – mile after mile goes by and eventually I am within a few miles of the circuit – could it have fallen off inside the circuit?

I arrive at the Formula Junior Shelters – there sits forlornly my trailer still with the raised jockey wheel and the handbrake firmly on having moved not an inch since my departure listening to my story on the CD – what did I feel – a prize fool? Well perhaps but more massive total relief – couldn't believe it – mustn't tell my FJHRA friends – yes I must its a great story with a very happy ending.

No, I was 4 hours late for my meeting but the rest of the journey passed in a cloud of euphoria.

For Sales and more bits and pieces.

1965 Brabham BT16 SCA Chassis F2-10-65



Ex – Denny Hulme, European Championship. Recent restoration with no expense spared.
2013 Race winner at Hampton Downs NZ - Rebuilt SCA engine - Hewland 5 speed , as new.
New belts etc. FIA HTP.

Contact Grant for further details :

+64 (0)210735339

grant@northernsouth.com

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S2 Elan Turbo Limited Edition for sale. 110,000ks New timing belt, new water pump, new idlers pulleys and bearings, new seals, so all the hard bits just replaced. Goes beaut and very cheap at \$14,500.00 last similar one was sold for \$18,500 a few months ago. Air con works too! And It's green. Not a M-O car but someone may like it!

Bruce Mansell bruce@rapidmachinery.com or phone 94174755 bus hours.

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Orange and white Brabham BT29 for sale. The car resides at Tim Beale's NSW workshop.

Just received a lap record at the Island (Group O) a couple of weeks ago, so it still goes well.

Photo of the car is on the

Tasman web site also

registered on the Motor

Event Entry site.

\$100,000 +GST.

Ray Stubber

rstubber@bigpond.com



Jim Jones photo of the BT29 at recent Phillip Island event.

MAE engine or bits wanted Max Pearson in Queensland is looking for some bits – a complete MAE engine for his BT18 F3 car or bits to help put one together, downdraft head, nose oil pump etc etc - also a 2.25 inch wide spacer plate to fit between the back of a Ford engine and an FT200.

Wings over Illawarra is on again 5 May



This time the organisers have made a 4 minute video clip which is well worth seeing our visit there last year with some racing cars even gets a snippet. They have a website <http://woi.org.au/> If you want more info email **MICHAEL HOUGH** EVENT COORDINATOR mhough5@gmail.com

The 1969 Brabham BT31 of Peter Strauss

was star of the dinner at the recent Official Grand Prix Breakfast at Crown Palladium on the 16 March 2013. This was the car that Sir Jack used at Sandown only in 1969 after shipping delays that year and is now used extensively by Peter under the watchful eye of Jamie and Peter Larnar.

The Australian Grand Prix Corporation was able to raise funds through silent and live auctions, for items donated to The Australian Motor Sport Foundation, the Official Charity of the 2013 Formula 1® Rolex Australian Grand Prix. As can be seen in the photo, the car looks absolutely stunning



Natsoft As always all the results of all motorsport events in Australia can be found at the Natsoft website, simply go to . <http://racing.natsoft.com.au/results/> and click on circuit racing. There are 3 views – results, lap times and lap chart. Makes doing race reports a lot easier ...



Who was it that got so close to the rear of the black BT6 at the Tasman Revival meeting that they damaged both clips holding the Fire extinguisher on ? Didn't notice it until well after the meeting it would surely have left a scrtch on someone's nose I think !

Mallala has been run but awaiting a report and photos. Seems Laurie Bennet and Tim Kuchel both called it quits early leaving just Norm Falkiner and John Macey in Group O to battle it out with the sporties and the Formula Fords, Wayne Hocking was the sole entrant in Group M.

The BT6 of Brian Pymble has been sold to Victorian, Ian Henderson. This car has been very competitively campaigned by Brian's son Simon in recent years in the ever popular Formula Junior category.

Next HSRCA general club meeting on the 17th April, which incidentally is the first of the year, will be addressed by Historic Commission chairman, Bob Cracknell and chairman of the Historic Eligibility Committee Bryan Miller in regard to the paper recently circulated on the subject of cars being allowed to run under the FIA HTP system. The Club is presently doing a survey on what members think about this so it will be a great opportunity for any questions to be asked.

As always if you want to see results from F1 down to Club level motorsport in Australia then go to the Natsoft website <http://racing.natsoft.com.au/results/> and click on circuit racing.

For the greenhouse – no not the one in the backyard – the one we all breath. If you have a spare trigger spray/squirt bottle, the plastic variety, then if you fill it with kero it makes a great - parts cleaner - that you can spray just the right amount in a wide spray pattern to clean those greasy parts with.

A letter has been sent to the HSRCA Club committee regards to on-track expectations which are based on some parameters that were drawn up some years ago by the Club registrars. These have been updated with the help of some very experienced M and O competitors and the aim is for the HSRCA to forward this letter onto CAMS and the AHMRC. It is written to try to get some awareness of the problems faced by competing in historic cars, some now more than 50 years old by those who may be of a younger generation. It is a very important document, and hopefully in the next newsletter some progress in its acceptance can be reported.

Finally I would like to thank all those that have contributed to this newsletter, the M and O community really owes you ...

**As we also owe the Officials who allow us to don those helmets and go and enjoy our track time
Thanks guys**

That parting shot ...



Quite a few of us are interested in old aircraft – and most of us too would have flown models when were youngsters. Who remembers the Taipan 2.5 - staple diet of those times. Well here is a BollAero 1.8 diesel I have built from plans available on the web. Only needs the bolts to hold it together and the spray bar to be made. Will let you know in the next newsletter how it runs ... if you are interested in the plans go to <http://modelengineneews.org/plans/BollAero18.pdf> the conrod looks a bit scruffy, not quite as nice as the drawing but it is strong and it clears the inside of everything. Just love my lathe and mill !