



The HSRCA  
Group M (1961-1965) Racing  
Group O (1966-1969) Racing  
Registrar's Newsletter

From:- Ed Holly

November is Eastern Creek TASMAN REVIVAL TIME.

*Don't forget to buy your Goodwood tickets !*



**26th 27th and 28th November**  
**EASTERN CREEK INTERNATIONAL RACEWAY**

The HSRCA will host the 3rd promotion of the TASMAN REVIVAL race meeting featuring period sedans, sports cars, single seaters and the amazing Formula 5000 cars, with many competitors coming from the UK, USA, Japan and New Zealand including the return of the Chris Amon winning Ferrari



The HSRCA website [www.tasmanrevival.com.au](http://www.tasmanrevival.com.au) will keep you up to date with developments and allow you to register your interest

*There is the chance to win a wonderful trip for two to the Goodwood Revival Historic Race Meeting in September, including air fares and accommodation for 7 nights, 7 day car hire and entry tickets including grandstand seating for the three days.*



For information and tickets, contact Brian Caldersmith at: [BrianTC@bigpond.com](mailto:BrianTC@bigpond.com)

## The 3<sup>rd</sup> running of our Tasman Revival is shaping up as a wonderful FESTIVAL OF AUSTRALIAN MOTORSPORT. ]

We already have some fabulous local expressions of interest in this bi-annual event and Paul Hamilton who looks after overseas liaison reports here on the level of interest this International event has generated already for this year:-

We now have 54 expressions of interest in the Tasman meeting from prospective overseas competitors with more still coming in. All those expressing interest have been asked to confirm their entry by the end of June so that shipping arrangements can be finalised with Gibson Freight who will, once again, be looking after the logistics of getting the visiting cars here. The first confirmed overseas entry is already in and came from Peter Avery in NZ who will be bringing his very nice Brabham BT16 twin cam. Graham Adelman from Virginia USA has also confirmed his intent to make a return visit with both his Ferrari 246T and BRM P126 cars which he brought to the 2008 Tasman Revival meeting. Both cars will be shipped from the UK where they are cared for by Hall and Hall at Bourne.



The Graham Adelman Ferrari 246T Dino with driver Rob Hall sitting on pole waiting for the start of the 2008 event. Peter Schell photo.

The Ferrari was driven by Chris Amon to finish second in the 1968 Tasman Series with wins at Levin and in the NZGP at Pukekohe and a very close second to Jim Clark in the AGP at Sandown. After a 40 year absence from Australia it was driven by Rob Hall to win the 2008 Tasman Revival race at Eastern Creek and should be a front runner again this year. The V12 BRM which Graham drove himself in 2008 was driven by both Bruce McLaren and Richard Attwood in 1968 and scored a win at Teretonga in McLaren's hands.



The glorious sounding BRM V12 at turn 9 in the 2008 Tasman Revival Race  
Graham Adelman at the wheel. Peter Schell photo

## Eastern Creek HSRCA 1<sup>st</sup> and 2<sup>nd</sup> May

The first HSRCA event at Eastern Creek of the year has just been run. Entry levels across all categories were a little down on normal, with our Groups having a total of only 5 Group O cars and 8 Group M cars in a field of 26 cars made up with Groups M and O Sports Racing and Formula Ford cars.

Qualifying was 3<sup>rd</sup> event on the Saturday morning schedule in overcast fine and cool conditions, absolutely perfect. Pole was set by Richard Carter who once again had the Elfin 600 twincam well into the low 38s a half second in front of the brutal Buick V8 engined Brabham BT21C of Les Wright. Next was Ed Holly who was debuting his Brabham BT21C twincam just ahead of Peter Barclay in his Brabham BT21A, these 4 Group O cars taking the first 4 slots on the grid. Further down the field was Geoff Varey having an absolute ball as usual with the Team Shoosting Gryphon.

The Formula Ford brigade manage to drive these modestly powered cars indecently quickly and the faster cars were less than a second a lap behind and sprinkled amongst them were the quicker Sports Racing cars.

Quickest amongst the M cars was Peter Strauss (Vic) in the Brabham BT6 Formula Junior, with Tony Dorrell in his Monaco HS6 a couple of spots back. Richard Nitschke all the way from SA in his 1962 Elfin Catalina was just ahead of Brian Lear in the Elfin Mono, probably the most consistently competing car across both M and O. Then came Geoff Fry in one of his Jolus's and Allan Conway (Qld) in his Gemini Mk3a. The other two M cars were John Medley with his Elfin Catalina which for some reason didn't make the qualifying session, and Henry Walker with the Holden powered and supercharged Nalla which is normally and was in the JKL races - So the scene was set for some interesting racing later that day and for the 2 events on Sunday.

**Race 1** was the 3<sup>rd</sup> race of the afternoon, Richard Carter got away to a blinder of a start and easily took the lead out of turn 2 after outbraking Les Wright into turn 2. Holly in his 1<sup>st</sup> standing start with the debuting Brabham BT21C lost ground on the run down the straight through to turn 2 and Peter Barclay needed no invitation to take over 3<sup>rd</sup> spot.



Who needs a V8 ? Carter has almost gone, Barclay is up with Wright from the 2<sup>nd</sup> row Holly is trying to find 2<sup>nd</sup> gear and the Formula Fords are ready to pounce. Paul Lewis photo.

On the run around the back half of the circuit Holly lost another 2 positions to a couple of Formula Fords. Wright was right with Carter and the run down past the start finish line saw the power of the Buick engine move the BT21C a car length in front of Carter. Meanwhile Holly had managed to dispose of one Formula Ford by the run onto the straight and the other on the run down to close up on Barclay into turn 2. Holly showing real determination in his BT21C had a look down the inside at both turn 1 and turn 2, but Barclay was having none of it. On the run out of the hairpin at turn 9, Holly managed to out-drag the 21A of Barclay to slip into 3<sup>rd</sup>. And so the race settled down at the front with the 2 front runners leaving the rest of the field by around 3 seconds a lap. However it wasn't all over, Carter had an engine problem and pulled into the pits on lap 7 and Garry Watson in an Mawer Formula Ford managed somehow to squeeze past Peter Barclay on the last lap. This left the finishing order Wright Brabham BT21C Buick 1<sup>st</sup>, Holly Brabham BT21C twincam 2<sup>nd</sup>, Watson Mawer FF 3<sup>rd</sup> and Peter Barclay Brabham BT21A 4<sup>th</sup>. Geoff Varey squeezed past Tony Dorrell on lap 4, when Tony had a bit of a moment, but could not hold him out over the 8 lap journey with Tony taking the lead on the very last lap. Geoff wouldn't have minded too much, he loves his motorsport and playing with the Gryphon, and is always the first to volunteer when something needs to be done.



1<sup>st</sup> lap Richard Carter in the Elfin 600 leads the Brabham BT21C Les Buick V8 of Wright after the braking duel at turn 2 - David Stirton photo.

Meanwhile further down the field the fabulous Group M cars, the real transition cars from an earlier era were having fun of their own. Well some were, poor Peter Strauss, all the way from Melbourne who supports our races extremely well here north of his border had both yokes let go at the outboard ends of the drive shafts on the start line. No-one has ever seen this happen before; the car was pushed off the track after the start and stayed there till race end. Brian Lear in the Elfin Mono also was a non-finisher. Geoff Fry in the Jolus and Alan Conway were moved into the Group JKL and Formula Vee races after the 130% rule was applied after qualifying, leaving just Tony Dorrell in the Monaco and Richard Nitschke in the Elfin in Group M racing.



Peter Strauss in happier times, in his Brabham BT6 in qualifying squeezing past Trevor Booth in the Nota. - David Stirton photo

**Race 2** of the weekend was 3<sup>rd</sup> event Sunday morning, again perfect conditions after the fog cleared, a warm 20 deg and sunny with light winds. This time 20 cars greeted the starter. Without Richard Carter in the Elfin, Les Wright moved onto pole and Ed Holly onto the front row, Peter Barclay was off 3 and Garry Watson in the Mawer Formula Ford completed the 2<sup>nd</sup> row. Geoff Varey too was missing, leaving just 3 O cars in the field. There were also just 3 M cars, Tony Dorrell, Richard Nitschke and Brian Lear.



Race 2 start – Holly is away, Wright loses momentum after creeping and the very quick FF of Garry Watson is well ahead of Peter Barclay who was on 3<sup>rd</sup> spot. – Paul Lewis photo.

As the flag was in the air, the Brabham of Les Wright's was seen to creep forward and noticed by the "Judge of Fact" and awarded a 1 minute penalty, when the flag fell, Les then lost a bit of momentum and Holly having the benefit of 1 standing start shot off into a brief lead, by turn 2 the Buick engine car had assumed the lead with the grid positions now the track positions for the first lap. On lap 3 of the 6 lap journey, Holly was still right on the tail of the now handicapped Wright car, and in a marvelous gesture (for Holly) Les pulled to the side to let the pale blue 21C through on the run into turn 4, so Holly took over the lead until the run down the straight where the Buick engine powered the darker blue past again. Les did the same thing on lap 4, except this time when it came to the straight, the Buick engine car was out and Holly went on to a 1.5 second win over the Watson Formula Ford with Peter Barclay in 3<sup>rd</sup> just a half second in arrears.



With Wright in the Brabham Buick out, Holly Brabham BT21C T/C leads Watson in the Formula Ford and Barclay in the Brabham BT21A T/C  
Peter Schell photo.

Meanwhile the 3 M cars were fighting it out behind the Formula Fords, with Tony Dorrell really coming to grips with the Monaco HS6 now into the 56's. Speaking of times, both Holly and Barclay were into the 41.1's the fastest both went all weekend, with Peter taking the cake by 8/100ths second. So Holly had his first ever win in a Group O car, everyone had told him how good the Avons were and now he has to agree.

**Race 3** Sunday afternoon, about 27deg sunny light winds. Due to a serious accident in the Touring car race where the driver in a Mustang was trapped with suspected back injuries and the race schedule loosing about an hour, our race was shortened from 8 laps to 5 laps. The Mustang driver was able to drive back to Melbourne the next day thankfully. This time Wright held the Brabham in check until the drop of the National flag and the field followed him through turn 1 down to 2. Again the field settled down pretty much to the qualifying grid order. Holly was heard to say later that he thought he got a blinder of a start, with the car wheelspinning on the rev limiter until traction was gained. This time too the O cars at the front of the field were ready for the out-braking maneuvers of the Formula Fords into turn 2, Peter Barclay being the most vulnerable managed to keep them well at bay. As mentioned the journey was shortened, but the drivers were unaware of this. On lap 5 Holly lost 3<sup>rd</sup> gear after having some difficulty selecting it on a couple of occasions, and on the run down the straight found he had lost 5<sup>th</sup> too. Peter Barclay had had a severe engine problem at Mallala at Easter and was on his spare – read – not so powerful – engine. Peter had been having a hard time all weekend with the quickest of the Formula Fords driven by young Garry Watson. Garry had managed to find a way around Peter on the last lap, and when Holly had the selection problem he rung everything out of the Mawer FF to pip him on the line for 2<sup>nd</sup> by a half car length. Further down the field the M cars were again adjacent in the results and again Tony Dorrell prevailed over a closer Richard Nitschke in the Elfin Catalina, with Brian Lear not far behind in the Elfin Mono.



Tony Dorrell has had a few meetings now with his Monaco HS6, and really like Eastern Creek. David Stirton photo.

As to the other 3 M cars, Alan Conway went well in each of his 3 races in JKL, Geoff Fry went well Sat but pulled out during the Sun morn race and was dnf for the last. John Medley found a clutch problem with the Elfin Catalina after unloading and wasn't able to run unfortunately. John should be quite quick in the Catalina, anyone who has seen him in the front engine Nota FJ would agree. So ended a great weekend's racing. For all the results go to <http://www.natsoft.com.au/cgi-bin/results.cgi?02/05/2010.ECR>



One who NEVER misses a meeting is Brian Lear in his beautifully presented Elfin Mono Peter Schell photo.

#### Footnote : -

John Medley sent me this message about his and Richard Nitschke's Catalina's. John owned them both at the one time in the 1980s.

I owned 626 (now blue ) and 628 (now green [above]) simultaneously late 1970s, in fact using 626's alloy side panels in 628's late 1980s restoration. I went and introduced myself to Richard Nitschke at EC (and to Mark Goldsmith at the same time), told of my previous ownership of 628 and some of its history-- so M Goldsmith reckoned I was there to get my alloy side panels back!. Richard bought 628 rebuilt after its Phillip Island accident from Tony Parkinson, previous owners prior including Allan Smart, Bob Larkin (until Mal Reid's Amaroo accident), me, all the way back to original owner (with Vincent power) Graham Lewis, then John Walker (who crashed it first ), and Asp's Ray Lewis.



Richard Nitschke, all the way from South Australia with his very nice Elfin Catalina. David Stirton photo.

Chassis 626 in contrast has had 2 long term owners -- me since 1976, original assembler Vern White (driver Mike Fenwick) who sold it 1969 -- and neither Vern nor I have been able to discover what happened to it between our ownerships, only that when I bought the boxes of bits it had a cerise/maroon paint scheme with white Kiwi motifs. Kevin Bartlett did not recognise 626 in blue till I told him it was in the 1960s painted black, entered by Vern White Motors and driven by Mike Fenwick (who KB named before I mentioned him). KB of course for a time ran the black Elfin Imp back then.

*Thanks John for a great insight into 2 of Elfin's great early cars ... Ed*

## The 34<sup>th</sup> Winton Historic Race meeting report.

With a rain depression coming from the west, and a deepening low pressure system in the Tasman Sea, the weather for the weekend was never going to be as good as it is in Queensland. However the weather is one of the mystiques that makes the annual pilgrimage to Winton a must, sunny mostly, rainy sometimes, and sleet and snow at others. Over the last 15 years we have seen all of this.

As the only remaining Historic event that combines cars and bikes, there really is something for everyone at Winton, and even with the rain this year; it was well supported by both competitors and spectators alike.

The meeting is run by the Austin 7 Club, and for the first time in the event's history it wasn't run under CAMS, but by the AASA. For a lot of competitors, this was their first run under this relatively new sanctioning body. I was one of those that had not run at an event under the AASA before, and I found the attitude of the officials very pleasant and the use of lights at flag points, far superior to the use of waved flags. The lights were literally in your face and you couldn't miss seeing them.

Private practice Friday had taken its toll with the Monaco HS6 of Tony Dorrell succumbing to a rear end failure and was out for the rest of the weekend.



Murray Bryden in the absolutely immaculate Lotus 20 in qualifying. Paul Lewis photo.

### Qualifying

Qualifying was mid Saturday. Steady rain overnight continued unabated into the day and steadily grew heavier as the day went on. So onto a very damp track with no dry-line the qualifying cars went. Cautiously the cars went quicker as confidence in the conditions grew within the limited 12 minute session, and in the end Keith Simpson in the Penrite Oils Brabham BT16 twincam earned a clear pole by almost 2 seconds from Richard Carter in his immaculate Elfin 600 twincam. Just 7/100ths of a second then back to Andrew Fellowes in his Brabham BT23C FVA, with Ed Holly in his Brabham BT21C twincam a couple of seconds slower. Steve Fryer in the MRC Lotus 23 was 5<sup>th</sup> and Grant Patullo having his first outing in almost 2 years, in the supercharged Ford Renmax was just a little way behind and first amongst the older Group M cars. Paul Orr continued on his giant killing ways with the Austin Special definitely keeping Grant honest. Then came the Elan of soon to be Brabham BT29 mounted, David Kent just ahead of the Vatican Racing, Pope-mobile, the Lolita of Ian Pope, then the Nota Sunbeam of Trevor Booth. One of the most stunning cars of the meeting was next, the ex Bob Jane Elfin 400 Repco V8 of Elfin officiano Bill Hemming. Peter Strauss made the best of the trying conditions in the Formula Junior ranks with his Brabham BT6 to put Michael Devine in his Lotus 7 between himself and Kim Shearn in the Lotus 18. Next was Roger Ealand, also Lotus 18 mounted, the split between these 3 FJ's less than a second as usual. Further down the field was Tony Burrage in the very nice Renmax 23B, the a rare Elfin Mallala driven by Geoffrey Wright followed by soon to be Brabham BT6 mounted, Tony Simmons. Also having his first outing in quite a while was Johnathon Williamson in the Penrite

prepared Lotus 22, then Don Thallon who was having problems with the MRC 22 FJ. James Calder, soon to be Elfin Mono mounted was next in his Lotus 7 followed by Murray Bryden in his oh so gorgeous Lotus 20 having its second outing after debuting after a total restoration at Mallala. Geoff McInnes completed the field in Kelvin Prior's owned and raced in period and now owned again Lynx Borgward.

Race 1 The rain depression and the spinning low in the Tasman really got to boogie for this event. As Ian Pope said later "that's the worst rain I've raced in " and Popey has been around a while. It all started whilst waiting on the dummy grid, and extended delay seen the drizzle go to rain then on lap 3 the heavens opened up. In such conditions survival is the best practice, and most did just that. The grip levels were almost non-existent, try to accelerate and instant wheelspin, try to brake and instant wheel lock-up. Having driven like that for the last 3 laps I still do not know how the car stayed on the island, all I can say is Mr Tauranac – thankyou !



The rain was torrential at times, visibility with spray non-existent. Johnathon Williamson leads Murray Bryden from Geoff McInnes and Tony Burrage. Paul Lewis photo.

The race was difficult enough. Making sense now of the placings is even harder ! I can tell you that the smaller capacity skinnier tyred cars were having a field day with the lessor rain experienced guys like myself really struggling. So it was that Richard Carter took the win by 5 seconds from Keith Simpson and after a magnificent first race in a long time, Grant Patullo was 3<sup>rd</sup> in the supercharged Rennmax. In 4<sup>th</sup> spot was Paul Orr, who was also using his webbed feet to great effect. Not too far behind Paul was Ed Holly then a couple of seconds back to David Kent and Ian Pope. First amongst the Juniors was Kim Shearn then Peter Strauss and Roger Ealand. Bill Hemming in the monster Elfin 400 was finding conditions very unsuitable to 400+ bhp A little further down the field was Johnathon Williamson just ahead of Murray Btyden and Geofry Wright.. The only Racing Car casualty was Andrew Fellowes in the Brabham BT23C FVA who had a spin coming onto the start/finish straight and had the ring-gear come off the flywheel causing his retirement for the rest of the weekend.

Race2. This was a bit of a more level playing field. Also this race was to have been a handicap start, but at the driver's briefing a vote was taken as to handicap v scratch and the competitors voted scratch. The organizers kindly took this on board and changed the programme to accommodate the wishes expressed.



Restart - Keith Simpson gets the jump on Carter, Holly doing better than 1<sup>st</sup> start, Patullo a lot worse ! Paul Lewis photo.



Although the conditions were damp, it was not raining and the grip levels were quite good. Keith Simpson managed to run away with this race from Richard Carter, with Ed Holly in 3<sup>rd</sup> spot chased all the way by Grant Patullo. Paul Orr was next having kept the very quick Elan of David Kent at bay. First of the Juniors was Roger Ealand who managed to sneak past both Peter Strauss and Kim Shearn, who themselves had reversed their previous finishing spots. Murray Bryden was next ahead of Geoff McInnes. This event was subject to a restart after a lap 2 incident involving Johnathon Williamson in the Lotus 22 and James Calder in his Lotus 7 when both went off at the end of the start/finish straight in a small tangle.



Holly with Patullo right on his tail, then Kent, Pope, Hemming and the nose of the pesky Lotus 18

of Roger Ealand

Rod Kennedy photo.

*On a personal note, on the slow down lap the car did just that getting to pit road and stopping. A few hands had it pushed back to the pit where an empty Weber float chamber showed fuel starvation. So the new spare fuel pump was fitted post haste - but - it failed to fill the carbies. Then I remembered having difficulty in the half light seeing the fuel on the dipstick before the race. I remember when I dipped an oil tank with the wood dip-stick that it was a dumb idea – what I read was in fact the witness mark of the oil a couple of days before – not the actual fuel level which was just enough for 9.8 laps. As they say you live and learn!*



Johnathon Williamson managed to get back for Race 3 after this event with James Calder earlier that morning.

Paul Lewis photo.

Race 3. A dry race at last ! This time it was “on” in earnest and the true potential of the various car/driver combinations came to the fore. Starting from pole, Keith Simpson was never headed, and try as he might, Richard Carter and the Elfin 600 could not find a way around the Brabham BT16. In the end less than a second separated the two. Having a bit of a lonely race, Ed Holly was well over 10 seconds in arrears in the Brabham BT21C. A further 8 seconds back was Steve Fryer in the MRC Lotus 23 who had worked his way up from rear of the field over 2 races Grant Patullo in the Rennmax was next, having had a great duel with Paul Orr in the Austin Special. Bill Hemming finally found conditions that suited the big Elfin to come in ahead of Ian Pope in the Lolita. This time, Peter Strauss headed the Juniors with Roger Ealand in the Junior sandwich created by Strauss and Kim Shearn. Johnathon Williamson managed to make it out for the event finishing ahead of Kelvin Prior’s Lynx Borward FJ driven by Geoff McInnes.

So ended another eventful Winton. Run under the AASA there appeared to be no change from previous years, the officials were friendly, the weather was sometimes unkind, all in all a great weekend !

Some more photos from Winton ....



Paul Lewis photos – Clockwise - Richard Carter, Andrew Fellowes, Paul Orr and Kim Shearn.

## Mallala Easter weekend 3<sup>rd</sup> and 4<sup>th</sup> April.

*A report by Richard Carter*

Easter Mallala was the usual relaxed event enjoyed by those making the effort to travel, in many cases, long distances. Apart from Locusts and Kangaroos the effort in getting there was uneventful. The meeting was saddened by the death of its stalwart organiser, Kevin Shearer. The Clerk of Course was terrific in his efforts to make competitors feel welcomed.

Friday practice was shortened by oil being spread around the track and Col Haste, with others, were behind in their schedule of "things to do". Unfortunately Peter Barclay broke a crankshaft on Friday and was out for the weekend. Last we saw of Peter was him removing the engine in order for it to go into the Larner truck for some \$\$\$'s to be spent on it!

This year we were grouped as M & O and not mixed with P, Q & R. Qualifying saw Stephen Fryer, Bill Hemming (in the Climax engine Elfin 300) and Richard Carter up front closely followed by Peter Strauss in the Junior, Col Haste in the BT2 then David Reid, Ian Ashford in the quick TAD from SA, Kim Shearn, Roger Ealand and Paul Orr.



Great to see Murray Bryden after a bit of a break. The debuting Lotus 20 was absolutely resplendid.



Also in a Junior Roger Ealand enjoying a quiet time with wife Margaret in the shade of the Speed on Tweed marquee.

Race results were generally around the above order. The Fryer, Hemming, Carter group were within a second of each other and finished across the line within a whisker which made good racing. The handicaps also seemed to work well,

again close finishing order. In the last race Bill Hemming kindly allowed Richard Carter to drive the 300 which he enjoyed immensely. "A great car, beautifully set up plus a torquey Climax motor". Apparently Richard left a phone message on Bill's answer machine suggesting a possibility of a swap for his Mono with the 300 but he is still waiting for a reply.....



Paul Orr's giant killing 1275 cc  
BMC powered Austin Special.

All photos come from the Sporting Car Club of SA website.

## **A VERY PERSONAL VIEW OF LAKESIDE - MARCH 20/21**

A report by Roger Ealand



Can you remember your first ever race? I can - and what an event!

In 1960 something, I hooked my MG-TC Special to the back of my company car - a two-tone brown 179 Holden. "No tow-bars to be fitted to company cars" my boss said! That did not stop me - I just had to remove it by Monday morning!

The point is - I was off to Lakeside to do something I had always dreamed of - I hadn't slept for a week with excitement! My girlfriend - now my wife of 47 years - was snuggled up to me in the centre of the bench seat, as girls did and my Three Nuns was burning perfectly in my pipe. Life was great - I was 20 years old.

I can't remember exactly what happened that day, probably broke a piston or something - but I can tell you it started a passion that has given us loads of fun, taken us all over the world and kept us poor, but happy.

So it was, that some 50 years later, I could not believe we were again driving to Lakeside - 2010. This time I had my Lotus 18 on the trailer behind my own tow car. Everything else felt the same, except Margaret now sat in her own bucket seat. The sight of Lakeside again was truly inspiring. It looked wonderful after all the rain we have had. The lake was full, the grass was green, new carparks, café, track surface etc. - just wonderful!

If you haven't raced at Lakeside, then you should. It was run like race meetings used to be - very friendly, very well organized and plenty of track time - an absolute jewel of a track.

So you are probably wondering why it has taken a couple of paragraphs to get around to talking about the race itself! Well, those of you who know me well, will know that it is modesty. How can I tell you, without sounding too showy,



Roger leading Kim Shearn, both in Lotus 18's – just as Roger says in the text ! – Colleen Conway photo.

that I had two glorious and well deserved wins on a circuit that rewards skill and ability! What I can tell you is that it was great to see two Lotus 18's nose to tail leading the field. There ....., I have gone and told you I won and I promised myself I wouldn't! What also made the weekend very special was my newly acquired Koala Formula Junior. It was at Lakeside for the first time since 1963. My good friend Bill Norman drove it and although we had not done much more than a 'fettle' on the car, it showed a lot of promise and certainly he said it was good fun to drive. It is the only one in captivity and some of you may remember it was built by John Joyce in Toowoomba when he was only 20 years old - before he went on to Lotus and built Bowen cars.

Some things worth mentioning about Lakeside.

1. It is not a CAMS sanctioned event - it is a AAA. Now I, unlike many others, have been a great cams supporter, but it was interesting to see how an event can be professionally run without cams involvement.
2. We had an unusually intelligent drivers briefing that shows that middle aged drivers can be spoken to like adults.
3. There are necessary noise restrictions - over 95 decibels and the event does not take place. We had to spend some time shoving stainless steel scouring pads up the exhaust - it did the job after a fashion. When it blew itself out and hung out the back like some ghoulish turd, the noise meter told me it was doing a better job.
4. The circuit was experimenting with a light system as well as flag points. This idea has great merit in that you can put the warning lights, red & yellow, in places too dangerous to put a flag point. These warning lights can be triggered from race control. It is an idea well worth pursuing.
5. With all entries you get a carport, so at the moment they can only accept 120 entries. Each racing group was pitted together and we were called to our races from the pit garages. That made life very easy indeed.



A rolling start of one of the races with the Formula Juniors – note Graham Brown missing from pole. - Colleen Conway photo.

The last thing I will mention is that the medical services were called upon and acted brilliantly. This is one of the concerns in the back of your mind with it not being a CAMS event.

There was one of those event stopping accidents, involving a septuagenarian Graham Brown, who hit the fence at the dogleg at the end of the straight, a very fast section, then tumbled and flipped. The ambulance was there in a flash. A great testament to the strength of the Brabham and the strength of 70yr old bones and Graham's fitness, meant he was back at the circuit Sunday morning with his grandson in tow - a bit stiff, but OK.

You know that Lakeside was doomed and lay derelict for many years. John Tetley negotiated a 40 year lease on the property (that's the tenacious and ever enthusiastic John Tetley) and he has brought the place back to life and has great plans for Historic Racing there. It was a Tasman Circuit, so all the greats raced there and it was always a favourite Tasman round.



Andrew Fellowes only Group O car in the later car field. – photo from Digital Realism [darin@digitalrealism.com.au](mailto:darin@digitalrealism.com.au)

A great weekend - sunny one day, perfect the next. Well worth the experience. I am sure there will be more opportunities for you to race there. A big 50<sup>th</sup> celebration meeting is coming up soon - too good to miss.

*Thanks a million Roger for a very modest report - Ed*

## Philip Island Historic Race Meet – 19-21 March 2010

A report by Tony Dorrell

I had been looking forward to racing at Philip Island, one of the most famous circuits in Australia and certainly well known world wide. Prior to this race meeting, I had made several significant changes to the suspension settings in my Monaco HS6.

Following my last outing at Wakefield Park I had checked and adjusted the corner weights on the car and fitted a new set of rear tyres. These tyres are 1 inch wider than previous and have only been fitted due to the non-availability of the original, 500M13 size. I have retained the original rim width pending manufacture of a suitable pair of new wheels for the rear of the car. Measuring up the newly fitted wider tyres revealed a clearance of 30mm from the suspension uprights which I believe to be adequate.

Friday at Philip Island was a beautiful, fine day with very little wind. Following an early stroll and viewing some of the exotic visiting cars, I performed a final check of tyre pressures and ventured to the dummy grid at midday with an air of expectation. I have been to Philip Island Historics for many years but this was to be my first drive on the circuit. Practice

There was a mixed grid of 44 cars including Formula Fords, Clubmans, Group M&O cars and a delectable Alfa Giulia TZ.



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Richard Carter closely inspecting the rear of the "delectable" Alfa. Peter Ellenbogen photo.

After a couple of laps, a rough pecking order had been established which then allowed people to start to increase their focus on race lines and braking points rather than flaggies and mirrors. I was surprised during the first two laps of practice to be passed on the inside line by a car which was almost perfectly straddling the ripple strip. I observed the same move performed by the same car on the two cars directly in front of me. It seems that the racing starts very early for some.

My first impression of the circuit was that it is very smooth, very fast and has ripple strips with no ripples, perhaps this is what encouraged the previously mentioned passing technique. I received a surprise at the beginning of lap 3, the point at which I was confident that tyres were getting a bit of temperature. I entered turn 2 with a bit more speed than before and almost immediately found myself high and wide with a tail out attitude. Although this manoeuvre scrubs speed off quite quickly, I became aware for the first time that this turn has a continuously tightening radius and decreasing camber toward the outside. The net result of this is that once you mess it up you don't get off lightly. The tail out attitude must be held under control for some 5 or 6 seconds (not sure exactly how long but it felt like forever), braking exacerbates the problems as does more power. It seems that a new driving technique is required for this corner, at least in my car. I call it the; neutral throttle, opposite lock, patience and prayer technique. This problem persisted for about three laps and then went away, like magic. Upon reflection, I am sure it had more to do with getting the right exit from turn 1 which then allowed a better line through turn 2.



Tony Dorrell in his trusty Monaco HS6, the author of this great report. Bill Todd photo.

Anyway, my first practice at Philip Island finished without any disaster and the car felt fairly good aside from poor traction all round and some minor engine misfiring during tight turns. I had progressed from 2:27 first lap down to a best of 2:07 (lap 6) and was generally happy with practice.

#### Qualifying

Qualifying was held in late afternoon and I lowered both my front and rear tyre pressures a couple of pounds since practice to get a little more heat into the tyres. The tyres all looked to be travelling well with no abnormal wear. A thorough check of the ignition and carburetion had found no obvious cause for the engine misfiring during practice.

I started near the back of the grid for qualifying and, in common with almost all of the cars in the last 7 or so rows, completely missed the start as it was impossible to see the lights. We muddled by, leaving the start line in a semi-random order according to when we realised that the cars at the front had all left. I doubt that it would have been any easier with a starters flag because of the distance involved but the lights are virtually impossible to see under certain ambient light conditions.

I quickly realised that the drop in tyre pressures had markedly improved my grip levels and I was able to push a bit harder, especially through turn 1 and Lukey Heights/MG corners. This enabled me to drop another two seconds off my practice times, even though we got a light sprinkle of rain. However, at toward the end of this session, the car was very tail happy entering the main straight. I reasoned that this was simply the result of getting extra speed out of MG corner which results in a considerably faster entry into the main straight (my best guess is that entry to the main straight is at about 160Kph in my car). I completed this session with a couple of much slower laps due to the loss of rear stability. Upon return to my pit Marquee, the reason became obvious with severe abrasion marks on the inside sidewall of the right rear tyre. In fact, by the time I was out of the car, the tyre was flat and only good for garden edging around shrubs.

Obviously, the wider tyre on the existing rim was unsuitable. Once the correct tyre pressure was established to allow the tyre to reach full grip levels, the combination of less air pressure to get more heat/grip and the additional sidewall movement associated with the lower tyre pressure had resulted in the suspension upright rubbing right through the tyre sidewall. The left rear tyre exhibited very minor rub marks only; obviously because of the anti-clockwise circuit. This was an expensive lesson for me with only 14 laps completed on a \$450 tyre. I also now had the dilemma of having to resurrect my old tyres to use for the remainder of the meeting.

Following qualifying, the front of the grid for Race 1 was **P1** Laurie Bennett (Elfin 600 B), **P2** Ray Stubber (Brabham BT29), **P3** Martin Bullock (Chevron B17C), Keith Simpson (Brabham BT16) and then the rest. Race 1 was run in near ideal conditions and went fairly much according to grid order except that both Martin Bullock and Herb Neal struck troubles and failed to finish. At the front, Ray Stubber's BT29 and Laurie Bennett's Elfin were significantly quicker than the rest and finished almost 20 seconds clear of third placed Andy Newall.



Laurie Bennett in the Elfin 600  
Bill Todd photo



Ray Stubber won a number of races in the Brabham BT29 from WA  
Bill Todd photo



© peter ellenbogen '10 - [www.flickr.com/photos/peterellenbogen](http://www.flickr.com/photos/peterellenbogen)  
From WA Henry Oosterbaan in the Tony Calder Smith built Alton AR2  
Peter Ellenbogen photo



© peter ellenbogen '10 - [www.flickr.com/photos/peterellenbogen](http://www.flickr.com/photos/peterellenbogen)  
Home circuit to Keith Simpson in the Brabham BT16  
Peter Ellenbogen photo

On Saturday afternoon, the wind had increased but conditions were otherwise still very good. There was a bit of a shuffle at the front with Richard Carter seeming to overcome an unusually slow start to the meeting and registering fastest lap time, although still finishing second to Andy Newell's Alfa T 33 by 2 hundredths of a second. Ray Stubber succumbed to some mechanical gremlins in this event. Laurie Bennet finished a very close 3<sup>rd</sup>. For my own part, I had improved on my previous best time by a small margin but had been surprised by the amount of movement due to wind affects near the end of the straight. Exiting the ARMCO fencing about 400 metres from turn 1 resulted in about one metre of sideways movement which made me somewhat cautious.

Sunday morning was again fine, surely some sort of record for PI. At the front of the pack, Ray Stubber was again beginning to generate some good times but not yet back to his original qualifying times. Andy Newall and Richard Carter filled the first two places with Laurie Bennett and Jonathan Miles close behind and Ray Stubber a further 9 seconds back. This session was somewhat marred by a very large oil spill at MG corner forcing many, if not all to reduce speed on the run to the main straight. The oil was not very visible on the track resulting in a number of cars ending up in the infield but it was definitely evident in terms of traction.

The final race for the weekend saw Ray Stubber back to his best and winning with a 3 second margin from Andy Newall and Richard Carter who were again within a few hundredths of each other. Close behind was Laurie Bennett. My first meeting at PI had been rewarding with an interesting learning curve in coming to terms with the fast flowing style of the circuit, quite different in nature to any other circuit I have driven on. The smooth ripple strips are a mixed blessing. They are kind when you make an error but they are no deterrent to deliberate corner cutting.



# PIT PATTY

## Tasman Revival Website now commissioned.

Rich Fowler has taken on the task of looking after our Tasman Revival website and has done a terrific job with it. Plans are to update it almost weekly with information.

Already there is enough information on it to occupy the motorsport enthusiast for a long time and it is not just focused on the single seater brigade. There is information on Groups S and Groups N and some wonderful period photos of all types of cars. Go to:-

[www.tasmanrevival.com](http://www.tasmanrevival.com)

Additionally, the website is the means for which entry forms can be downloaded. Simply go to Event Information then to Entry Information and download the various components of the entry process. It is that simple, fill in the appropriate sections and return to the HSRCA as an attachment or fax or post it.

Rich also runs his own website which is Motorsport retro, [www.motorsportretro.com](http://www.motorsportretro.com)

## LOTUS CARS AUSTRALIA becomes the Tasman Revival meeting's MAJOR SPONSOR.



The Dawson –Damer Lotus 49 winning the inaugural 2006 Tasman Revival Race.

Lotus has a wonderful association with Australian Motorsport and the Tasman Series in the 1960s in particular.

**Lotus Sponsorship has been secured:** Stephen Knox the Tasman Revival steering committee chairman, reported that the subcommittee has landed a major sponsor; Lotus has agreed to help our cause by donating a pre-loved 2004 Lotus Elise which will be provided for the purpose of an Art Union. Some work needs to be done to the car such as removal of a roll bar for registration etc, but otherwise little to be done. It has a Rover

motor and the car looks near new. Some more regulations apply for an Art Union. The winning ticket will be drawn during the Tasman Revival lunch break when a new Lotus model will be demonstrated. Lotus will also have a display at the event.

## David Kent's Brabham BT29 nearing completion.

I spent a day at David's recently helping him create the exhaust for this car. David had recently made his own mandrel bender and we used that to create the curves for all the pipes. It was interesting to see this work, David uses a hydraulic ram attached to the front of the pipe and down the inside of the pipe is strategically placed a ball the same id as the pipe itself. As the hydraulic ram forces the pipe around the mandrel, the internal ball prevents the pipe from collapsing maintaining its original size. We then used the bends to create the exhaust, and with his TIG welding skills and my expert grinding skills, the end result looks like a sand bent set of exhaust pipes. David was hoping to have the car ready for Eastern Creek just gone, but wasn't quite able to get it ready, so we will have to wait just a little longer for its debut. It will be worth it in a resplendent yellow. My exhaust created by David on the BT21C has given me about a 7 to 8 bhp increase on the one used in when it was in the BT15.



The bent pipe in the bender – and David with the bent pipe.



The finished result.

*If you need an exhaust for your car give David a call 0414 511555*

### **Tony Simmons buys Peter Johnson's Brabham BT6**

This car, FJ-15-63 has fabulous Australian history including Greg Cusack and Scuderia Veloce. After an ownership of over 10 years, Peter has passed it on to Tony Simmons. Tony is of course famous for the iconic Simmons range of wheels he produced from the late 60s when everyone wanted to buy the ones he made for his Hustler Clubman which he still owns and competes in. Tony did drive on a couple of occasions for Scuderia Veloce in production cars at Bathurst, so it is very fitting that an ex "Scud" car ends up in his hands. One of the appealing attributes of the BT6 is that in Formula Junior form which it presently is, it can be raced throughout the world.



Cusack in FJ-15-63 leading Leo Geoghegan and Ian "Pete" Geoghegan, Leo in a Lotus 27 Ian in the 22 at Forrest Elbow Bathurst  
photo by Kerry Power.

## Priceless period McLaren photos from Howden Ganley

Adam Berryman sent me this to share .... From New Zealand's Howden Ganley talking about his time at McLaren's and specifically looking after Adam's T70 Cooper in its 2<sup>nd</sup> year of Tasman Racing when Phil Hill drove it in 1965. The photos were taken at Feltham circa October 1964



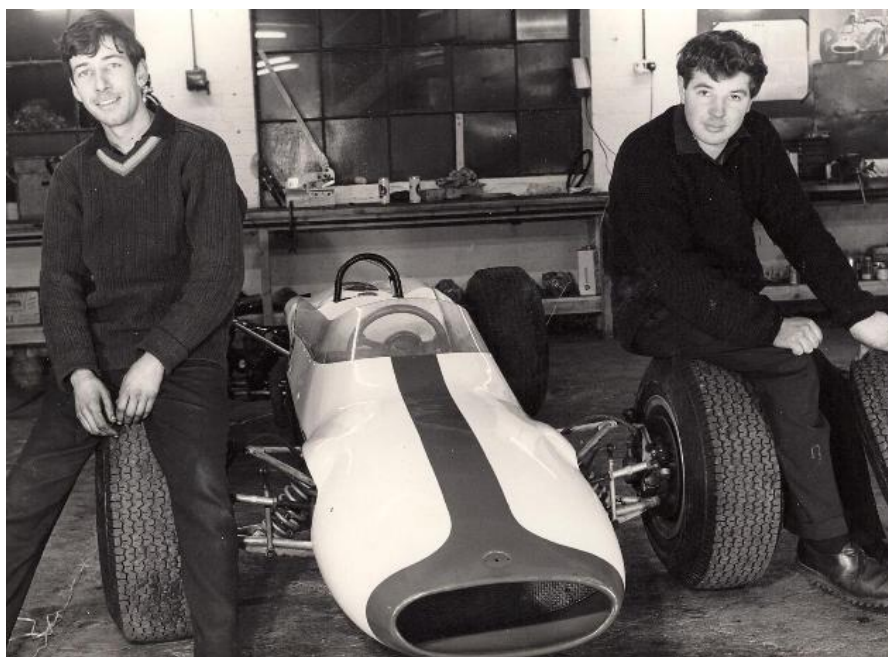
**“Gopher to fabricator in 12 hours” the chassis stands created by Howden at the beginnings of McLaren. This photo has Adam’s car in the background. Foreground is the McLaren chassis and the Zerex ( Cooper olds ) behind.**

Adam,

I am glad you enjoyed the photos. As you suggest there is a bit of history there in those pics. For me there is a bit of further significance. I joined as a gopher and one of my first jobs was to go up to Cooper's in Hollyfield Rd (look at the Wally Willmott thread on the Nostalgia Forum) and bend some tubes to make chassis stands. Up to that point the only 'chassis stand' was a Climax engine crate. Upon returning with the tubes I found that the others had gone home, so I stayed on, worked late, and made up the stands. When they came in next morning they asked who I had got to weld the stands together. After I confessed that I had done the welding I was promoted to 'fabricator' and Bruce decided that my first fabrication project would be to build a new back end on the Cooper chassis and fit the Hewland HD5. Having done that it then became 'my' car and through all the Firestone tire testing I stayed on as it's mechanic until it was packed up and flown to NZ for Phil Hill to race. I stayed back at Feltham and built the first McLaren M1A. (as opposed to the M1)

You have probably seen that often published photo of the Kiwi's standing looking at the scale model of the M1 - taken from about the same spot as the one of the chassis.

Howden



**This photo is of Adam’s Cooper T70/79 after it received chassis modification by Howden to fit a Hewland HD5 gearbox. The photo is he and Bruce Harre after an all nighter in preparation to go Firestone tyre testing (1965)**

From the Apple Isla note on the Historic Scene from James Curran.  
jcurran@agrm.com.au

I just thought I would drop you a short e-mail and let you know that there is a small group of us down here who have historic single seat race cars, and by strange coincidence some of us are active formula vee racers in Tas (it's the only open wheel class running at the moment). In all there are around 20 plus historic cars in Tas, most of which fit into group O, Q and some into R. Most don't currently have historic log books at this stage, but that is slowly changing.

We are hoping to get a field of cars on the track for the next Baskerville Historics in October, if we manage that , then we might be able to drag a few more cars out of garages. By all means feel free to add me to your mailing list.

From James is this flyer promoting the Baskerville Historic Race meeting in October

**Wrest Point**

# MG HISTORIC MOTOR RACE MEETING

MG CAR CLUB TASMANIA

HISTORIC RACING TASMANIA

**15 – 17 October 2010**  
**Baskerville Raceway**



 Tasmania  
Explore the possibilities

[www.mgtas.org.au](http://www.mgtas.org.au)

 SHANNON'S  
SHARE THE PASSION

## From Neil McCrudden in the West .... Just prior to Phillip Island.

*Note mention of the West Australian Racing Museum below check out their latest Newsletter ....*

I have asked Sonny Rajah to negotiate with the Tasman team to see if it possible for us to compete at Eastern Creek in November before we go to the Chris Amon festival in New Zealand. Of the thirteen cars we took in my two containers, seven were the WA Racing Museum's cars and it is likely that we will take a different mix of cars at the end of the year.

The cars arrived in Fremantle last Saturday and we have unpacked them for AQIS but the Australian Customs won't release them until the shipper completees the paperwork. If we get them on Monday, two are leaving the same day by truck for Phillip Island and we will need to fix the clutch in the Chevron when we get there. If we can't get them on Monday then none of the cars will be going. It just illustrates how difficult it is in Western Australia to get to the eastern states events.

There have been a number of stories in the WA racing group on the adventures in New Zealand. I have placed mine on our web site [www.warm.org.au](http://www.warm.org.au)

Below is a list of the Tasman type cars that are running or are likely to run in Western Australia this year.

| Owner            | Vehicle         | Driver           |
|------------------|-----------------|------------------|
| Martin Bullock   | Chevron B17C    | Martin Bullock   |
| Neil McCrudden   | Macon MR1       | Neil McCrudden   |
| Neil McCrudden   | Lotus 20/22 *   | Neil McCrudden   |
| Neil McCrudden   | Befa F2         | James McDonald   |
| Neil McCrudden   | Jane Brabham    | Lance Carwardine |
| Neil McCrudden   | Fielding F2     | Shane Gifford    |
| Neil McCrudden   | McEntee FJ      | Colin McKee      |
| Henry Oosterbaan | Alton           | Henry Oosterbaan |
| Kevin Taylor     | Brabham BT21 F3 | Kevin Taylor     |
| Sonny Rajah      | Lotus 59/69     | Sonny Rajah      |
| Sonny Rajah      | Lotus 69        | Sonny Rajah      |
| Sonny Rajah      | March 712       | Sonny Rajah      |
| Ray Stubber      | Brabham BT29    | Ray Stubber      |
| Russell Sewell   | Legrande        | Russell Sewell   |
| Andrew Gifford   | GWG             | Andrew Gifford   |
| Glen Caple       | Biranna 272     | Glen Caple       |
| Mike Connell     | Elfin Mono      | Mike Connell     |
| Charlie Mitchell | Elfin FJ        | Charlie Mitchell |
| Geoff Findlay    | Gremlin FJ      | Geoff Findlay    |

can be formula junior or twin cam F2

## RENNMAX has its own website up and running.

Will Meddick who lives in the UK and has a real passion for the Bobby Britton created cars which of course are named RENNMAX, has instigated a website dedicated to this iconic Australian Marque. Will's email address is [scmsales@btconnect.com](mailto:scmsales@btconnect.com) and the scm stands for Southern Cross Marine !! in the UK !!

Any help you can give Will I know will be greatly appreciated – a visit to the website is a must [www.rennmax.com](http://www.rennmax.com)



Ray Hangar at the 2006 Tasman Revival in the 1982 Rennmax BN6 – Peter Schell photo.

## Trevor Simpson brings down Andrew Fellowes to test drive his Brabham BT23 – Climax.

Trevor Simpson has recently finished the refurbishment of his Brabham BT23. This car is 2.5 litre Climax powered and is definitely aimed at getting very good results in the upcoming Tasman Revival Race Meeting in November.

To this end, the car had its first shakedown at Eastern Creek recently with Andrew Fellowes brought down from the Gold Coast to test the car, with Bruce Mansell and George Goodare on hand. In fact Bruce drove the car too and enjoyed it so much he was very difficult to unseat ! The car looks magnificent as these photos show.



Trevor Simpson, George Goodare, Bruce Mansell and Andrew Fellowes.



## Bruce Mansell will definitely have the ex Siffert Lotus 22 ready for the Tasman Revival.

Bruce has had this wonderful car now for many many years. A lot of that time it has been sitting awaiting various other projects to be completed, or at least moved along. BUT this year Bruce is really trying to have to ready in time. This is the car that was driven in a Formula 1 race by Joe Siffert with a special pushrod 1500cc engine when F1 was of 1.5litre capacity. It also has wonderful Australian history even within the Historic period when it won the prestigious Jack Brabham Trophy in 1984 in the hands of Leo Geoghegan whilst in the ownership of John Eagar.

## RESULTS

## Group M (Racing Cars 1961-65)



### RACE 18 Avon Rubber Trophy (5-lap handicap)

| Pos | No | Entrant/Driver         | Year/Car              | Time-F/Lap  |
|-----|----|------------------------|-----------------------|-------------|
| 1   | 62 | Don Black              | 1962 Lynx F/dr        | 5:43.6 65.0 |
| 2   | 80 | B. Sutton:             |                       |             |
|     |    | Graham Moore           | 1965 Cooper-BRM       | 5:44.2 61.8 |
| 3   | 3  | Jim McConville         | 1965 Cooper Alfa      | 5:44.3 61.7 |
| 4   | 57 | Mike Ferrari           | 1960 Gemini F/dr      | 5:44.9 66.2 |
| 5   | 9  | Alan Banister          | 1961 Cooper Climax    | 5:47.2 59.7 |
| 6   | 18 | John Kierath           | 1961 Lotus 18 F/dr    | 5:48.4 65.3 |
| 7   | 6  | George Goodare         | 1965 Brabham BT14     | 5:48.5 61.4 |
| 8   | 58 | J. Read: Eric Jordan   | 1961 Brabham BT1 F/dr | 5:49.3 63.3 |
| 9   | 59 | A. Tucker: Reg Darwell | 1964 Barker Peugeot   | 5:50.1 67.7 |
| 10  | 22 | John Eagar             | 1962 Lotus 22 F/dr    | 5:52.5 61.6 |
| 11  | 5  | Fastman: Peter Candy   | 1963 Efin Catalina    | 5:53.8 60.8 |
| 12  | 74 | Max McPherson          | 1964 Efin Imp         | 5:54.0 60.8 |
| 13  | 20 | Leo Geoghegan          | 1961 Lotus 20 F/dr    | 5:57.8 62.4 |
| 14  | 39 | John Dawson-Damer      | 1965 Lotus 39 Climax  | 6:02.1 65.9 |
| 15  | 43 | Richard Nissen         | 1962 Nota F/dr        | 6:31.8 68.9 |

Lotus 22 owner, John Eagar, holds the trophy donated by Jack Brabham (the 1964 Aintree International Trophy) and won by Leo Geoghegan. SA

### RACE 3 (5-lap Scratch)

| Pos | No | Entrant/Driver         | Year/Car              | Time-F/Lap   |
|-----|----|------------------------|-----------------------|--------------|
| 1   | 5  | Fastman: Peter Candy   | 1963 Efin Catalina    | 5:12.9 60.2  |
| 2   | 22 | John Eagar             | 1962 Lotus 22 F/dr    | 5:13.9 61.1  |
| 3   | 74 | Max McPherson          | 1964 Efin Imp         | 5:27.1 60.8  |
| 4   | 80 | B. Sutton: G. Moore    | 1965 Cooper-BRM       | 5:29.6 62.9  |
| 5   | 3  | Jim McConville         | 1965 Cooper Alfa      | 5:33.7 63.6  |
| 6   | 39 | John Dawson-Damer      | 1965 Lotus 39 Climax  | 5:36.6 64.3  |
| 7   | 58 | J. Read: Eric Jordan   | 1961 Brabham BT1 F/dr | 5:37.7 64.3  |
| 8   | 43 | David Hill             | 1962 Nota F/dr        | 5:45.5 66.3  |
| 9   | 18 | John Kierath           | 1961 Lotus 18 F/dr    | 5:47.9 66.1  |
| 10  | 57 | Mike Ferrari           | 1960 Gemini F/dr      | 5:57.7 69.0  |
| 11  | 20 | Ian Pope               | 1961 Lotus 20 F/dr    | 5:58.2 68.8  |
| 12  | 59 | A. Tucker: Reg Darwell | 1964 Barker Peugeot   | 6:04.5 68.9  |
| 13  | 6  | George Goodare         | 1965 Brabham BT14     | *6:24.1 61.9 |
| 14  | 62 | Don Black              | 1962 Lynx F/dr        | 4 laps 72.7  |
| 15  | 9  | Alan Banister          | 1961 Cooper Climax    | 3 laps 61.0  |
| 16  | 16 | Paul Collins           | 1965 Repco Brabham    | 2 laps 60.6  |

\* inc. 1 min penalty

CLASS RESULTS: 0-1100cc John Eagar  
Over 1100cc Peter Candy

### Peter Candy – the "Silver Fox" – accepts his well-deserved runner-up trophy from Stirling. SA



### RACE 25 Jack Brabham Trophy (10-lap Scratch)

| Pos | No | Entrant/Driver         | Year/Car              | Time-F/Lap   |
|-----|----|------------------------|-----------------------|--------------|
| 1   | 22 | J. Eagar:              |                       |              |
|     |    | Leo Geoghegan          | 1962 Lotus 22 F/dr    | 10:13.3 59.2 |
| 2   | 5  | Fastman: Peter Candy   | 1963 Efin Catalina    | 10:13.7 59.1 |
| 3   | 74 | Max McPherson          | 1964 Efin Imp         | 10:21.9 60.5 |
| 4   | 6  | George Goodare         | 1965 Brabham BT14     | 10:25.9 60.4 |
| 5   | 80 | B. Sutton:             |                       |              |
|     |    | Graham Moore           | 1965 Cooper-BRM       | 10:29.4 61.4 |
| 6   | 39 | John Dawson-Damer      | 1965 Lotus 39 Climax  | 10:30.6 61.0 |
| 7   | 3  | Jim McConville         | 1965 Cooper Alfa      | 10:31.5 61.0 |
| 8   | 43 | David Hill             | 1962 Nota F/dr        | 10:57.7 64.0 |
| 9   | 20 | Ian Pope               | 1961 Lotus 20 F/dr    | 11:09.0 63.0 |
| 10  | 58 | John Read              | 1961 Brabham BT1 F/dr | 11:16.2 64.4 |
| 11  | 62 | Don Black              | 1962 Lynx F/dr        | 9 laps 66.3  |
| 12  | 57 | Mike Ferrari           | 1960 Gemini F/dr      | 9 laps 66.3  |
| 13  | 18 | John Kierath           | 1961 Lotus 18 F/dr    | 9 laps 66.7  |
| 14  | 59 | A. Tucker: Reg Darwell | 1964 Barker Peugeot   | 9 laps 68.3  |
| 15  | 9  | Alan Banister          | 1961 Cooper Climax    | 6 laps 60.7  |

CLASS RESULTS: 0-1100cc Leo Geoghegan  
Over 1100cc Peter Candy

John Eagar with the trophy and Leo still seated after the win. From the 1984 Historic Amaroo book.



Bruce with the Lotus 22 today.

## Ed Holly's BT21C debuts at Eastern Creek HSRCA May meeting.

After acquiring this car in August 2005, the restoration of the car started pretty much straight away. The chassis was quite badly twisted and bent and in a state where most would consider unserviceable. So the first thing was to straighten it and with the help of Elwyn Bickley and later Herb Neal the chassis was back to as new. A lot of the major components were very sad and a lot were able to be salvaged and some had to be replaced. The car's history is an ongoing puzzle, but gradually it is being solved. I have found 14 owners so far back to the middle 1970s. In the early 1980s it spent some time as a centre cockpit sports racer with a Pinto engine with a Sports 2000 type bodywork attached on outriggers, quite a few cars ended up this way for a while.



Running in 2<sup>nd</sup> place here as a CCSR with red and yellow bodywork. Don Smethers went on to win ICSCC (International Conference of Sports Car Clubs) – 1<sup>st</sup> in C S/R – their class for 2L and under. SCCA Oregon Region – 1<sup>st</sup> in A S/R – SCCA ran all engines over 1600cc in A S/R. SCCA PCRRC (Pacific Coast Road Racing Championships – at Sears Point CA) – 1<sup>st</sup> in A S/R.

When the outriggers were removed it also damaged the chassis rails as so these had to be replaced along the way. I actually finished the car a year ago and test drove it in May 2009, but as I have been running the BT15 as an F3 car for the last couple of years, I never got around to actually racing it. That all changed at Eastern Creek in early May. The car is sensational, the grip generated by the Avons on 8s and 10s is what I have only dreamt about before, and the first race it ran it managed a 2<sup>nd</sup> behind Les Wright in the BT21C Buick. Richard Carter was in 2<sup>nd</sup> but had an overheating problem and pulled out for the rest of the weekend. In the 2<sup>nd</sup> race Les generously waved me through early on lap 3 to show me the impressive power of the Buick engine down the straight next lap, then repeated the generous gesture again, only next run down the straight he too was out with fuel starvation and so my 21C had its first race win in its 2<sup>nd</sup> event in many many years. The last race was held up for about an hour and shortened to 5 laps from 8. On the last lap a part of the gearlinkage had failed and I lost 3<sup>rd</sup> and 5<sup>th</sup> and got piped on the line for 2<sup>nd</sup> by Garry Watson in his very well driven Formula Ford. But in the end, 3 podium finishes with a car on debut was ok. !



A great Peter Schell photo of the car in Race 2.



## Peter Barclay and Victoria Le Gallais become proud new owners of an F3 Brabham BT15

Peter Barclay usually races a BT21A and his partner, Victoria watches on. Well not anymore, They have purchased the Brabham BT15 that has been campaigned by Ed Holly in recent years as both a 1litre F3 car and as a 1600cc twincam.

Victoria will not be the first lady to drive this car, in the 1960s the car was run by Keith St John and when he started racing a BT18, the car was driven a couple of times by his fiancée a very good looking Dutch girl Liane Engeman. I have to say that Victoria is at least the equal of Liane !

Peter and Victoria took the car to Wakefield Park on the 18<sup>th</sup> May for Victoria's second ever drive of a single seater after sampling a Formula Ford some time ago. I was there for the first on track session and Victoria was straight into going as quick as possible. Now that F3 have become an extension of FJ it augers very well for these smaller capacity cars which I can tell you are so much fun to drive.

Before ...



After ...



## Seen at Bathurst.

Paul Hamilton left his Elfin 600 at home and was reliving his youth having a guest drive of his old Turner now owned by Ian Barbarie. Paul had a bit more hair when he last drove it there !



Geoff Fry left his Jolus at home and was running his Vulcan sports.

And John Ashwell left his Brabham BT21C at home and was driving his Buckle sports car.

The only photo I have of the three is John running over the top of the mountain – lucky devil. This was the car that Les wright campaigned in the 1980s and terrified everyone with its oversteering attitudes. John tells me in the change of ownership it has only lost a little of its old ways !



John Ashwell leading a bunch of cars over the top of the Mountain at Easter

## Traditional Brazing.

Ever heard the expression bronze welding done properly is better than welding. I was recently discarding some of the tubes replaced from various chassis that have had to be repaired so I thought I'd see how good braze welding really was, so cut through a tube to the weld and then pulled it apart. To my surprise the weld stayed intact and tore the steel tubing away with it.



## Granton Harrison's Elfin Mono has a new home.

I received this note from Ken Williams about Granton Harrison's Elfin Mono ....

The Mono is a MK1 which was sold new to Granton Harrison and was raced a few times by him as well as Bib Stilwell at Calder. The car then went to Ian Cook who did really well in it particularly after changing the rear suspension to locate the top swept back wishbone better.

Ian ran the car for about 12 months before buying a MK2 Mono and sold the car to Clive Millis who ran it for a number of years, again quite successfully. Clive sold the car to Max Grayson who and after sometime stopped racing and did nothing with it except pull it to bits. The car then passed to Roy Williams who started some restoration work but then sold it to Phil Segat who has the ex Geoghegan Lotus 18 and the Elfin 300C of Mal Ramsey and Phil Moore.

I have done most of the work on Phil's Lotus of and on for the last 28 years, helped in recent years by Phil's son Brett, and the Mono has lived hanging on the wall at my place for about 15 years before Phil was persuaded to part with it last November.

I have started the restoration project (in between more work on the Lotus) which will take some time as most parts of the car are in a pretty bad way. I have done a bit of work on the tub preparatory to reskinning it and jigs are soon to be made to construct new suspension. Although the car could probably run the modified rear suspension in Group M that Ian Cook and Dennis Lupton constructed I have decided to return it to its standard original spec. New wheels are underway with Geoff Walters.

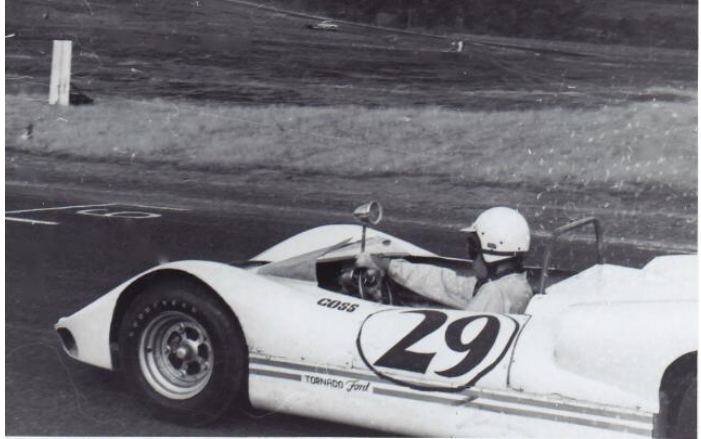
The car will be painted in the original black of Granton Harrison (another rod for the back I am told) with polished tub.

## Slice of History

In my teenage years I, along with many of my friends, was a car-crazy. We knew, or knew about, all the cars and drivers competing on the Tasmanian scene, and talked about them endlessly and in minute detail. The drivers were our heroes - it was their driving skills that made the sport and spiced our conversations. Johnny Goss was one of my personal heroes. John did much more than talk. He was not only a hot shoe but an engine builder and car constructor of some note. On one memorable occasion, late at night we drove in convoy up north, headed for Longford or Symmons Plains. At Ross, I jumped into his red, race-prepped V-8 Ford Customline and we hit 120+ mph on Campbell Town straight before John wisely switched off the ignition and coasted silently through town.

So, when John later completed the ground-up design and construction of his Tornado-Ford sports-racer I was there at Baskerville in 1967 for its first outing.

The car was still a bit rough and unfinished but nevertheless a tour-de-force - an open, 2-seat, rear-engine sports machine, powered by a six-cylinder Ford 170 Pursuit engine - and a credit to John's incredible hands and mind. He let me drive with him to the starting line for his first race. As most readers will know, race cars exit the Baskerville pits to the north, entering the track about two-thirds of the way down the main straight before traversing the bottom corner leading to The Chute and the start-finish line. My heart was pounding as we chugged onto the track, John adjusting his belts and settling into his seat. We were off! He shifted smoothly into second gear and punched it. The Tornado-Ford took off like a rocket. We accelerated wildly down the straight. I was grinning like a Cheshire cat.



"Oh boy! He's giving me a show. This is outrageous!" The show went on a little longer than I expected.

"Ahh, John! There's a corner coming up, mate. Don't you think we should slow down now?"

We ran off the end of the track under full acceleration. A huge plume of gravel sprayed over our heads as the front cowling hit the ground. John leaned over, whacked my knee out of the way and turned off the ignition as the rear-end came around and the Tornado Ford headed backwards towards the fence. Spectators scattered in all directions. We came to a heart-pounding stop in a cloud of dust. I walked back to the pits on decidedly shaky legs.

Stuck accelerator, you might think? Not quite. The throttle cable traversed the front of the passenger side cockpit - directly under my feet - before making its right-angle turn to the rear-mounted engine. In my excitement, I had flexed my legs and held the throttles of three twin-choke Weber carburetors wide open, producing a warm-up sprint for the history books.

John was clearly not as shaken (or abashed) as I was by this turn of events. He continued to the starting line and went on to win the Division I Sports & Racing Car Handicap. From this perhaps inauspicious beginning he went from success to success, most notably becoming the only Australian driver to win the country's two most prestigious races, the Bathurst 1000 (twice, in 1974 and 1985) and the Australian Grand Prix (in 1976).

*Tony Hagar*

## For Sale Brabham BT9 – a note from Bruce Mansell.

Due to me having the Lotus 22 in M&O, I've decided to sell the BT9 Brabham as a fully restored car with totally rebuilt Lotus Ford Twin Cam and brand new 5 speed Hewland gearbox in similar condition to the BT21 that I did for John Bentley.

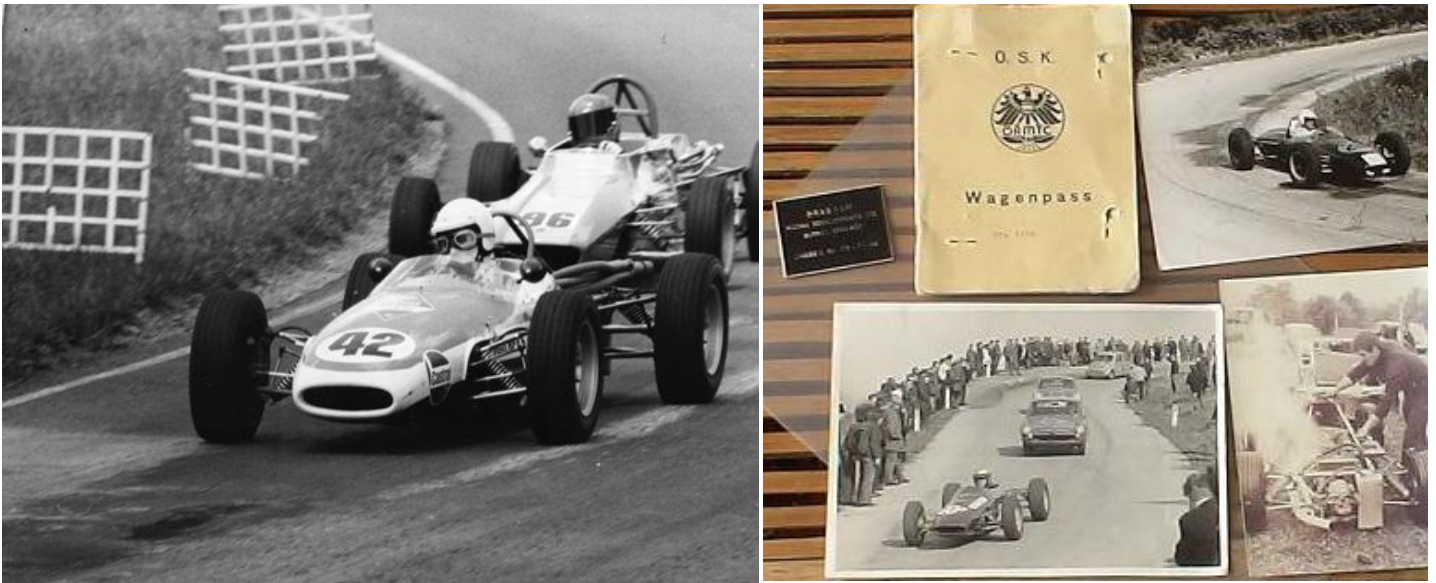
Interesting European history, all known from new as delivered September 1964. Ran F3 for two years then converted to F2 specs. Brand new body painted to new owners spec. New suspension, New brakes, new plumbing, chassis gone over by experts. Proper period Brabham wheels. New steering rack, new oil tank, new radiator, in fact just about everything new or totally rebuilt. It should be a nice little BT car.

Price to be discussed.

I'm also selling the "excess to needs" my other S2 Lotus Elite as a finished to concourse standard car. Again price to be discussed but it will be a very good one and reflected in the price. I just don't need 3 Elites!

I have a stack of Cosworth BD, Twin Cam, Ford, Climax, etc light weight steel race flywheels for sale at very reasonable prices.

I can be reached at the shed 6.00 am till 6.00 pm 9417 4755 or, if that's not enough time on the mobile 0412 006 180



## Availability of AVGAS at Bankstown Airport.

I have always got my fuel from Clamback and Hennessy at Bankstown, if for no other reason than I used to work at East-West Airlines with a lass called Aminta. Aminta left to join a flying school as an instructor and become Mrs Aminta Clamback. Years later when I needed to buy Avgas and could no longer get it at Mascot I started getting it from the Company where she was. In 2005 Aminta was awarded an Order of Australia Medal and the story is at the address below – these people dhave a passion in aviation the same as we do with old racing cars ..... <http://www.clahen.com.au/Aminta%27s%20OAM%202005.htm>

Ray Clamback too is an interesting character, and it is always worth calling in to have a chat with him. He has done about 250 solo Pacific crossings delivering aircraft over the years, many straight off the production line. I think twice now he has had ditch at sea with engine problems, one was really touch and go whether he would make it - and again his story is well worth reading at <http://www.clahen.com.au/cinstructors.htm>



So to get back to the AVGAS bit, Ray says he is more than happy to supply us anytime except Christmas Day within the hours of 7.00am to 7.00pm It is always worth a call to them first just to let them know you are coming, again see their website. You may even want to learn to fly there, they are great people.

### **Tom Tweedie Leads the points for the CAMS 2010 Australian Gold Star.**

It doesn't seem that long ago that Tom Tweedie was mixing with us "older guys" in Historics. In the report for the 2008 Tasman Revival, I wrote " A wet first Group M and Vee race, seen a very polished drive from Tom Tweedie in the smallest capacity field, the 997cc Lola T60 F2 take the win by an incredible 50 seconds ..."



The photo above is from this same mention in the 2008 newsletter. Paul Lewis Photo.

If you go to Tom's website you will see that he has an 8 point lead in the F3 Championship this year, and it is for the F3 Championship that the CAMS Gold Star is awarded. Tom with his "TEAM TOM" supporters is doing a terrific job in the most competitive of single seat environments in an older car. To keep abreast of

Tom's career, go to <http://www.tomtweedie.com/>

**GOLD STAR CHAMPIONSHIP RESULTS AFTER 4 ROUNDS:**

|               |                                    |  |            |
|---------------|------------------------------------|--|------------|
|               | <b>Tom Tweedie (NSW) 128</b>       |  |            |
| <b>points</b> | <b>Mitch Evans (NZ) 125 points</b> | <b>Ben Barker (UK) 119 points</b>      | <b>Ben</b> |
|               | <b>Crighton (NZ) 60 points</b>     | <b>Zhang Shan Qi (China) 59 points</b> |            |

### **Mystery photo from Steve Koen – clue the bridge is missing !**



It is looking up towards the end of the straight under the bridge – the bridge has been removed – note the houses already built so close.

## Photograph link to Peter Ellenbogen.

Peter is one of the guys who kindly supplies photos to the newsletter and he has a website that is a must visit covering many of the major meetings. Go to

<http://www.flickr.com/photos/peterellenbogen/sets/>

There are some great shots in there ....

### All the way from the USA



In my quest for history on the BT21C I have probably spoken to upwards of 50 guys in the USA and now quite a few of them receive our newsletter ... got this message from Bill Boveniser who ran a BT21 in period, Bill has a soft spot for the Aussies, has been out here to the AGP 3 times and loves our V8 Supercars. He thinks Marcus Ambrose is fantastic. It is interesting when you read his note that the American Historic scene is pretty much the same as ours with the wings and non-winged cars of our era... if non-winged run as monoposto and if winged run with the Atlantics.... Cars such as the BT29/30 and BT35/6 and Chevron B17s.

Bill (centre) with his BT21 at Mosport 1970

### Group M tyres - Historic Commission rejects HSRCA submission

The HSRCA put to the recent CAMS Historic Commission meeting, a submission asking for the banning of currently approved Dunlop (CR82) and Avon (ACB9) Formula Ford type tyres from January 1 next year. There were quite a number of individual submissions to support this request. Unfortunately the request has been refused and the banning in Group M of these tyres will occur as previously promulgated.

*The Commission was influenced in that decision by a desire to avoid, where possible, significant variations in performance which could arise because the very limited size range in which the Formula Ford style tyres are available does not adequately cover the various wheel sizes fitted to Group M cars. The Commission has noted, however, that the FIA Historic Technical Working Group (TWG) is currently in course of reviewing the Appendix K tyre regulations and that any changes to those regulations could impact on the range of tyres available in Australia for use on historic racing cars. It is currently expected that the FIA Historic Motor Sport Commission will consider the outcome of the TWG review when it next meets at the beginning of October and the CAMS Commission has agreed that, in the event changes are then proposed which might impact on tyre supplies available in Australia, the currently intended ban would again be reconsidered.*

In previous newsletters I have supported the CAMS position on the basis of the tyres I observed on Brian Lear's Elfin Mono when he put them on for the last meeting of 2009 at Eastern Creek. However the relative softness observed in these M section tyres at that time appears to not be consistent, the tyres Peter Barclay bought new for the BT15 which he recently purchased from me seem inferior to the 3 year old Dunlops that were made in Japan and inferior to the tyres supplied to Brian above.. This apparent inconsistency is one of the reasons I now support the continued use of the CR82s and ACB9s for Group M. Yes there is a disparity when some Group M cars cannot access these tyres, especially the cars with 15inch rims, but to penalize the whole of Group M is a backward step. Of the 9 contributors, to the HSRCA submission, 8 were against removing tyres from approval and 1 in support. All were written by Group M competitors of long standing and gentlemen who choose to compete in Historics for the enjoyment, I think we all realize that we are never going to get a tap on the shoulder from Ferrari or McLaren, we simply do what we do for the enjoyment it gives – but we want to feel comfortable at the same time. These 8 competitors all cite the degradation of grip of the English compared to Japanese Dunlops as the prime

reason for wanting the current approval maintained, put simply they do not feel comfortable to race on the Dunlop M section tyres as supplied here in Australia.

At the end of the day it appears there is a great number of Group M competitors who still feel strongly enough about this subject to keep the issue alive, and you can now count on your Registrar as one of them.

### **Group M and O Pointscore winners receive the trophies at recent Eastern Creek meeting.**

Kim Shearn, Brian Lear and Ed Holly in Group M and Richard Carter, Les Wright and Peter Barclay in Group O were given their respective trophies for the 2009 season at the May Eastern Creek meeting. This was done in conjunction with the trophy presentation for the long-distance Group S race. A couple of photos courtesy of Peter Barclay.



HSRCA President Bruce Richardson presenting Richard Carter with 1<sup>st</sup> in Group O trophy.



Peter Barclay and Errol Richardson with Peter's 3<sup>rd</sup> place in Group O trophy

**Pointscore for 2010.** I was trying to have this done before the newsletter went out but time seems to have escaped – I will forward separately to the competitors – the rest of you will have to wait for the next newsletter !

### **Roger Ealand becomes the new President of The Australian Formula Junior Association**

Roger Ealand has taken over from Mike Shearer as President of AFJA. Many of us know Roger as that larger than life character responsible for the many years of successes that was Speed On Tweed. Roger has a couple of Formula Juniors, raced in period in the UK, and now for many years locally in an extremely quick and very well driven Marcos and more recently in his Gemini and Lotus 18.



Who needs Repco V8 power to have fun ? Roger Ealand in the Lotus 18 keeping the Elfin 400 Repco of Bill Hemming at bay in the damp conditions at Winton in the Sunday morning race. Rod Kennedy photo



## For Sales

David Kent has 2 Lotus Twincam heads for sale. Both are in very good condition one being a virgin big-valve one. Phone 02 47511302 or 0414 511555

John Pymble has one of his Van Dieman Formula Fords for sale Phone 0419 232 616

Ron Coath has his Brabham BT21A for sale spare wheels and ratios Phone 0438 804251

## That Parting Shot



The hardware beside the Graham Adelman's winning Ferrari 246T Dino driven by Rob Hall at the 2008 Tasman Revival  
Peter Schell photo