



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 24 – October 2013
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18th October 2013



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

Welcome to the Spring issue of the M and O newsletter.

The biggest news of this issue is the formation of an online M and O Forum and already 50 M and O (and this of course includes the M category cars of Formula Junior) have joined up. The Forum is designed to incorporate both sports-racing and racing cars within the M and O Groups and has a domain name of <http://sixtiesracingaustralia.hoop.la/home> As I write this the forum is closed to invited parties and they are owners, drivers and closely related individuals of these cars and is not viewable by nonmembers, however it is anticipated that in a short time this parameter will be changed to allow outsiders to see what is there, just a bit of time needed to set it up and for members to become used to using it first. The Forum was set up by Michael Menzies of RememberCreative and the set-up fees were borne by the HSRCA, there will be a modest ongoing cost which again the HSRCA will fund but at the end of the year we will ask the other East coast clubs for a contribution to the HSRCA to share this. Thanks to the HSRCA and to RememberCreative for setting this up.



The main reason for the forum up is so that we can better coordinate our efforts, especially now that it appears that the Formula Junior guys may reduce the Group M numbers at some meetings to the point where what remains of M and O will struggle to have enough numbers to warrant race meeting organizers to give us our own grids. If you read the following story it will explain why.

The scuttlebutt is that as time goes on more and more race organizers will be looking for the various Groups to do the same as what happened at the Spring meeting, it makes their life a lot easier, gives them an almost guaranteed source of income but of course puts the onus back on the Groups to be strong enough and organized enough to be able to coordinate their efforts to ensure the numbers are forthcoming. It is early days yet, but at least with the forum we have made a start to be able to coordinate ourselves if and when this becomes a requirement. So what did happen at Wakefield Park ? – read on -

Formula Juniors at the HSRCA Spring Meeting at Wakefield Park.28 – 29 September.

The HSRCA's most recent meeting was at Wakefield Park on the 28th and 29th September. It was an interesting meeting and the first time that the Formula Junior division bought their own races within the programme. This is certainly an interesting development in Historic Racing and something that seems inevitable to spread to other categories. The Juniors, under convener Roger Ealand, guaranteed the HSRCA 16 cars, and as this would be about 10 or more than normal the deal was agreed and in fact they ended up with a few more than that – well done.

For those that might not know, the Formula Junior guys have been trying for a separate category for their cars within the CAMS system, just as there is Group N for production Touring Cars or Group F for Formula Ford. But as Formula Junior fits perfectly within the Group M frame work, CAMS has resisted granting a separate category, but acknowledges that promoters have the right to run Formula Junior as a separate entity as has happened at recent Tasman Revivals, Wakefield Park recently, Phillip Island and Lakeside. By buying their own race grids within a race meeting, the Formula Junior guys have been able to achieve their goal in a roundabout way and from a personal point of view I have to say at this Wakefield Park event, it did work very well for them and for the organizers, the HSRCA. From a spectator point of view, the racing was exciting to watch and the drivers all did have a great time with cars that were quite evenly matched, yet different at the same time.



16 Formula Juniors led by Max Lane in his Lola Mk2, then Bill Hemming and FJ convenor, Roger Ealand in his very pretty home grown Koala.

Like every benefit, there is usually a downside, and in this case the remaining M and O grid was depleted by the half dozen cars that would normally have been the FJ sub-group within their races. Take away a half dozen from around 20 cars as is usual at this meeting, and we are left with a number that cannot support its own grid. Give the HSRCA its dues - they were very kind by giving us practice and 2 events on our own, and one event each with Q and R, Formula Ford and Formula Vee. Had the FJ's not bought all their races on their own, then maybe they too could have shared a grid with us, but all in all it is a learning curve and maybe if there is a next time, which I am sure there will be, that a proviso is inserted that one or two of the events in a 5 race each category meeting will be combined with M and O and the Group L FJ's can go into their Group as well.

In the end it was a very enjoyable meeting and everyone in Groups M and O outside the FJ's seemed to enjoy having a mixture of races which was requested of the HSRCA and they managed to do for us. And of course the Group M FJ's put on a terrific show in the 4 races they contested.

Report on the HSRCA Spring Meeting Wakefield Park

Perfect weather, great camaraderie, and a varied mixture of grids shone through at this meeting. The HSRCA as mentioned earlier took on board a request that if M and O minus the Juniors had to be combined then could that be achieved by differing combinations over the weekend, which it was which then made the grids much more interesting.

Rather than go through the practice and race sessions individually, a series of photos might be best to describe the events and as I had the opportunity to take some photos these along with some from Peter Sshell will form the basis of that.

Don't forget you can check out the ... 1. actual race results – 2. lap by lap places – and 3. individual lap times – go to the Natsoft website and specifically for this meeting - <http://racing.natsoft.com.au/results/#2>



This could have been the start of any race – Carter leads into the first corner from Damon Hancock with Scott Bargwanna, Paul Hamilton and Ken Bedgood just a little adrift. Carter got the power down at every start and led usually for the first 2 or 3 laps till Damon managed to settle the tail-happy Brabham and find a way to use the extra horses. Peter Shell photo.



Paul Hamilton ran consistently in the top 4 then fell away a bit in the last 2 races contested, with a 5th and a 6th. Paul missed the last race as he had to be on a plane later that evening to Geneva for an FIA meeting. Cameron Forsyth took the Elfin to Dave Mawer's, where Paul stayed overnight just 4 days later on his return. That's some dedication to the Historic movement to attend an FIA meeting in Switzerland with 50 hours on an aircraft in the space of 4 days.



This was about as far apart as some of these guys were all weekend. Scotty Bargwanna a bit crossed up a head of Paul Hamilton and Damon Hancock hoping to get the power to the ground to put the pass on Richard Carter. Missing from this bunch was Ken Bedgood, who had 1st gear disintergrate at the start of the first race Sunday morning causing a red flag when the car was stuck on its start position and could not be moved before the cars came round to complete a first lap. This is the re-run of that race as Ken was able to remove the bits and use the remaining 4 gears with a bit of a slow off the line start. Peter Schell photo.



Robert McConville had the twincam a tad warm at the end of practice. Seems a vapour lock developed when topping up the cooling system as is apt to happen sometimes. The oil temp was up but the water temp wasn't showing a reading when the car ventured out, but it sure was when the car came in. No damage done, the car went faultlessly the rest of the weekend. Great to see a youngster in his dad's car.



Damon demonstrating the Brabham's tailiness to Peter Schell. Damon's excuse - he didn't want to use the new tyres!



Ian Henderson enjoyed his outing in the ex Brian/Simon Pymble Brabham BT6 immensely.



Peter Boel (who's car is on its way back from the UK) giving a bit of a hurry up to the Guvnor - his Rennmax's owner and Formula Junior convener Roger Ealand in the Koala. Peter Schell photo.

I can save some ink with these two photos ...



Peter Strauss in the Brabham BT11A 2.5 Climax which was the only car contesting the Group M section of the M and O races. This is a stunning car and beautifully presented, not an easy car to drive on the Dunlops with the other cars in Group O on Avons. Peter Schell photo.



And out of the big-banger into the BT6, which Peter says is the most "fun" car he has. Peter missed the first race when a coil decided it didn't want to participate. Peter Larner who looks after Peter's cars with son Jamie, says we should aim to keep coils vertical as the windings don't take kindly to being on their side with the vibration you get in a single seater. Followed here by Murray Bryden in his Lotus 20B



Tony Simmons Showing the way to David Reid. Tony drove a very calculated last race to take the win.



Andrew Fellowes in the "oh so gorgeous" Lotus 27 from Bill Hemming, Noel Bryen and "the Man" Roger Ealand. Peter Arundell in a Lotus 27 beat Denny Hulme in a Brabham BT6 by just 1 point for the last Express and Star UK Formula Junior championship in 1963.



The Pitstock Holden recently made its debut after a very long absence. Beautifully presented and driven by Gary Malyon.

All 3 photos this page by Peter Schell.



Max lane did a blistering 12 in practice earned a very pointy grid spot, here seen leading Noel Bryen and Jeff Brown.



Norm Falkiner brought the Elfin mono up from Victoria and has got quicker every meeting with it.



David Kent and the Lynx of Ian Bailey just ahead of Bob Tweedie in his beautiful Gemini Mk2 which is a bit of a squeeze to get into. Last time the Lynx was out was at the 2006 Tasman Revival where David drove it then too.

These 3 photos courtesy Peter Schell.



Melinda Price drove a Formula Junior like she had grown up in one. After setting pole time in practice, Melinda backed that up with a win in race 1 and a second in race 2. But it was the feature 10 lap last race that Melinda really shone, after a spin whilst vying for the lead she worked her way back up to that position only to be baulked by a car that had spun losing her several places again. But she had shown she had lost none of her talent and we should all thank Kim Shearn for allowing her to drive his Lotus 20/22



Peter Barclay took the opportunity to drive the car Victoria LeGallais usually does, the Brabham BT15 F3.



Grant Craft has recently purchased the Brabham BT2 from Graham Brown and immediately has put it to good use with a 3rd in qualifying. This is the car Match beat in Youls' hands in 1962 for the Formula Junior championship at Catalina Park and when Ron Tauranac was told of the loss he is reputed to have said asked what is an Elfin?



Ken Bedggood almost as fast without 1st gear off the line as he was with it. The Brabham BT16 is very well campaigned under the Penrite colours



Terrific to see Brian Lear out in his Elfin, this car has been mothballed for many years whilst the Mono was the no.1 car.



Mike Gosbell in what is a Group L car but as a Junior it runs in their FJ1 category, Mike uses it at every opportunity.



Peter Schell captures Wayne Wilson enjoying his Brabham BT29 – immaculately turned out with David Kent's help.



Noel Bryen (lead car) has been having a great time lately. Seems the Rodney Gibbs - Superior Automotive FJ engine is just what the Rennmax needed



Jeff Brown brings out the ex Schenkin Brabham BT28 at every opportunity. Jeff has been responsible for making all our lives easier with his setting up of the entry data base we can use to enter any meeting in Australia.



When they designed the Gemini Mk 2 they must have had Rob Tweedie as the driver model, as it fits like a glove. Rob was having a first run in the car, which is about as far from a 5 litre car as one can get. And yes I did hear Rob mention something about power ..



David Read is checking the mirrors to see where that other Queenslander Peter Boel had got to – he's just been cropped out of the photo David !



Immaculate as always, Murray Bryden in the Lotus 20/22. For most of the races Murray was in close company with someone, and this is about as lonely as he got.

Winton long circuit – 10 / 11 August

I didn't get a report on this meeting, but have been sent some great shots by Jim Jones, so will put them here. Once again don't forget the results can be seen at NATSOFT and specifically for this meeting - <http://racing.natsoft.com.au/results/#2> Jim's email is jimazz@optusnet.com.au



Don't you just hate that when someone takes a shot of a minor indiscretion ! Sorry John – John Bowe creating a bit of a water feature.



John Bowe in more normal mode – in the beautifully presented Brabham BT23B belonging to Trevor Simpson.



Like a scene from the 60s, except for full face helmets. James Calder Lotus Super seven leads Peter Strauss BT6 from Tony Burrage Rennmax 23B and Peter Turnbull in the Turnham Sports behind.



Ian Henderson enjoying his new toy, the ex Pymble Brabham BT6



Laurie Bennett trying to work out a way to match his Elfin 600's twincam power to that of the Coventry Climax 2.5 in the back of the BT23B



Stephen Moody in Philip Segat's very pretty Lotus 18

Thanks Jim for sharing these photos with the M and O guys

A note from Rob Tweedie www.ibcholdings.com.au/cars

GENTLEMEN



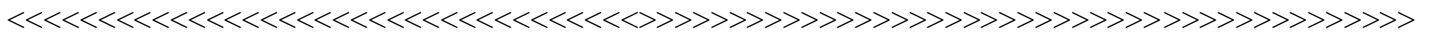
BORN in 1960 in UK built by Chequered Flag company who also built rear engined FJ's as well. This car fortunately uses an 1100 cc - 105E Cosworth Ford (not a BMC A series) etc and it came to OZ early 1970's and was raced for years by Tony Caldersmith (ex NSW CAMS eligibility chief) ... sold to ex pat Pom Roger Ealand 2009 who also raced it here and in UK Goodwood Revival by invitation 2010 and a couple of NZ Formula Junior events.

Roger and I started talking after I sold our F2 Lola back to the UK earlier this year and after a few months and some serious thought I saw it as a great 2nd car for me for the lesser race meetings thus saving the Elfin. It also meant Tom could take the Van Diemen Formula Ford to the same meetings as me and also save the Chevron F5000 for the larger high profile race meeting thus creating a more laid back "family affair" and I anticipate some fun as well.

So after some "exciting" communications Roger and I finally agreed I should view it last Thursday Aug 1st at his "country estate" near Tweed Heads and the deal was done.

You will note I fit the cockpit like a glove which is a MAJOR BONUS and the car has been maintained very well so I am probably going to debut myself in these ranks at the HSRCA Wakefield Park Sept historic meeting for a bit of a

tryout in this very different but extremely pretty little jigger so I have taken this opportunity to let you know just in case you are interested in a little piece of history especially as Formula Junior is also becoming one of the most popular historic worldwide categories with full grids everywhere.



And a note from Scotty Taylor's wife.

Subject: Re Racing Overseas



Hi Just had a look at your newsletter- they are great. Scotty Taylor has had a left hip replacement in June – was up that night and is just fine. He will be there at Silverstone now to race his cars with the HGPCA Club this weekend. NURBURGRING 9/10/11th AUG, Zandvoort Holland 31st weekend SPA 21st aug. SPA 21st SEPT. and racing at GOODWOOD in between in the Cooper T45, and in the John Dawson Damer Lotus 18 at some of these races (he drove it at Monaco last year). Think his last race is at Jerez – Spain – a new track for him).

Cheers, thanks

Elaine Taylor

In response to a previous article on Catalina Park, Damon Hancock found this to share with us.

Catalina Park, Katoomba c.1950 by [Blue Mountains Local Studies](#) (↑)

Looking south east, showing the Catalina flying boat on the swimming lake, speed boat ride, fun fair, ferris wheel, "monkey house" cement over formed wire netting shelter in the foreground.



The land was purchased by Horace Gates owner of the Homesdale Guest House and Wentworth Cabaret who, in 1946, felt that a new attraction was needed to bring tourists back to the Blue Mountains after peace was declared. Accordingly he dammed Katoomba falls creek and had an ornamental lake and amusement park constructed offering 'every facility for fun and food'.

The park was an instant success and in 1948 the shell of a Consolidated Catalina PB5-5 flying boat was added to the attractions which included speed boat rides, tea rooms, miniature train, Ferris wheel, merry-go-round, swimming pool and a

Giggle House showing Charlie Chaplin films. Although many people believed the plane had flown there, it had in fact been dismantled and brought to Katoomba by truck, where it was re-assembled and anchored to a concrete block in the middle of the lake.


Up to thirty passengers paid two shillings each to be taken out to the flying boat by punt where, in the dark, stuffy interior, they viewed film of a flight over Sydney, heard the story of the Catalina and tried out the controls. While the film was showing, an assistant would stand on the wing rocking the plane to simulate flight while the speed boat would circle the lake providing waves and engine noise. Fun seekers emerged from this surround sound experience dizzy and gasping for air, many too ill to enjoy further amusements.

For many years the lake operated as Katoomba's swimming pool and provided a fireworks display after the New Year's Eve street parade, however as the town's population increased, it gradually became run down and the water polluted.

Council purchased the land in 1952 with the purpose of turning the area into a public park and treated water swimming pool. In 1954 the Catalina, showing signs of age and wear, was pulled up onto the bank and left to the ravages of weather and souvenir hunters, until in 1958 it was sold to Sheffield Welding & Engineering, Auburn NSW, where it was dismantled and cut up for scrap.

Format: b & w photograph

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Provenance: Wallace Green collection  [View more info about this photo...](#)

Don't forget the HSRCA's next meeting at SMSP where the M and O categories get to race not only for the traditional Jack Brabham Group M trophy and the Leo Geoghegan Group O Trophy, but also the John Dawson-Damer Trophy the perpetual trophy donated by the Dawson-Damer family for racing cars from the 1960s era.

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Vale Roly Levis.



New Zealand National Photo Collection – Roly in his RAL Ford at Levin – ID by Kelvin Brrown Roaring Season website.

I was very privileged to meet Roly as a result of owning his old Brabham BT6. One of a number of Brabham's that Roly raced over the years. Starting his career in a car called the RAL which had a BMC engine but Roly soon had a Ford engine in its place it was with this car that Roly started sharing track time with the best of the best from around the world. In the Wigram Trophy race in 1959, Roly competed with Jack Brabham who was to be the F1 champion later that year and Scotsman Ron Flockart. Roly's next car was a Cooper Type 52, then a Lotus 22 1.5, then in late 64 Roly bought his first Brabham the BT6 from Alec Mildren racing, twincam powered and used by fellow NZer Denny Hulme in Formula Junior in 1963 before Frank Gardner fitted the Cosworth engine for the 1964 Australian legs of the Tasman series, next car was a BT18 which is now raced by Rodin Wooton also a New Zealander. Roly's final car was an FVA powered BT23.

Roly recollection of his time with each of the cars was incredible, almost down to what ratios he used at various circuits, and it was obvious he truly loved his old race cars and being around them.

It was in the Tasman events that Roly really shone, always up with and many times in front of the other 1.5 litre cars driven by the likes of Leo Geoghegan, Greg Cusack, Spencer Martin and Kevin Barlett, but also in the company of the Internationals including Clark, Hill times two, Stewart, Hulme Attwood, Courage, Rodriguez and the list goes on.

On the home front, Roly was a real force to be reckoned with, 3 National 1.5 championships two in the BT6 and one in the BT18 but more importantly - **twice New Zealand Gold Star winner** – first in 1966/7 and then 1968/9, both times in a Brabham, firstly the BT18 and second time around the BT23.

I last seen Roly at Hampton Downs in January and he was a little frail then, but I will always remember our time together there 3 years earlier when Roly was to drive his old BT6 in a demonstration. Unfortunately his ankle was giving him a lot of trouble and the clutch in the BT6 is very hard to push. Not to worry, when he realized he would not be able to drive the car which was a huge disappointment to me, he simply said "you fix the clutch and I'll fix my ankle" And indeed Roly did have his ankle repaired which was no mean feat for an 86 year old, but sadly there was not to be a next time. I consider myself very lucky to have met Roly and his wonderful family.



Maybe a hint of disappointment ?
Roly sitting in his old charger Hampton Downs 2010.

Roly was 88 years.

Vale Archie White

Archie was a much respected person by all those that had dealings with him. Many of the cars we now race in M and O would have benefited from Shell's input through Archie. This article was kindly supplied by Bob Young and details Archie's achievements.



Profile: Archie White

Shell's Mr Motor Racing

By David McKay

ARCHIBALD LESLIE WHITE retired at the end of January after 40 years with Shell Oil. In the late 40s, after serving the mandatory sentence in Shell's mailing department, Archie got his first taste of the sport which was to influence his life and which he was to serve so ably and loyally when he got the job of distributing racing fuel. In those days petrol was severely rationed, and Archie had to be sure the precious fluids were going to genuine racers, not into the family sedan's tank. It was with gratitude we paid 10/6 a gallon for Shell's TT mixture or the methanol brews, A, 811, M, X and Y.

In 1953 Reg "Redex" Shepherd staged the first round Australia trial and he called on Shell to help. Shell had a big mapping department which was essential to chart the outback goat tracks over which the cars would race. Archie recalls those early days of big trials with something akin to shock. Shell had the huge and thankless job of laying down petrol tins for nearly 200 cars at dots on the Shell road maps which often turned out to be a one man store.

A taste of the real thing however was near at hand when, in 1956, Shell UK through Shell IPC asked Shell here to service a couple of Ferraris to be driven in the Olympic GP at Albert Park by Peter Whitehead and Reg Parnell.

It was perhaps a year later I first talked seriously with Archie White. We were watching at Hell Corner as Ross Jensen ran away with the Bathurst 100 in an elderly Maserati supported by Shell as a courtesy to Shell NZ. As Shell here was maintaining a strict no motor sport policy, I berated Archie for this perfidy. Instead of telling me to mind my own business, he listened to my plan to get Shell into the sport, and he and I put many hours into preparing a submission for a three car team. It got as far as the board in Melbourne before the policy axe fell.

It wasn't till the end of '62 that Shell did throw its policy out of the boardroom window and came into the fray with my Scuderia which had then grown to seven cars. The radical Archie had been banished to Wagga in Western NSW in '59 and wasn't able to be at the opening of his beloved Warwick Farm in December '60. Archie, who was responsible for so much of Shell's valuable contributions to "the Farm," made up for missing that first event; he never missed another. He was also host to the multitude of famous drivers brought out to Australia by Shell, Graham Hill, Jim Clark, John Surtees, Jackie Stewart, Jochen Rindt, Chris Amon, Tony Maggs, Piers Courage among them.

It wasn't only the star driver who had reason to thank Archie. He was a help to many a struggling young racer who caught Archie's kindly but astute eye. It was Archie who saw the potential of a young panel beater noted over "the Farm's"

difficult northern crossing hard at work on a Holden-engined sports car and signed him as a cadet driver with the object of maybe winning the Gold Star three years later. His name was Spencer Martin, and he turned out to be Australian champion in '66 and '67. Try getting today's sponsors to wait three years for a return.

Archie today talks more freely about his views on motor racing and is not at all convinced that advertising did much for motor racing apart from upping the costs, putting more demands on drivers with more races in often ill-prepared cars. Shell supported touring cars in the late 1960s and Archie recalls the costs of getting Shell-backed teams across to Perth for a round of the championship were more than he would have outlaid for four or five top international drivers to contest the old Tasman series.

Archie firmly believed in doing things properly and with style. His ideal was the best cars driven by the best drivers in the best races.

Archie White was more than a Shell employee, he was the friendly human face of a large and at times impassive and impenetrable conglomerate. He was the one everyone turned to for advice. He didn't waste a young hopeful's time or the Shell company's money. But if the plot was sound, Archie would back it all the way to the top.

Archie and his wife Mary have been an important part of motor racing for many years. Mary, an inveterate traveller, despite Archie's retirement, keeps a bag packed ready. It is a safe bet the Whites will still be seen at race meetings here and abroad and always with a thermos, a sausage sandwich and a smile for anyone who says "G'day Arch". □



2013 Goodwood Revival

Story and Photos By Dave Williamson

Wet behind the years:

Goodwood in September normally offers provides warm days with mostly clear skies. This year's Revival provided many surprises, the biggest being some very "non-Sussex" weather. The sell-out crowd of nearly 148,000 enthusiasts saw threatening clouds hovering all weekend, dumping heavy rain and winds "en force" on Friday and Sunday afternoons, resulting in a 30 min reduction of the Freddie March Trophy race held at dusk on Friday.

Jim Clark Tribute:

Jim Clark knew Goodwood well. He shared fastest lap at here in 1965 with Jackie Stewart and was honoured with a 35 car parade each day. Lotus Cortinas were present, also the Border Rievers "Flat Iron" Lister Jaguar and Ecurie Ecosse 's Tojeiro Jaguar. Three times Indianapolis winner Dario Franchitti was privileged to get a drive of the Lotus 38 Clark used to win Indy in 1965, while the amazing Lotus Turbine wedge-shape car caught our attention. Sir Stirling Moss, John Surtees, Jackie Stewart, Dario Franchitti all stood and watched from the start line as a stirring tribute to Clark was read by Lord March.



The lineup of Jim Clark cars in the tribute laps. It appears to be missing from the photo - John Bowers' Lotus 25 driven by Andy Middlehurst to win the very coveted Glover Trophy race from Rob Hall in a Lotus 21

Dambusters raid 70 year anniversary:

Bad weather meant this event lacked its main attraction, the Avro Lancaster, due to very high winds preventing a safe takeoff. The Band of HM Royal Marines marched down the pit straight playing the

stirring “Dambusters’ March” as a lone Spitfire buzzed the circuit against a backdrop of ominously dark storm clouds. Somehow it looked just right.

Goodwood Time Capsule:

To recognise the recent restoration of the original Race Control Building near the start line, a time capsule was buried by Lord March containing various things such as Emanuele Pirro's 2006 Le Mans-winning gloves, driving shoes worn by Jochen Mass to win Le Mans in 1989 and autographed photos from Sir Stirling Moss. Drawings, plans etc. were all included together with donated local artwork. Three competition placegetters of UK car magazine contests were able to chose some personal items that were included as well.



The driver's briefing is a veritable who's who of motor racing.

50 Years of the GT40:

Named for a height of 40 inches and designed and built by Lola, the GT40 project was backed by Ford USA for an all out assault at Le Mans. The cars achieved a 1-2-3 finish at Le Mans in 1966, fulfilling Ford's desire to “squash Ferrari” and just to rub it in they also won again....for the next 3 years.

Goodwood was the main test track used back in the mid 1960's for testing, running engines ranging from Ford's 4.2 Litre V8 up to the thunderous Mercury 7 litre. From the forty GT40 cars on show at the Revival, twenty eight lined up for a 45 min. two driver race on Saturday, which was won by Red Bull F1 guru Adrian Newey sharing with Indy 500 star Kenny Brack.

Earls Court Motor Show:

Jaguar's ultra smart display near the centre of the hall focussed on the “F” Type - which certainly attracted many onlookers. Eight manufacturers presented their latest models, the featured event this year being the celebration of a “Centenary of Aston Martin”.

Bonhams Auction:

Seventy six cars changed hands for total of 15 million pounds. As a boy I had watched Ray Archibald racing his 3.8 XK120 racing in the 1954 NZIGP in Auckland. This car sold at the auction for AUD\$ 244,341. A single owner 1961 'flat floor' E-type fetched AUD \$386,617 and the ex Tom Walkinshaw 1987 Silk Cut XJR-8 was sold post-auction at an undisclosed price thought to be in the vicinity of AUD\$800,000.

Top price of the day was AUD \$10.2 million for the Alfa Romeo 8C-35. Originally owned by Scuderia Ferrari in the mid 30's, it was driven successfully by Dick Seaman and many others. The car had recently been immaculately restored by Auto Restorations in NZ.



Flying and static aircraft displays:

Almost becoming blasé about Spitfires at Goodwood, we were in for a noisy surprise when the longest serving aircraft in the RAF - the English Electric Canberra - swooped out of the dark clouds. As well as great aerial displays all weekend, the "Freddie March Spirit of Aviation" Concours d' Elegance also provided some great aircraft. The event was won by the beautiful aluminium bodied 1936 Ryan ST-A. Another plane that caught my eye was a pre-war Junkers JU 52-3M, used for civilian and ominous military service during the 1930's and 1940's.



Conclusion:

Despite such variable weather over three days, racing was as hard as ever. The highlight for me was the Sussex Trophy on Sunday. For nearly half an hour a intense battle was fought between the Lister Jaguar coupe of Anthony Reid and the Aston Martin Experimental 212 of Simon Hadfield. Rain came down, many cars spun off, but these two slithering wizards kept the crowd right up on their wet feet. More weight provided the final advantage as the Aston Martin slogged home to win by 13 secs.

All in all a very memorable weekend and it is an absolute must for your bucket list.

Glover Trophy Goodwood Revival 2013

Andy Middlehurst claimed another Glover Trophy victory aboard his Lotus 25. The former BTCC racer was first off the line from the outside of the front row and was never headed to the flag. Impressing greatly was Rob Hall, the racer/restorer splashing his way from tenth on the grid to second place by the end of the Lavant Straight on the first lap aboard his Lotus 21. Nick Fennell gave chase, making it an all Lotus top three, but he gradually dropped back as the lead duo traded tenths of a seconds per lap early on. Hall never got close enough to Middlehurst to challenge for the lead, with eight seconds separating them with ten laps run, with Fennell 39sec further back. The positions remained static to the flag, with Middlehurst winning by four seconds.



Bob Dance to the left of the Lotus 25 used by Clark to win the 1963 World Championship.
Now owned by Australian John Bowers being pushed towards the start grid.

Heard Around The Pits.

The M and O Forum continues to be supported – we now have 50 members.

2014 is shaping up to be quite a year for NSW. The ARDC who have so kindly supported the Tasman Revival over the last 3 events has requested a date change to an earlier time of the year, and the HSRCA and the ARDC have settled on the 3rd and 4th May. This event will be along the lines of a Festival with all historic categories getting fairly equal billing. The ARDC plan to put the full weight of their marketing and promotions people behind it and have chosen that time of the year as they believe spectator numbers will be enhanced by the kind weather normally experienced in May. It also will get a boost as the Top Gear event will precede it and that will be a great opportunity to advertise the meeting.

As a result of this, the Tasman Revival will become a meeting where the emphasis will be spread more across the spectrum of the racing and sports racing cars of all eras. It will be reduced in length from the traditional 3 day plus private practice to a more manageable duration in the knowledge that the circuit will be available for a longer day than is usual due to the extended sunshine this time of the year and daylight saving. It will undergo a name change, but for the M and O category, the main race will be focused around the running of the John Dawson-Damer trophy in conjunction with the Leo Geoghegan and Jack Brabham Trophies. This is very fitting as DD, as we affectionately refer to him, arguably did more for our categories and Australian Historic racing than anyone could imagine and had a great passion for the 1960s era. Rest assured the enthusiasm of the 2006/8/10/12 Tasman committee, who have been together now for around 10 years for those 4 past events, will make every endeavor to make sure it is still an event not to be missed. It is anticipated that we will still have an overseas contingent, helped by the fact there is an event planned in WA, then our event, then on to New Zealand. My bet is although it will no longer be officially sanctioned as the Tasman Revival; it will still be called the Tasman. The dates of the meeting will be 29th and 30th November with private practice available on Friday 28th.

The new track at Ringwood in the Hunter Valley looks like it is definitely going ahead. There has been a motorsport venue for many years run by the MG Newcastle Club, but plans to upgrade to a full circuit have now passed the planning stage at Council. For more information check out - <http://www.cams.com.au/media/news/latest-news/nsw-ringwood-circuit-upgrades>

Two of our M and O fellow competitors have had serious road accidents. Bruce Mansell and Brian Sampson. I know all of us wish them a very speedy recovery.

Spencer Martin spoke at a recent HSRCA meeting, along the lines of an interview with Alfa racer Paul Newby. Spencer spoke of his time with the PRAD and racing Holdens, then his big break driving for Scuderia Veloce and David McKay in a Brabham, his move to Bob Jane Racing where he won 2 Australian Gold Star titles, Australia's highest honour for racing. After a break of some 10 years Spencer and David McKay were together again in David's old Ferrari 250LM which Spencer blitzed them in at Laguna Seca. In more recent times Spencer has been driving all sorts of exotica around the world. Spencer drove right in the middle of our M and O period so it was extremely interesting to hear him talk about those times. KB is credited with the first ever 100mph lap at Bathurst, but Spencer did one too in the same race! It was a terrific evening and very well supported by the HSRCA members.



As mentioned in the Wakefield Park report, Paul Hamilton as the CAMS delegate to the FIA flew to Geneva and back in 4 days to attend an FIA worldwide Historic representative's conference. Paul is on a FIA sub-committee looking at the Appendix K International driver licensing rules and this was an agenda item at this meeting carried over from the meeting in Paris earlier this year. That the FIA has asked for CAMS input into this review of licensing arrangements shows the standing with which CAMS is held in Historic international circles.

My spies tell me that Roger Ealand has bought another Formula Junior, a Lotus 18 in the USA from the brother of a gorgeous film star. Not only that, but he then used it to very good effect at Austin, Texas, showing the locals that it's not only Taxi Cabs that we can drive very well in their part of the world, but delicate little Formula Juniors as well. Here is a photo of the car taken from Flicka – <http://www.flickr.com/photos/albionphoto/8906239594/> photo by Mark Wheeler. In fact another spy tell me that as a result of his efforts he has won a custom made fitted helmet – now many of us would like to be at the fitting I am sure ! The car sure looks in magnificent condition and will look terrific beside the other FJ's Roger is so passionate about.



Roger with the spoils after the half hour race photo by wife Margaret. Roger cuts quite a figure !



John Ellacott visited Silverstone, Goodwood and later Spa in 2 recent trips to the UK. He caught up with Peter Studer and his lovely wife Doris at Spa. Peter told John he had sold the Lotus 32 that he brought out to the 2012 Tasman Revival and did so well in, and has replaced that with a Lotus 24. Peter is keen to return with this car in 2014 - it might just be a winning combination. Being Swiss, Peter has a collection of cars many of which were driven by fellow Swiss, Joe Siffert as indeed this Lotus 24 was.



Peter Studer (left) with the Lotus 24 in his workshop.



Another Spa competitor caught by John Ellacott, Kim Shearn in his Lotus 18

A report on the Western Australian's sojourn into the UK and Europe By Neil McCrudden

It is the final night at our base in Kimbolton as we head off to Gatwick airport tomorrow for the trip back to Perth. Our last two events were at Spa and the Silverstone Classic.

For those that have not yet been to Spa the journey involves a ferry trip to France then a reasonable drive across Belgium to the Arden to Francorchamps. The drive across Belgium was on fantastic roads and we finally hit the mountains about an hour before Spa. We had programmed in Spa into the GPS but unlike England the circuit is badly signposted and we finally arrived at the Paddock entry after some additional sightseeing. The track is well laid out with massive pit areas but only half a dozen toilets for the pits. To make things more interesting the doors were propped open so everything was on show which left nothing to the imagination.



[Neil at eau rouge in the Macon](#)

We were based with the Monoposto Racing Club from Holland which were assigned one of the dozen or so individual pits for our category. There were over 70 cars in our group so getting them in was a tight fit. To make things worse the German Formula Ford group which was also running along with another 8 groups were pitted nearby. Not happy with their pits one huge semi trailer from the German team moved into our area and then put their cars blocking our exit to the track. I never realized how narcissistic some groups could be but this was certainly an education.

The event was managed by Helana for the [Monoposto Racing Club \(MRC\) in Holland](#) and she was very well organized and had the right approach to the historic event. We were all greeted like celebrities and the local

drivers were all great people. They even presented us with medals for our efforts and even put on a fantastic barbeque (European style).



Henry presenting a WARM plaque to Helana

The practice on Friday saw us get two practice sessions. With 70+ cars it was very interesting. The cars ranged from Formula Atlantics with ground effect to Formula Vees. The track was easy to learn with only one blind corner and we were all having fun. The two sessions went well. The weather was hot and great for our cars over the weekend. Saturdays race went well with Lance and myself changing place several times through the race. On Sunday was similar but I ran out of gears on lap 5 of the race. I had split third gear and could only get back to the pits in 5th. Even so it was fantastic.

During the weekend we were all lowering our laps times each time we went out to a respectable time for the Sunday event.



**The Australian team from left:
Brian Searles, Henry Oosterbaan, Peter Boel, Neil McCrudden and Lance Carwardine**

Drivers Briefing in four languages at Spa

The following weekend was the Silverstone Classic. This is the biggest historic event in the world and to run this event the logistic issues are immense. Our cars were in either the National or International Pits which are about 2kms apart. Our trailers were parked some 3kms from our pits and the Campers were then in a different location. It was a nightmare getting around. Just about every car club had a display and it was amusing to see 60 red Ferraris and all the other exotic cars side by side. Four of us were running at Silverstone. Marty was in the Chevron, John Rowe in the Cooper. John Davies was also running in his Cooper as well. Peter Boel and myself were in the National pits at the other end of the circuit. I was running the Lotus and Peter the Lola. Ray Stubber was also there with his Brabham BT30.

There was a definite hierarchy with the event with those in the International pits seen as the elite. Certain benefits were available to them but not to us. If you wanted to change your tyres or get new ones it meant a trip to the international pits so those without local transport all missed out on getting tyres.

Silverstone is a large circuit and is very flat. It is difficult to see where you are going and would take several events to properly learn the circuit. Apart from following the helmets/cars in front it was quite difficult. John Rowe only managed qualifying on Friday before a piston let go and put a hole in the block. Marty had a great event with close racing with Ray Stubber. The group they were allocated was F5000 vs F2s so the racing was intense.



Silverstone from the Ferris Wheel

Peter Boel had a great event and I had a few gear box problems in the Lotus. I was on the dummy grid for qualifying when we were all waved on to the track. I went to put it into 1st gear and the box locked in two gears. Peter Alexander was next to me with the [PA Motorsport](#) (UK Macon Racing Cars) and was able with his mechanics to free it up and I managed to get in 3 laps to qualify. It was important to have done it as there were 8 reserves waiting for a race in our category. On the Saturday I had similar problems on the track and the car would lock up as I went back to lower gears. After the event I pulled the box apart and found that the reverse idler had come loose and was randomly picking up reverse.

On Sunday I was able to have a reasonable run. On reflection I found that Silverstone although it is a F1 circuit has in my view no soul. It is big and commercial to have practice on the Thursday it would have cost \$500 for two 20 minute sessions.



[Some of the trade displays at Silverstone](#)

The best fun event for the visit was Ireland. This I would recommend to anyone thinking of coming over. The best circuit to drive on was Spa. I also loved Snetterton and Brands Hatch. I have done over 15000 kms in our camper and seen an enormous amount of the UK and Europe. We have met some fantastic people which I now consider as great friends. If I was coming over again the one extra item I would put in the container would be some bicycles or other transports aids. Getting around the pits is an enormous effort as they are all so large and it is Kms to facilities.

Look forward to sharing our adventures in person.

WARM in Europe 2013 (Part 2)

Photos and story Peter and Bev Boel

Middle June had the whole team heading over to Northern Ireland to compete at Kirkistown, just outside Belfast. This meeting hadn't been on our original schedule but we came across Paul McMorran at the 2013 Denny Hulme Festival in NZ where he was competing in his Crossle Historic Formula Ford with other Europeans over for the Festival. Paul is the present owner of the Crossle factory just outside Belfast and he didn't have much trouble persuading us to add the venue to our itinerary. This year the circuit was celebrating the 60th anniversary of its founding and the local club was keen to turn on an extra special event. With this in mind we were the special guests of the Ministers of Sport and Tourism at a cocktail party at Stormont, the Northern Ireland parliament buildings, prior to the weekend event.



Peter captioned this one – the WARM team and helpers. (Peter and Bev on the left)

A tour of the buildings had us sitting in the seats of Gerry Adams and the Rev Paisley etc trading abuse in the usual parliamentary style. A memorable evening indeed including some fast passes in front of the parliament buildings by Paul in his F2 Crossle, all captured live on the local BBC channel. I can't imagine this ever happening in Australia somehow. Paul also took us on a tour of the Crossle factory, which was the proverbial step back in time to the sixties. The factory is still in its original buildings, a warren of corridors, stairs, and workshops on various levels that leave you lost amidst the spares for all the cars they built over the years. They claim to be able to provide spares for all their models from stock. They're also continuing to build run-on versions of the beautiful Crossle 9S Sports Race Car that can be raced in Historic events.

The Kirkistown circuit itself is small (similar size to Wakefield or Lakeside) but in a beautiful setting and has an interesting layout for good racing. We were allowed to 'camp' our motorhomes in the paddock prior to the event with free power and hot showers provided. The track was also freely available for practice in the days leading up to the



Lance Carwadine in the Jane Brabham

weekend event so unlike at other circuits with limited practice, here we felt truly competitive by the time the racing started. Marty Bullock (Chevron B17C) won all his races whilst Neil McCrudden (Macon) shared the twincam honours with Lance Carwardine (Jane Brabham) while I managed to claim the Formula Junior/F3 class.

I left my Lola FJ at the circuit after the event and with wife, Bev, did some touring south of the border in the Republic. Many of us who visit the UK sadly leave out Ireland which is a shame because the

people are incredibly friendly, the country full of interest and the Guinness spectacular. And a 'must visit' is the 5000 year old site of Newgrange which has got to be one of the most intriguing ancient sites anywhere.

The next meeting after Ireland was Brands Hatch on the full circuit. A local F3 team kindly made available their race-track simulator prior to the meeting so we arrived at Brands with some knowledge of the layout. Brands winds its way through forested countryside with lots of up and down that keeps you interested. I found it easier to learn than the other circuits we visited and was probably my favourite UK venue. This was by far our busiest period as the week following Brands we were at Spa and the weekend after at Silverstone for 'The Classic'.



Neil McCrudden in the Macon

Spa-Francorchamps was without doubt the most spectacular circuit we visited. I've always thought of Belgium being flat and boring but it has some serious mountains on its eastern border. The sign posting to the circuit is seriously deficient and with our GPS messing us about we spent several hours 'exploring' these mountains before finding our way in. Not easy on the narrow steep roads in a motorhome with trailer!!!! We got to know Spa town really well as no matter what road we took to Francorchamps we ended up back in the Spa main street where a festival had the traffic at a standstill.



Peter Boel on the run out of Eau Rouge - And yes I did have a go at Eau Rouge flat chat in my FJ but only once!!!

However it was worth the agro as this is some circuit. We were at the event as guests of the Dutch Formula Monoposto Association which organises events for open wheeler racecars all over Europe. Helena, the association 'boss', easily handled the many questions we ignorant Aussies fired at her by email prior to the event and greeted us warmly on arrival at the circuit and we quickly felt one of the family. There were participants from quite a few countries and with most competitors staying overnight at the track and despite the language difficulties it was a most convivial meeting. The bar-b-q on the Saturday night was a hoot – I don't think I've seen so much meat at one time and there was an endless supply of free Dutch beer. There were over 50 entries in our race group in cars varying from historic F2/3 to Formula Vee but the 7-kilometre track didn't feel 'congested' and was terrific fun to drive. It was without doubt the most interesting and challenging track on our itinerary. And yes I did have a go at Eau Rouge flat chat in my FJ but only once!!!



The banner above the track says it all.

The Silverstone Classic followed and what a contrast to the hills of Spa. This was our second visit to Silverstone on the tour but even so I still didn't feel I knew the circuit well enough to race flat out. The featureless flat terrain makes learning the long fast track difficult and I somehow always kept a bit in reserve. The meeting itself was however incredible. Huge displays of club cars, a serious sideshow, rock concerts at night and over 800 fascinating and valuable racecars entered meant there was always something of interest to view or do. This was also a championship round of the UK Formula Junior series so over 50 FJ cars lined up on the grid for the races. Saturday in the paddock saw a reunion of a number of original FJ drivers with their cars. 'Mister Formula Junior', Duncan Rabagliati, and daughter Sarah had managed to locate some of the 'originals' to be the clubs guests for the day. I felt really honoured to have the 1963 owner/driver of my Lola FJ, Bryan Berron-Johnson, reunite with the car. I'd been trying to find him for many years so it was great to see Bryan, now in his eighties, so chuffed to see his car again.

Developments back home meant bringing my tour to an early close after Silverstone. I had hoped to continue on the Croft, Oulton Park, and Zandvoort with some of the other team members before coming home but that will have to wait till next time. The European Tour has been a most amazing and memorable experience. The camaraderie, support, and fun we had as a team was exceptional and I can only thank Neil McCrudden, Marty Bullock and the rest of the WARM team for making it possible.

Some other shots from Peter and Bev.

Top left Peter with Bryan Berron-Johnson – Henri Oosterbaan in the Alton – Peter, Neil and Mr Formula Junior, Duncan Rabagliati who has done so much to ensure this category has such a huge following around the world.



In this issue a lot of space has been devoted to the West Australian contingent who took their cars to the UK and Europe. Many guys from here have preceded them, but maybe this is a first in that all the cars were in the one container. I am sure most of us would congratulate them on their efforts.

Some thank - you's. Firstly to our tireless officials without who we would have no Historic Motorsport, secondly the contributors to this newsletter, both with words and with photos. Thanks also to the HSRCA and the other Clubs for their support of Groups M and O and also to the guys who ideas are bounced off and those who correct my typing errors.



Finally, one last look at a true Tasman legend.

This is a great photo of Roly at the Speed on Tweed event celebrating the Australian Grand Prix. Roly was telling the story of the 1965 AGP at Longford where sadly driver Rocky Tresise and photographer Robin D'Abrera were fatally injured on the first lap. During the race, Roly's car the BT6 Brabham, started to develop a problem with the limited slip diff, so Roly had backed off the pace and as luck would have it the diff caused a major lockup just as Roly was being lapped by the leader, Jack Brabham. The 2 cars came together and Roly shot off the track and through a wire fence, and although Brabham kept going, with the speeds the cars do at Longford, Brabham decided to call into the pits which cost him his 1st position. I will let Sergeant <http://www.sergeant.com.au/motor/tasman.html> take up the commentary from this point

Brabham began recording record shattering laps in his endeavour to regain his spot. McLaren responded and on lap 17 set a new record time of 2m 18.4s. With nine laps remaining, everyone sensed the urgency as Brabham began to appear in their mirrors. Jack passed Clark and was now right behind Phil Hill. Jack passed Phil, but was immediately re-passed by Phil, who set a new record lap of 2m 18.2s in doing so. Jack responded once more and passed Phil with a new lap record of 2m 18.0s, a time that was never ever beaten on the Longford track.

Meanwhile up at the front, McLaren was having clutch trouble and his lap times began to drop. Phil Hill wasn't finished yet and needing to help defend his team leaders position, he once again took Brabham and followed this by passing Graham Hill as well. Brabham also took Graham Hill and with three laps to go, McLaren was holding on, with Phil Hill trying to hold off Brabham. This he could not do and Brabham was now in second. McLaren was changing gears without a clutch and survived to win by only 3.3 seconds. This must surely go down as one of the best Australian Grand Prix's ever.

The washup was that Roly ended up in hospital due to the wire fence hurting his face and the diff was found to have a broken housing. Jack sourced a steel housing in lieu of the cast iron one and Roly fitted that to the car back in NZ.

Roly was a very popular competitor who was at home here as much as in NZ.

Roly we salute you.