

Welcome to the HSRCA Register's M and O Newsletter.



We'll start with some breaking news of great interest to our Register

**STOP PRESS**



The Oran Park meeting will now see the M and O cars (and earlier racing cars too) featured with the running of the John Dawson-Damer memorial race. As discussed in the Eastern Creek report, the turnout of M and O cars there was very poor, so lets make this one our best DD races yet. And of course what a great shakedown for the Tasman later in the year. Oran Park meeting is on June 28<sup>th</sup> and 29<sup>th</sup>.

### Registrar ramblings.

Last weekend was the first HSRCA meeting for the year being at the fabulous Eastern Creek venue. A lot of people seem to think that Eastern Creek lacks atmosphere, and to a degree that may be true, but can you really compare it to say Amaroo Park? I would like to think we all appreciate Eastern Creek for what it is and not try to compare it with something that is no longer.

Those of us lucky enough to have driven Amaroo should remember it was not a safe circuit, it had very rudimentary pits and facilities, and it was invariably very hot and dusty. So what made Amaroo so special, say in comparison to Eastern Creek in the eyes of some? I would think the fact that it did not have garages for one thing, everyone was in the same position, either in the open or in the semi-open under a carport. Yes the track was great, and the pits were well positioned for spectating, but one would have to say that it was not the safest of circuits, and I wonder if it would still be allowed to run in the same guise these days with all the safety related regulations. Oran Park does not have the atmosphere as Amaroo, I think most would agree, the GP track is pretty nice to drive, the short circuit is like a speedway in comparison, and I know the purists like the short circuit, but I think the short circuit is now not the same as it was in period anyway. So that leaves us with Wakefield Park. Again most meetings there seem to have a great atmosphere, maybe again the fact that many of us are in open carports, gives us the same camaraderie that made Amaroo so special. Look at Winton, it is soul destroying to be in the garages there so far from the short circuit action.

So I guess in summary, the modern phenomenon of building garages at circuits has a lot to do with how a circuit feels to the competitor. I for one think that Eastern Creek is a great driver's circuit, yes not real good for spectating, but how often do we as competitors do that? So the next time you hear Eastern Creek criticized about its atmosphere, ask the person to consider that it is a modern circuit with modern facilities and it is a great place to drive. Maybe if it was at the edge of the Southern Ocean, the atmosphere subject would not be discussed in the same way. Anyway think how we would all be if we didn't have it.

### Whilst on the subject of Eastern Creek ....

What a skinny turnout of M and O cars we had. 4 Group M cars and 7 O cars with 2 Formula Vees. A 13 car grid is a very poor showing when one considers a) the Club was formed to give M and O cars a place to race and b) we had 80 plus cars there for the Tasman Revival event 18 months ago. If you didn't run could I ask you to let me know if there is anything that the Club could do that would have enticed you there. I realize that the Formula Junior contingent were always going to feel they had had enough with all the events they had been to already this year, but guys, where were all the O cars? I have a Registrar's meeting on the 12<sup>th</sup> May and I would dearly like to have some feedback by then.



Man to beat, Richard Carter hugging the apex at turn 1

Paul Lewis photo.

Ok enough of that, for those that did turn up it was a pretty good meeting. Could have been drier, but one wet event out of 4 wasn't too bad. Paul Hamilton Elfin 600 managed to turn the tables on Richard Carter, also Elfin 600 in qualifying with Brian Wilson Brabham BT23 FVA and Ed Holly next. Holly's Brabham BT15 had been turned back to its Group M specs with a 1000cc MAE screamer engine after being as a twincam the last 2 years. Next was Peter Barclay in the BT21 Brabham. Peter and the 21 have seen more racing miles at the various events in the last 8 months than most of us do in 2 years which means that he is now putting in a great showing, having never been on a race track before. Next was Max Lane in the gorgeous BT18. Doug Anderson in the Elfin FJ1500 was off his usual pace due to a sticking throttle cable, Noel Bryen shows signs of early promise, but the little Renmax Formula Junior would not finish a race over the weekend with overheating woes, Brian Lear had the Elfin Mono looking resplendent as usual along with being down to his normal times. Not sure what

happened to Ron Coath in the Brabham BT21, but he only did 1 lap in practice. Missing altogether was Aaron Lewis in the mighty Indy Car and Geoff Vary in the Gryphon II.



Paul Hamilton led till the last lap, here he has quite a break on Richard.

Paul Lewis photo

I won't give a blow by blow report of the weekend, however a couple of notables:-

Race 1 was led by Paul H until the last lap at turn 9 where a very determined Mr Carter found a way down the inside. And Ron Coath managed to go from rear of the grid to 3<sup>rd</sup> with Brian Wilson and Max Lane a car length each behind, the track was dry.



The Brabhams of Wilson and Lane Turn 9

Paul Lewis photo

Race 2 saw 2 cars with a minute penalty for a jumped start. One of these was beside me on the grid, and I think it was very harsh as the car had stopped for some seconds before the flag dropped. Paul Hamilton had a rare dnf after a plug decided to lose its earth probe. Aaron had the big Indy car running as best it can and took the win from Richard and all the penalties elevated Peter Barclay to a fine 3<sup>rd</sup> and Ed Holly to 4<sup>th</sup>.





Peter Barclay leading Ed Holly and Doug Anderson through Turn 1

Paul Lewis photo

Race 3 was wet, this time Richard Carter took the win from Brian Wilson and again Peter Barclay was 3<sup>rd</sup>. Richard's fastest lap in the dry during the weekend was a 1:41, his quickest in the wet was a blistering 2:12 ie a 31 sec difference ... What a lot of those that don't drive open-wheel race cars don't appreciate is that in the wet with such little weight on the tyres, these cars just do not develop the grip you do in a heavy car like a sedan, and hence the wet times and spectacle watching makes them look so slow. BUT they will still attain the same speeds down the straights with appropriate longer braking which makes them really get your attention when in the driver's seat.



Aaron Lewis in the fabulous Indy Car in action at Eastern Creek

Russell Windebank photo

## Philip Island

Phillip Island has been and gone with quite a number of M and O racing cars making the trip to do battle. The Elfin 600s continue to dominate, with every qualifying and every race seeing them occupying at least 2 podium positions. Ray Stubber in a BT29 Brabham was the only one able to spoil the party that Richard Carter, Laurie Bennett, Bob Cracknell and Herb Neale had. Well done lads. Actually I believe the Brabham may have got fastest time on the weekend by a tenth of a second from Richard, both well and truly into the 30s, but Richard showed everyone the way home. Also enjoying the weekend and this fabulous circuit, were Wayne (Renmax BN2) and Brian, (Brabham BT24) Wilson, Tim Kuchel (Brabham BT18), Peter Barclay (Brabham BT21A). Peter has taken to single seaters like a duck to water over

his first year of racing. Also in the mix were Mike Russo in the Dizanne Brabham BT21C, and Lance Cardwardine in a Brabham BT23.

I asked Peter Barclay to do a brief report on his Philip Island experience. PI was Peter's 2<sup>nd</sup> ever race meeting, and he gives a great insight into what we all went through early in our single-seater exploits. It is a must to read later in this newsletter.

### **Formula Juniors Trans Tasman Event earlier this year.**

The Formula Junior boys have had a fabulous series, starting in New Zealand for 2 rounds and then coming over to Victoria for 2 rounds. Can I refer you to the HSCRA website for a fantastic report by Dick Willis on the NZ start of the series look up under News then JKL Latest News. Unfortunately for Dick it was not a fairy tale trip, with the Ausper's engine misbehaving terminally after just a few laps of practice for the first event. Don Thallon's little Cooper was going so well, one of the New Zealanders decided he had to have it, upshot is that Don raced the Australian legs in the MRC Lotus 22, having bought it from Murray Bryden. Speaking with Kelvin, he says that there could easily be 42, FJ and F3 cars online for the Tasman Revival Event.



**Don Thallon's very quick little Cooper FJ, now residing in New Zealand. Photographer unknown**

### **Kelvin Prior reports on the series:-**

The 2008 Junior Tasman Series was arranged to celebrate the 50<sup>th</sup> Golden Jubilee Anniversary of the international Formula Junior racing car that originally raced in the period between 1958 and 1963. The series comprised three races at Pukekohe NZ, Three at Taupo NZ, Two at Calder Park Vic., and four at Phillip Island with the grid split into three categories comprising early front engine cars, rear engine drum brake, and rear engine disc brake cars, and each competed equally for points to win the prized gold cup on offer.

The overall winner and recipient of the Gold cup was Clive Wilson from GB with a perfect score, driving his very competitive 1960 front engine Mk2 Lola with alloy Costin body. Second overall, and winner of the disc brake class was Peter Strauss in a BT6 Brabham, followed by Bill Hemming driving his recently acquired Elfin into third position, and winner of the drum brake class.

Of the 50 cars that contested the series, 27 were Australian owned and driven, and 14 of these Aussie cars crossed the Tasman sea in January to contest the early rounds in NZ, where they had mixed success due to the fragile nature of their

highly tuned 1100cc engines, but by the time they were required to compete in the local events, all had been





**The Juniors line up at Philip Island, what a great spectacle.**

Restored to their full performance capability, using that true Aussie spirit of late nights in the workshop.

At each circuit the commentators and spectators were agreed that the racing was some of the best seen in recent times with cars passing one another, and at Phillip Island there were 3 cars belonging to Australian Peter Strauss, Englishman Jonathan Williamson, and American Ned Spieker contesting the lead side by side on the straight, lap after lap. +

### **Family Day and No-Frills Club race meeting**

**In February the Club held a Family Day and a No Frills race day at Wakefield Park. The Family Day went well with a record entry. The No Frills race day went off fabulously. When you think of the Tasman Revival meeting as a big event, a No Frills meeting is about as diametrically opposed as you can get. I have been to most of the 30 odd GEAR days, and the atmosphere at our No Frills meeting was the same. Smiles all the time, a minimum of officialdom, and the emphasis definitely on FUN. For instance, practice was just that, not qualifying, just practice. There were no time sheets, if you wanted pole position, just plonk yourself there on the dummy grid. The on-track racing was fast, furious but surprisingly courteous. Seems that those interested in the FUN aspect of our sport are the main ones that turn up. Not being a Historic Race meeting means all sorts of things get a run, even replicas, and a couple of the family hacks went very regularly!**

**Putting in an appearance on the No Frills Race day, was Hideo Yoshikawa, who is**



**Hideo in the Replica BT21 Brabham**



**Paul Lewis photos**

**co-ordinating the Japanese contingent for the Tasman Revival. Hideo had a drive of Ed Holly's BT21 replica during the lunch break, and in the 8 or so laps, quickly settled into some good times especially considering Hideo had never seen Wakefield before.**

## Car Histories ....

It is often said, that Historic Racing is about the cars, not the drivers ...indeed as one Bugatti owner once said, *we are but custodians in time of these wonderful cars.*

In this M and O Newsletter, the next 2 cars to have their wonderful Histories detailed are Col Haste's Brabham BT2 and Paul Hamilton's Elfin 600. Both these cars have had magnificent careers and both guys have gone to great lengths to detail the history of their cars. These histories appear at the end of the Newsletter, and they both tell a remarkable story.

## Mallala

Seems those that go to Mallala have the best time ... This brief report by Richard Carter on the fun in SA.

But before we do, Paul, Richard and Max Brunninghausen all share a house whilst in Adelaide, apparently Paul and Richard go just to sample Max's culinary delights. Enhanced by just a wee drop of red.



Max in the kitchen .. count the bottles of red no one would own up to this photo ...

Paul Hamilton was keen to celebrate his Elfin's 40th birthday. This car is probably the most famous 600 with Garrie Cooper having won the Singapore GP. The late Garrie's wife and son (Lorraine and Stephen) were on hand to cut the cake. A good group of Elfins joined in the photo shoot; Paul Hamilton, Richard Carter, Laurie Bennett, Steve Welle, Ian Ross and Keith Morling. The close up photo shows Paul with Lorraine. (see Paul's Elfin's story later in the newsletter)



The Elfin 600s celebrating Paul's car's birthday Richard Carter photo

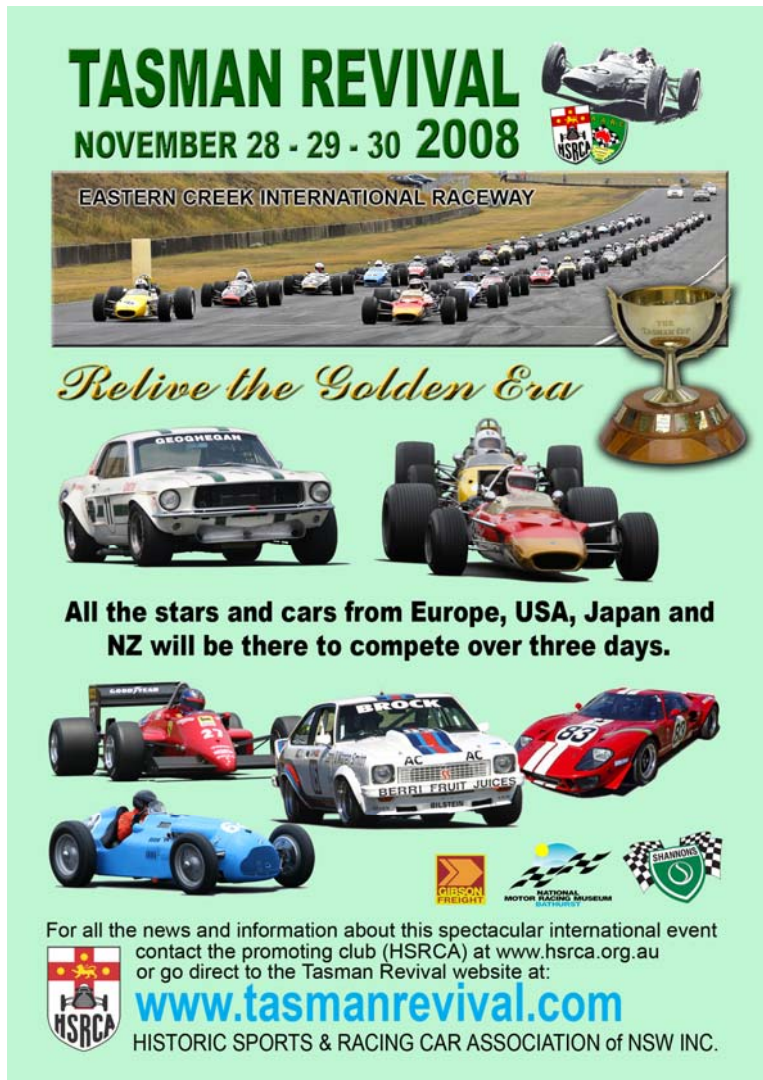
The Mallala meet was the usual laid back event with the generous hospitable SA atmosphere. The weather was excellent fortunately, as the weekend prior was 45 degrees plus! Generally the results were Richard Carter followed by Laurie Bennett, Paul Hammo, Ian Ross and SA Tim Kuchel lurking around. Col Haste winning his class in group M. Everyone appeared to have good racing apart from Rossi who was niggled with an annoying oil leak up high (hard to locate with all that V8 plumbing! Paul Hammo was experimenting using an unusual "flexible" engine idea for a complete race. He gave the plan away eventually and thought that Dave Mawer should replace the two broken engine mounts!

### [CAMS Grid Mixing Matrix](#)

CAMS have produced a matrix for guidance of Race Promoters. It shows which groups they believe are most compatible, and can be run together. Other groupings that can happen but requiring a risk assessment. At a couple of upcoming race meetings, some of our fellow competitors asked me to approach the organizers to try to get our viewpoints across for M and O racing, this I did, and certainly when I spoke with each of them, they were aware of the matrix and its implications, which is much to our advantage and both of them took on board our requests and appreciated the input. A brief rundown on what it means. Firstly M and O racing together is the first option, then in with M and O sports. If M and O are split, M can be joined with JKL and O with M of course then P and Q. Any other combination of our cars requires a risk assessment. As the file doesn't want to import itself here very clearly, I will attach it as a separate file to the email.



## Tasman Revival Meeting.



**TASMAN REVIVAL**  
NOVEMBER 28 - 29 - 30 2008

EASTERN CREEK INTERNATIONAL RACEWAY

*Relive the Golden Era*

All the stars and cars from Europe, USA, Japan and NZ will be there to compete over three days.

For all the news and information about this spectacular international event contact the promoting club (HSRCA) at [www.hscca.org.au](http://www.hscca.org.au) or go direct to the Tasman Revival website at:  
**[www.tasmanrevival.com](http://www.tasmanrevival.com)**  
HISTORIC SPORTS & RACING CAR ASSOCIATION of NSW INC.

Logos: HSRCA, GIBSON FREIGHT, NATIONAL MOTOR RACING MUSEUM, SHANNONS

Work on the Tasman Revival meeting continues apace. From the scuttle butt around the camps, I would not be surprised to see 3 grids of 1960s open wheel race-cars there at the end of November. Interest seems keen from all quarters, Eastern Creek especially are keen to become joint venture partners with us, as they have with the Muscle Car Masters meeting.

Expect to see entry forms out before the end of May. This will give the committee a good idea in advance of the level of interest from each category and enable us to construct the grids appropriately.

We still are in need of members to own small tasks of the meeting, so if you can help in any way please let myself or a member of the Committee know.

## Pit Patter

John Bentley has taken delivery of the BT21 Brabham form Bruce Mansell. A few exploratory laps at Eastern Creek, gave John his first drive in a single seater. Word is, John can't stop smiling. John and the car should be at the next Oran Park DD race meeting.

Now that Bruce Mansell has a bit of time word is that the Lotus 22 has been dusted off.



Bruce's Lotus 22 emerges from under the dust.

Bruce Mansell photo

and work is commencing to see the car race-prepared again after many years in time for the Tasman Revival

Ed Holly is forging ahead with the restoration of his Brabham BT21C. A new gearbox (less case) has been purchased through Hewland Rep, Bryan Miller, all the suspension and other brightwork has been plated, the chassis has been fettled by Herb Neale and the list goes on. Ed is hoping to have it ready well before the Tasman meeting.



Figure 1 Ed Holly's BT21C almost ready for final assembly (I wish)

Ed Holly photo

As mentioned elsewhere Murray Bryden's MRC Lotus 22 is now in the hands of Don Thallon.

### Stronger Universal Joints

There have been some output shaft (axle) failures in recent times. The universal joints to avoid are definitely the ones that are hollow with a grease nipple, they just do not work in an output half shafts on rear engine race-cars. There has always been a solid variety, and these are the ones to use, however a couple of guys have sourced an even better 1300 series uni (or "cross" as the fettlers call them). So if you have grease nipples in any of your 1300 series crosses, think about replacing them with these units sooner rather than later. The following info was supplied by Richard Carter.

*Excellent idea to let people know. They appear to be a great unit. Talk to Colin Hancock, manager, Hardy Spicer at Moorebank, NSW 02 9600 6333. He is very helpful. The cross joint is made in Germany and is "Industrial Strength". It does not have a hole drilled for a grease nipple which is the weak link in the standard unit. It is suitable for the "1300" series.*

*Part No: **K5-A727SF**. Cost is around \$110. Colin was suggesting that he may keep stock otherwise he will bring them in from Germany.*

*Note the SF is important, (I was supplied ones without SF, and they have a grease nipple and had to send them back. I paid \$121 each for them as non SF, we'll see how much the SF ones are when I get them.... My SF ones ended up costing me much more than if I'd bought them from Hardy Spicer.... Well I have always dealt with a local bearing supplier, and what they didn't tell me was I should go direct to Hardy Spicer. Mine ended up costing considerably more than if I had bought them direct. I will have to consider whether to continue to give my custom to this supplier after more than 20 years as a result .... Ed)*



**Note the widths of the 2 crosses above and the widths of the cups. The strength not only comes from being a lot thicker overall, but within the gap between each cross, the web comes out rather than inwards. I am no engineer, but I imagine this would be around twice as strong as the normal what we thought was the strong one.**

*The K5-A727SF*



**The normal non grease-able type most often used.**



The standard non-grease nipple most of us have used. Note the bosses built into the uni, but remain unmachined to take them. Also note the relative lengths of the cups, the stronger type is longer making up for the thinner needle rollers.



### **Pinky's website.**

I may have mentioned this website before, but it is worth doing it again.

Pinky's is his site's name and it can be found at <http://www.pinky.com.au/NSW.htm>

On here he lists all the classic car and racing activities, and it is a great reference for those weekends when you want to see what's on in the old car world. He has listed all of our race meetings this year and has loaded a poster for each specifically done by Brian Caldersmith, so have a look, and download the poster if you wish.

### **Insurance of Racing Cars**

Graham Burton's Formula Ford being stolen the evening after the Eastern Creek race meeting is a timely reminder how quickly our beloved racing car can be gone. I am sure most of us would know, but for those that don't, Shannons offer a simple policy called "Laid Up Cover" which insures our pride for all times other than on the track. They even offer a reasonable "on-track" cover as well. So if you do not have insurance on your car, then think about calling Shannons, after all they really support us with their sponsoring of a lot of Historic Motorsport .

Speaking with Graham, recently, there are still no leads as to where the car and trailer is, however someone who lives nearby did see it being hitched on behind a truck, but never thought anymore about it. Graham also said he was very surprised and pleased with the support everyone has thrown in. It is now been passed around as far afield as the UK and the USA. If anyone sees a Hawke Formula Ford or parts thereof, please contact Graham.

### **The Peter Barclay report on his running at Phillip Island.**

#### **Peter's Excellent Island Adventure**

When I decided to go historic racing I hadn't realised that the race meetings were the race within the race. The all-encompassing race is to have the car ready in time to go racing. My first ever race meeting was at Wakefield Park last November and my second was to be at the world famous Phillip Island Circuit. My race to have the car ready for this meeting was suspended so that I could actually attend. Still so much I wanted to do but with time remorselessly advancing a line was ruled. The engine was running, a major advantage I understand, and all the safety bits and pieces had been done so I was ready.

I arrived at the Island on Thursday afternoon to unpack and carefully apply my new numbers. My car had been 72 but was required to be 12 for this outing. Does this happen much?

Friday Practice was my first look at the circuit from a proper racing car and it was interesting to see it from such a low seating position. My Brabham BT21A seemed to like

being out of the garage. I certainly did and I set about trying to learn the circuit from such a low position and work out what gear I should be using and where to turn in and not be distracted by the view of the sea and light aeroplanes near the horizon and the huge geese. Formula Juniors had their own races but the other Group M and O cars were combined together, sports cars as well as racing cars. I spent a good deal of time trying to keep out of other people's way. On the way back in after the second practice session my car would not idle below about 3500 revs. I had been told that my throttle cable was a little stiff and I had the makings of a new cable so I decided to install a new one on Saturday before the first race.

**Saturday First Race.** With the throttle cable installed I tootled out of the garage and into my allotted spot on the dummy grid. When I came to re-start the engine the throttle cable undid itself so I was pushed back into the garage for a desperate repair. That done and it was back in the car and out into the Pit Lane where I was held by a stop/go marshall. The rest of the field took off and my stop/go man eventually remembered he was holding a sign that said "go" on the other side and showed it to me. I managed to overtake 4 vehicles before Honda corner, Richard Carter with starter woes, the medical vehicle and two emergency vehicles. What a fantastic start, four vehicles down and less than half a lap completed! And my first race at PI. Not sure what happened then because I saw no-one else except in the far distance till the chequered flag. A good free practice to concentrate on my lines, braking and working out what gear I really should be using.

**Saturday Second Race Preparation.** Coming back in the engine still wanted to idle at 3500 to 4500 rpm. Not the throttle cable after all and a problem that occurs only after race heat. I tried to start the engine and the starter motor just went "click". So out it came, not for the faint-hearted. A repair was completed in the race outside the race but as the gear linkage had to be removed to remove the starter and there was insufficient time to reinstall it and set up the gear linkage, just the gear linkage was re-connected and being push started the only way to make the second race.

**Saturday Second Race.** Jamie Larner co-ordinated the push-starting on the dummy grid, so of course it went faultlessly. I was a little slow off the start, maybe needing another push from Jamie, lost a couple of places but managed to get them back after a while. Some of these clubmans are very wide I've found. I started passing cars on the straight in their ones and twos. Then horror, someone was catching me, no, not to lap me but for a place. This car went past but was slow into the next corner so I thought I'd try a wider line. I managed to come out of turn two a little in front but left sufficient space for the other to get through later if he wanted to. I know, I'm new to this. Anyway he didn't, it was the last lap and he fell back after Siberia. Then Max Brunninghausen rejoined the track at Lukey Heights and he must have broken my concentration. I thought I'd be able to say I finished just behind Max in my second race at PI. I was a little off line through the left-handers leading to the straight and on the last of these my car decided to celebrate the finish a little early with a 360 degree pirouette, which let two cars through. At this point my thoughts, after the usual about basic bodily functions, were "no starter, don't stall". I managed to keep the engine going, selected 1<sup>st</sup> gear and hit the finish line at 8000 revs in 4<sup>th</sup>. Some friends said the race was exciting to watch and that I must be ready to relax. Well I think I was bouncing off the walls from the adrenalin.

**Sunday First Race.** The race to have the car ready to race started early in the pits on Sunday morning to refit the starter motor. Installation was completed by 9:00am so Sunday was going to be a lot less pressured than Saturday, wasn't it. Further up the grid too after Saturday's performance. So reassuring to have a starter motor.

There can be time for reflection on the dummy grid. The PI meeting last year was the first I had attended and I did so as a spectator with the purpose of deciding what sort of historic car

would suit me. I recalled looking at the dummy grid for this very race and deciding then that a Group O racing car was the thing for me. One year later and I'm in a car on the dummy grid. Not a bad feeling at all.

This was an uneventful race apart from being lapped towards the end as I was unable to catch anyone or anyone to catch me. That doesn't mean I wasn't working hard, it's just that the race was over too soon.

**Sunday Second Race – Just sitting in the garage looking at the car before the second race and thought I could do with a slightly better placement of the gear lever in its travel. The gear lever was duly readjusted and then came time to reverse out of the garage to go to the dummy grid. But 2<sup>nd</sup> was where reverse should have been. So no 1<sup>st</sup> gear for this race. Pushed out of the garage and managed dummy grid and pitlane in 2<sup>nd</sup>.**

I think I might keep it like this because starting in second gear I managed to move up a few places on the grid. However, during the race it did create some confusion in my mind on down changes as to what gear I was really in as the lever was so far over to the left. I must have had a better start than I realized as some cars came up behind me that I expected to be in front so I let them through. Well they were faster than me anyway and my initial thought was that they were lapping me but analysis of the results showed they were just catching up. Astonishing.

**Summing Up. I managed to improve my times over the weekend, there was a little less desperation in the manner of driving and each time I joined the dummy grid I was a couple of places higher so I can be happy that I'm making progress. I had the assistance of a friend of mine on Saturday and Sunday and we worked well together to get the car ready for each race, the throttle stop replacement being the best example of efficiency under pressure. Thanks Andrew. I shared a garage with Tim Kuchel and his BT18. Tim had three helpers with him and they were always willing to lend a hand if we needed it. They can push well too. So many people have been involved in getting the car ready for PI. I had a bearing failure three weeks before the meeting and Peter Lerner Engines rebuilt the engine and re-installed it in time. As part of that process Bryan Miller supplied a crankshaft from the UK, ordered on a Friday, dispatched the same day and in Melbourne on the Tuesday. Erol Richardson fabricated new lower radius rods, a new cooling system header tank that doesn't spray hot water over the driver, a new radiator that doesn't overheat and a new roll-over hoop high enough to keep my head clear of the ground (theoretically). Michael Vigneron helped me with my first wheel alignment and Gary Simpkins made my clutch withdrawal mechanism more reliable. Denis Lesslie made a trailer which is easy to tow and manoeuvre. Many old hands have been free with good advice. So thanks to all those people. There's been a lot to learn and do in a pretty short time.**

Ed suggested that I could include information on who won but you can look it up on Natsoft. I certainly had no idea. I was having a great time in my own little world.

Many thanks must go to Peter for this very amusing and candid report on his 2<sup>nd</sup> ever race meeting ... thanks Peter .... Ed

**A couple of words of wisdom to pass on.**

Some people run Datsun L18 cranks in lieu of a Ford 1600 stroke length one. If you intend to run one of these, then best to talk to David Kent before you do. There is a trick to them, that if you don't know about, can cause a major blow-up within a race or two of the engine being built. You can get David at : david@tudorrose.com.au



**Another small but annoying thing that can happen is with the use of those jiggler hoses. If you have one, be careful not to run it up against the side of the neck of a 20 litre drum. The sharp edge inside the neck shaves small pieces of plastic off it that love to play havoc in your fuel system. Check yours to see ... if it has those shavings have gone somewhere.**

**Well that's about it for this edition.....**

**Don't forget this is your newsletter, so keep the gossip and articles rolling in**

**Ed**

**Ed Holly Group M and O Registrar**

**HSRCA**

**Next the stories of 2 famous cars.**

**Col Haste's Group M Brabham BT2 story**

**and following**

**Paul Hamilton's Group O Elfin 600 story.**

# Brabham FJ – 12 – 62

## A life History



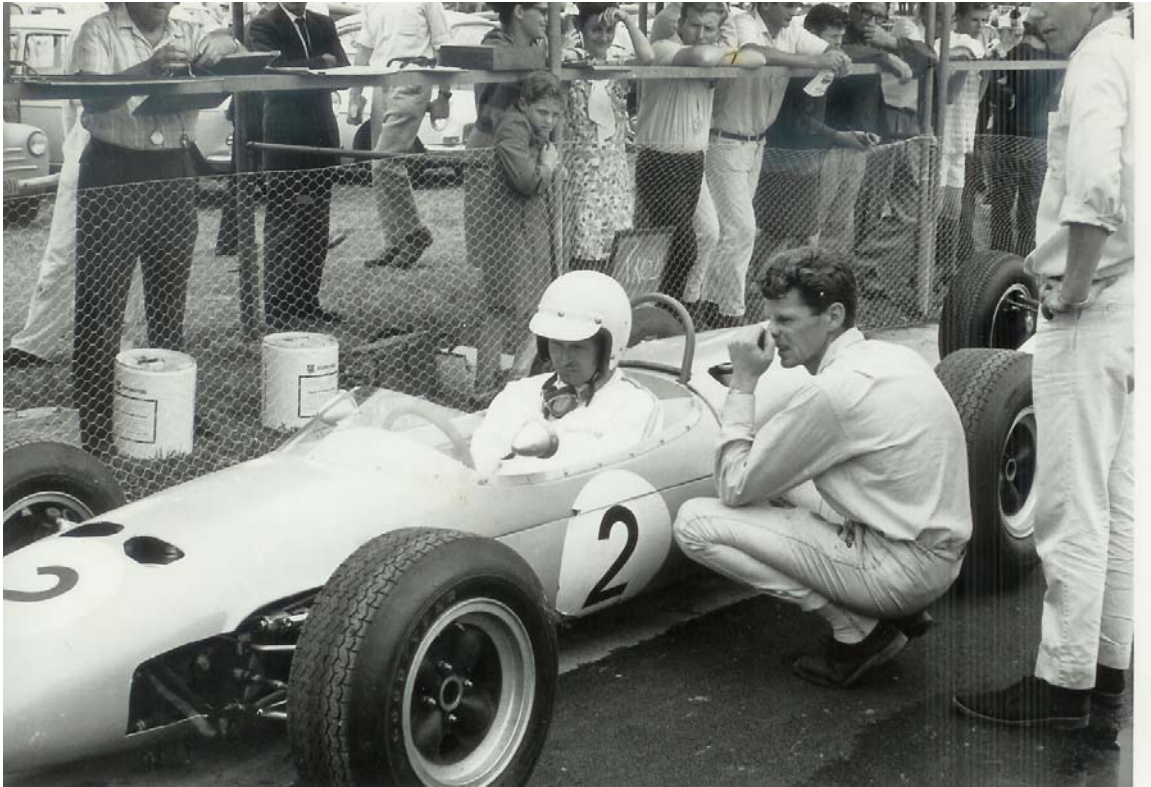
*Brabham BT2 FJ – 12 – 62 new at Oran Park 1963  
David Walker the first owner.*

The first part of the story is quoted from “Historic Racing cars in Australia, *John Blanden*. “ I could not tell the story better. I have however put some additional information; Photo’s and continued with some more current history.

The car was originally ordered from the factory by US residents reputed to have been Walt Hansgen and Augie Pabst; however the sale fell through when they learned of the new BT6 coming and the car was redirected to Australia and to Alec Mildren, the NSW Brabham agent, through Frank Gardner. It was the last of the BT2 models to be built and was brand new when it was sold to David Walker, fitted with a Holbay 1100cc engine , Hewland Mk4 gearbox and painted pale blue. It is described in detail in the *Sports car World* September 1963 issue. Possibly due to the car’s not arriving in Australia until 1963, many owners entered the car as a BT6.

It made its debut at Calder on 31 March 1963 for a third place then a win at Warwick Farm in April and wins at Oran Park 28th April and 23<sup>rd</sup> June. At Lakeside won the Formula junior class of the Lakeside Trophy. While at Warwick farm 8<sup>th</sup> September 1963 it came fourth in the Australian Formula Junior Championship. Late in 1963 Walker was invited to join Scuderia Veloce for a 12 month period and the car was repainted in the team colours although because another team member, Greg Cusack, also had his car in those colours, a white stripe was added to the nose of Walkers car. At the end of the Scuderia Veloce sponsorship it was repainted, appearing yellow with a green stripe.

It ran in the Australian Grand Prix at Sandown on the 9<sup>th</sup> February 1964 for a second in the 1.5 liter class and 9<sup>th</sup> outright. A class win followed in the NSW Road Racing Championship at Katoomba on the 17<sup>th</sup> May 1964 while at Lowood on the 14<sup>th</sup> June 1964 it came second in the Australian Formula two championship. At Lakeside during February 1965 Tasman race it was damaged in an accident. It was the last race for Walker who traveled to England where he joined Lotus, initially driving a works Formula 3 car and later joining the Formula 1 team.



*Frank Gardner with Glen Abbey at Warwick Farm December 1965 Hordern Trophy.*

**The car was recovered by Alec Mildren as settlement for his arrangement with Walker. In Formula Junior form it was driven for Alec Mildren by Ralph Sach and was fourth in the Australian Formula 2 Championship at Warwick Farm on 19<sup>th</sup> September 1965. Following this it was modified with the assistance Frank Gardner updating the wheels and fitting a steel twin cam and Hewland Mk5 gearbox. *These parts where sent out to Australia by Frank but the BRM tuned twin cam did not arrive in time, so Frank asked Lionel Ayres Who had a brand new Cosworth twin cam that he had waited 6 months for and was to go in the MRC 23b for the use of the engine. Lionel put the engine in the boot of his Ford Customline and bought the engine to Sydney in time to be fitted in the car.* Frank Gardner drove it in the December 1965 Hordern Trophy but retired on lap 14 with collapsed suspension. Kevin Bartlett drove it in the 1966 Tasman series. Bartlett finished fifth outright and 1<sup>st</sup> Formula 2 at the Lakeside Australian Grand Prix.**





*With the Patron Alec Mildren lakeside AGP February 1966.*

**It was then sold to Mike Champion who first drove it at Mallala on 13<sup>th</sup> June 1966 in the Australian 1.5 liter Championship. It had class wins at Warwick Farm on 17<sup>th</sup> July, Calder on 28<sup>th</sup> August, Oran Park in September and then Mallala in October where it gained second in the Gold Star race. At the Hordern trophy at Warwick Farm on the 4<sup>th</sup> December it finished sixth outright and first in class. It ran in the Australian Grand prix at Warwick Farm on 19<sup>th</sup> February 1967 for an eighth outright. At Surfers Paradise 27<sup>th</sup> August 1967 it crashed heavily when it left the track on the straight at 130 mph, hitting a safety fence and tearing off two wheels. It was repaired and racing again at Sandown on 17<sup>th</sup> September 1967.**

**In January 1968 it was sold to Brian page who on 18<sup>th</sup> February 1968 raced it in the Tasman championship international '100' race after a year of racing it the car was sold to Jack Bono who first appears in the car at the Tasman Championship International 15<sup>th</sup> February 1970. Then in 1971 the car was sold again this time to Chris Farrell who apart from competing in the formula 2 Championship raced in the 1971 Australian Grand Prix. The car to this stage competed in 5 Australian Grand prix ( 1964,66,67,70,71)and in Tasman series races over 7 seasons (1964,65,66,67,68,70,71).**



*Kevin Bartlett receiving some serious attention from Greg Cusack Lakeside 1966.*

By the time 1973 had come around the car was on slicks with wings. It was then sold to James Crawford of Queensland who fitted a Fiat twin cam engine, unfortunately the car was damaged in an accident at Lakeside and in 1977 was sold to Greg Kinlin then in 1984 the parts went to Graham Healey. After 5 years of trying Bryan Miller purchased what was left of the car and after an extensive rebuild first ran it at the bicentennial meeting held at Oran Park in 1988. Now back in its 1965 Alec Mildren livery and running a twin cam engine Bryan and his Brother Kevin raced the car in Historic events over the next ten years. This is where I come in. At Eastern Creek in September 1998 Brabham BT2 FJ-12-62 was purchased by its current owner Colin Haste.



*Mike Ryves 7BT11a and Colin Haste 88 BT2 Winton 2002.*

In the years since purchasing the Mildren 1.5 liter Brabham I have raced the car at all circuits in the four eastern states. I have been fortunate enough to have had some wins and still hold lap records at some of these Circuits. As you would have read earlier Kevin Bartlett raced the car (as he did most cars) successfully. In Kevin's words "I trained that car well" Thanks Kevin you certainly did.



*This picture was taken at Eastern Creek September 2007 car #21 Ron Coath Brabham BT21 #41 Wayne Wilson Rennmax BN2 #11 Peter Harburg Brabham BT11*

It was at the above meeting the highlight of owning and racing the car was to win the Sir Jack Brabham trophy and have it presented to me by the person who trained the car “Big Rev Kev”.

FJ-12-62 has been described as one of the oldest Group M racing cars and the Brabham most raced, certainly the car was raced continually from 1963 to the mid 1970s in a lot of premier events, then after a well needed restoration continually over the past 20 years in historic racing events.

I hope to continue the current car driver combination for a lot longer yet.

Colin Haste

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## **An Active Elfin**

When my Elfin 600 (chassis no. 6801) first appeared on the scene in 1968 it was described by Barry Catford in an article in Sports Car World as ‘An Urgent Elfin’. While the car’s performances over the years may well have justified that name, after close to 35 years of almost continuous use, it might now better be described as ‘An Active Elfin’. Few other racing cars have had such an active career and yet retain so much of the original ‘grandfather’s axe’.

6801 made its first appearance at Calder Raceway in March 1968 when its designer and constructor, Garrie Cooper, drove it to 3<sup>rd</sup> place in a round of the Lucas Davison Series for ANF1½ litre cars. The car was the prototype of a whole new breed of Elfin and its performance was impressive bearing in mind that, in typical Elfin fashion, it had been completed at midnight on Friday and turned a wheel for the first time in a wet qualifying session on Saturday 23 March.



In its use of a tubular steel space frame, the Elfin 600 could be regarded as having been technically a step backwards from its predecessor, the type 100 Elfin Mono. However, Garrie Cooper was the most practical of men and appears to have been motivated to revert to the space frame because of the greater design flexibility afforded by the structure. The Mono had been built around a tight fitting 4 cylinder Ford engine and, without substantial modification, the car offered little opportunity for the use of alternate power units. The 600 allowed more flexibility and, while most still used the Lotus Twin Cam or other Ford based engines, a great variety of other engine types were used including Toyota, Alfa Romeo, Coventry Climax, Waggott TC4V and Repco V8s. Indeed, there can be little doubt that the 600 was the most versatile and possibly the most successful Australian built racing car ever and it was certainly produced in greater numbers than any other. A total of 44 were built in versions intended for ANF1, ANF2, ANF3 and Formula Ford achieving significant successes in each of these formulae and clearly demonstrating that the 600 was, in the late 60's, at least equal and often superior to contemporary imported designs.

Notwithstanding these impressive production numbers, it could be said that 6801 is really the only genuine Elfin 600!! While its chassis plate is stamped 'Type 600', all subsequent cars were labeled as 600B (the standard F2/F3 model), 600C (an upgrade for ANF1), 600D or E (further upgrades in detailed specification) or 600F (Formula Ford). The 600A was a proposed 'economy' version for F3 but none were built.

Following its debut, Garrie replaced the 1500cc engine used at Calder with a new 1600cc Cosworth twin cam and did some testing at Mallala before shipping 6801 to Malaysia where it retired with transmission problems in the Selangor GP on 7 April. On the following weekend, however, only 3 weeks from its completion, the car won the Singapore GP with Garrie at the wheel. This was, at the time, quite a significant win as Australians had not often ventured overseas in locally built cars. Certainly the trophy was a magnificent one and, more than 30 years later, it still has pride of place in the home of Garrie's widow, Lorraine Cooper.



Garrie Cooper at the wheel of 6801 at the Singapore GP photo courtesy Paul Hamilton

The Singapore success materially assisted Elfin Sports Cars to recover from what had been a potentially serious financial crisis. Immediately following the race, 6801 was sold to Singapore

businessman, P H Wong and that, together with Garrie's substantial prize money and a rapidly filling order book for the new type 600 soon solved the problems faced by the firm.

Wong quickly re sold the car to Indonesian driver, Hengkie Iriawan, who continued its success story with a victory in the Malaysian GP in September. On the following weekend, however, the car was badly damaged when Hengkie left the road during a sudden rain storm when leading the Johore GP. After a quick trip to Adelaide for repair 6801 was back on the track in November when it ran 2<sup>nd</sup> in the Macau GP. Iriawan continued to use the car regularly in Asian events until mid 1969 when he exchanged it with Elfin for a new 600C fitted with a Cosworth FVA engine. While that would now be a very highly desirable Group O car, it is unfortunately one of the few 600's whose whereabouts remain unknown.

Although 6801 had been accepted by Elfin as a 'trade in', it did not then return to Australia. In a 'Chinese deal' of which John Cummins would be proud, Garrie arranged to exchange it with Tony Maw for the Elfin Mono which Tony had been using in Asian events. The Mono was returned to Adelaide to be on sold by Elfin and is now owned by Graham Hoinville. Tony Maw was an Australian advertising executive who was then working in Malaysia and had been quite successful in Asian motor racing including a win in the 1967 Macau GP driving a Lotus. Tony was a good friend of Garrie Cooper and was one of the prime organisers of Garrie's trips to the region in 1968 and subsequent years.

Tony's debut in 6801, in October 1969, maintained the car's record of success by achieving its second Malaysian GP win. During the remainder of 1969 and through 1970 and 1971 Tony continued to campaign the car throughout the Asian region in Malaysia, Singapore, the Phillipines and Macau. During this time the car was returned to Adelaide for maintenance on at least one occasion and was updated with the later style bodywork and wings and fitted with the larger FT200 Hewland transmission to better cope with the rough Asian street circuits.

Late in 1971 Tony returned to live in Australia working for the Leo Burnett agency in Sydney. He brought the car back with him and, apart from a venture back to Singapore and Malaysia for three major events in April 1972, its subsequent competition history has all been here at 'home'. I first met Tony when we both raced at the Christmas meeting at the Hume Weir (Albury) circuit in December 1972. I was driving my Proton F2 and chased Tony all weekend but came off second best in all but a handicap event. It was a convincing demonstration that the Proton was quite outclassed by even the oldest Elfin 600. By this time, of course, the 600 was no longer in the prime of life having been replaced by the Elfin 622 which, itself, was having some difficulty competing with the first Birranas and various imported cars.

My Proton came to a rather sticky end in an accident at Warwick Farm early in 1973 which also left me a little second hand for a time. While I was regrouping and trying to put my motor racing plans back on track I once again met Tony and, after an entertaining evening in the ARDC bar, I went home committed to buy the 600 without engine or transmission for the then princely sum of \$2200. Although a visit to the Credit Union was required before I could consummate the transaction, it was a decision I have never regretted.

The engine and transmission from the Proton were used to get the Elfin mobile and I drove it for the first time in a test session late in May 1973 on the Friday preceeding a F2 championship round at Oran Park. I well recall my delight at how good it was! It really put the Proton into perspective and was the first single seater which I was able to drive with the confidence I had been used to in the Turner sports car in which I had been quite successful. The only downside was that a fault in the engine breathing system caused me to give the circuit a liberal coat of oil. However, my satisfaction with the car was not dimmed even when Leo Geoghegan presented me with a broom and a bucket of cement and sent me out to help clean up the mess!

During the remainder of 1973 I drove 6801 at nine meetings including five rounds of the F2 championship which was something of a big deal in those days. There were a few wins in minor events but a series of retirements in the championship races other than at Calder where I finished 5<sup>th</sup>. Silly problems like electrical faults, broken throttle cables and wing mountings indicated that the tired old

Elfin (1973 had been its 6<sup>th</sup> season) needed a major 'birthday'. 1974 was shaping up as THE big year for F2 in Australia with a big boost to the prize fund for championship events coming from the Van Heusen Shirt company sponsorship. I therefore treated the old girl to the TLC it deserved and, after another trip to the Credit Union, invested in a second hand Hart 416B twin cam engine relegating the BRM engine from the Proton to spare status (it was more torquey and still pretty useful in hillclimbs). Although it cost \$2600 the Brian Hart engine was to prove as sound a purchase as the car had been and it is still fitted to the car today. Later in the year I also invested in a Hewland FT200 transmission to replace the old Proton 'box and return the car to the way Tony Maw had it.

1974 certainly was a big year. I drove the Elfin at 11 meetings including 6 rounds of the Van Heusen F2 Championship. Except in minor local events it was not a front runner but, in championship races, usually brought home enough Van Heusen dollars to cover the direct expenses. The competition was fierce with many new Birrana's in local hands, several of our F5000 superstars coming along to chase the dollars and overseas visitors such as Graham Lawrence, Kenny Smith, Sonny Rajah and Ian Douglass appearing in gadgets such as Lolas and Marches we had not seen here before. 6801 did very well considering its age and the handicaps of my needing to use second hand tyres and an 8000 RPM limit to keep costs within budget.

In 1975 I once more ran 6801 in 6 rounds of the F2 Championship with similar results. There were only a couple of outings at lower status race meetings but I did introduce the Elfin to the art of hillclimbing - an activity in which I began my motor sporting involvement in the early 60's. It was to prove a successful diversion with a 2<sup>nd</sup> at the Bathurst round of the Australian Hillclimb Championship and wins later in the year in State Championship rounds at Bathurst and Newcastle setting new outright records at both venues.

By 1976 F2 was falling into decline as arguments commenced over the future of the formula. Those of us close to the action simply wanted to expand it to allow use of 4 valve engines and align it with Formula Atlantic. Although subsequent events were to prove the wisdom of that proposal, it did not happen at the right time, and the old F2 was replaced in 1978 with an emasculated version restricted to SOHC engines. The Elfin and I ran in only 3 championship events in 1976 but became much more active in hillclimbs running second in the Australian Hillclimb Championship and achieving FTD and new hill records at 3 of the 8 State rounds contested.

The F2 championship degenerated into a single round in 1977 and many of the leading lights went overseas in search of fame, fortune or simply a good time. I certainly did not achieve fame or fortune but I did have a good time spending most of the year in the UK and Europe helping Chris Farrell with his F3 campaign in a Chevron B38. I did run 6801 in 4 hillclimbs at the beginning and end of the year including an FTD at Dapto.

In the early part of 1978 I continued my support role by assisting Andrew Miedecke run his March in the international Formula Pacific series in NZ. The racing was just what we had wanted in Australia to replace the old F2 with the likes of Keke Rosberg, Bobby Rahal and Danny Sullivan keeping Andrew, Larry Perkins and the rest of the locals VERY busy in their BDA powered Marches, Ralts and Chevrons. With my enthusiasm regenerated I telephoned the Credit Union yet again and brought home a second hand Swindon BDA engine to replace the Hart twin cam in the Elfin.

By the beginning of August, the Elfin had a new lease of life with its BDA installed. At Calder it ran 4<sup>th</sup> amongst all the Aussie and NZ stars in a heat of the International Formula Atlantic Trophy run by Bob Jane to stir up CAMS who still remained very resistant to the 4 valve 1600cc formula. Unfortunately we had a 'black box' ignition failure in the final but it was great fun while it lasted. I must confess that the old car's competitiveness at Calder was due in no small measure to my use of a set of discarded and no longer available Goodyears which proved more suited to the circuit than the latest rubber used by the stars of the day!

Over the next two years I ran the Elfin in whatever events it was eligible to compete in with the BDA engine. This was a period of great debate and turmoil about the future of Australia's single seater formulae and we were both right in amongst all the controversy. There were a variety of club races at Amaroo at which we were pretty successful but, more importantly, we ran in 5/6 Gold Star



championship races with the F5000 cars. The best performance was a 5<sup>th</sup> outright and 1<sup>st</sup> Formula Pacific in the May 1980 round of the Gold Star at Oran Park – a great moment of glory in the cars declining years of contemporary competition. It was, in fact, something of an inditement that a 13 year old 1600cc car could finish so well in a race for what was supposed to be Australia's premier formula catering primarily for the much faster F5000 cars.

Hillclimbing successes continued with the old Elfin winning 8 of the 10 championship climbs contested with the BDA engine and setting 3 new hill records. The last outing for the car in contemporary competition was a win at Newcastle hillclimb in August 1980.

I had purchased a March 77B early in 1980 because of the increasing interest in the 1600cc 4 valve formula variously called Atlantic, Pacific or Mondiale. The BDA was used in the March and the Elfin was offered for sale with the Hart engine. Although I had one potential buyer for the engine no one was interested in the old Elfin and I made the fortunate decision to keep the car and engine together in storage.

I had always had an interest in historic racing and, prior to Garrie's death in 1982, I visited him in Adelaide to discuss my plan to eventually restore 6801 to its 1968 Singapore GP winning form. He was, as always, most helpful showing me photographs of my car under construction in 1968. By 1984 the pressures of my business career were inhibiting my racing activities and the March was, in any event, somewhat outclassed by the ground effect Ralt RT4s which had arrived here in great numbers. The prospect of competing in the then new Group O prompted commencement of a rebuild of the Elfin and the car made its debut in historic form at the Seaforth Parade in December 1985 where it won the Concours D'Elegance. The rebuild had been more of a refurbishment than a restoration project as the car had deviated remarkably little from its original specification during its long and active career. The large wings the car had grown were, of course, removed along with the unsightly deformable structures which the regulations had required in later years to protect the fuel tanks. The early, less wedge shaped, 600 body panels were refitted along with the original 8½" and 12" width wheels and the car was given a nice shiny coat of 'Garrie Cooper Red' paint in place of the blue and white it had carried since 1973.

The car has since been a regular competitor at major historic race meetings on all circuits frequently demonstrating just how competitive the wholly home grown 600 was with its peer group of imported cars. That it has been both 'active' and 'urgent' could hardly be denied! In the 34 years since its debut 6801 has been inactive only during the 4 years it was stored pending restoration for historic racing use. As the following numbers show it has been a very active career indeed.



Elfin 6801, Paul and Garrie Cooper's wife Lorraine at Mallala this year

## Summary of events to 2002

### 1968-1980

Asian 'Grand Prix' events	15
Australian championship races	31
Other minor races	42
Hillclimbs	26

Total 'modern' events 114

### 1985-2002

Historic races	157
Hillclimbs	9

Total number of events contested 280

Paul Hamilton