



## Groups M & O racing Newsletter May 2009

- Ed Holly Registrar

Welcome to the first Newsletter since December 2008

The economics of the world seem to be conspiring to make many of us rethink our level of participation and numbers at both HSRCA events this year are well down on what has been experienced in past years.

At a recent registrar's meeting general agreement indicated that maybe our Club should consider reducing the number of major meetings each year to 3 and supplement that with a couple of smaller maybe 1 day no-frills type events. Each of these 3 meetings could then have a specific theme, maybe taking a leaf out of the Warwick Farm theme meetings.

These themes at the various major Warwick Farm meetings were the Hordern Trophy focusing on single seaters in November, the RAC Trophy with the focus on Sports Cars around May and the AJC Touring Car Trophy around July. Of course the Tasman events were usually in February or March. If this was adopted the Horden Trophy would be the focus in the non Tasman years and the Tasman itself the focus for the Tasman Revival every 2<sup>nd</sup> year. If you think this idea has merit please let me know and I will pass it on to the Registrar Chairman, Geoff Morse.

We have now had 2 HSRCA meetings and in between, Phillip Island, reports follow.

### HSRCA Wakefield Park, 7 & 8 February.

This was the weekend of the tragic fires in Victoria and the massive heat wave that engulfed the Eastern States of Australia. Wakefield Park on both Saturday and Sunday reached the mid 40s and the heat was stifling with no where to go to get away from it. Strangely not too many cars seemed overly troubled by the heat and in fact the tyres seemed not to wear as much as they would on a cold track. Maybe it is something to do with the grip biting into the tarmac rather than the tyre abrading away whilst scrubbing across it.



Peter Barclay in the Brabham BT21 exiting turn 2 in practice – Steve Koen photo



M&O + F.Ford traffic jam race start – Paul Lewis photo

The M and O cars were gridded in with Formula Ford, a mix most of our M & O members do not like, but unfortunately with small entrant numbers we were stuck with. Qualifying saw Peter Barclay, Brabham BT21A 1600 make pole with the next 10 places filled by FFs. 2<sup>nd</sup> M and O car was Ed Holly, Brabham BT15 MAE 997, then another brace of FFs then the other 3 M and O entrants John Bentley, Braham BT21 1600, Doug Anderson, Elfin FJ 1500, Brian Lear, Elfin

**Mono 1500.**

In the first race Saturday afternoon, only Bentley and Holly ventured out, finishing almost nose to tail with Bentley in front. Peter Barclay had a problem on the first lap, taking the car out for the weekend.



Bentley about to show Holly what a twincam 1600cc has over a MAE 997cc

In the next race, first on the Sunday schedule, all the remaining M and O cars turned out, and this time Holly managed to hold out a determined Bentley, with Doug Anderson and Brian Lear a little way back.

Race 2 Sunday and the heat was really building again, this time Bentley had a dnf, handing an easy 1<sup>st</sup> M and O placing to Holly now into the 9's and again Anderson led Lear. Interestingly there were no O finishers when Bentley dropped out, says something about the older brigade !

In what turned out to be the last race (another was scheduled but dwindling numbers, the heat and the realization of what had happened in Victoria saw it cancelled) only the stalwarts of Doug Anderson and Brian Lear fronted with Doug again leading Brian home.



Doug Anderson Elfin FJ1500



Brian Lear Elfin Mono - Steve Koen photos

So on a very sad note all packed up and got into the air-conditioning of the modern tow-car and drove home with the ambient temperature still in the mid 40s. From an M and O racing perspective, this meeting was not a success. Wakefield Park cannot create an atmosphere like Amaroo could, a lot of Phillip Island entrants will not consider a meeting before hand, and maybe this meeting should be considered as an experiment that does not need to be repeated in the near future.

### Phillip Island VHRR 13 - 15 March

Phillip Island – thanks to Richard Carter for this report.

Another stunning Phillip Island meeting with some positives and negatives. New format of one practice session and then qualifying on Friday gave us more racing over the weekend which was welcomed..



Neal & Cracknell – Damian Petrie photo

Unfortunately the weather was monsoonal at times and most of Saturday afternoon was cancelled. Can't blame the VHRR for that but those driver's meetings ( 2 of them) seem to be causing a few adverse comments. The M & O field was combined with sports and racing and fronted with 25 starters. Race one was moist and the leaders of Bob Cracknell Elfin 600 and Herb Neal Elfin 600 was short lived when they slid off in delicate ballet style together at Hayshed. This left Richard Carter Elfin 600, Max Brunninghausen Chevron B8, Keith

Simpson Brabham BT16 and Tim Kuchel Brabham BT18 up at the pointy end. Carter thought he had it wrapped up but Laurie Bennett came through from last on the grid in John Bladon's McLaren M1A to win by 1 second. Brian Wilson (BT24) and Peter Barclay Brabham BT21A were having fun just a bit behind the leaders. Max Brunninghausen was flying due to a very smart looking new exhaust (period style of course). Scotty Wittaker's Milano GT2 just got faster all weekend due to his bodywork becoming lighter as it was being polished to death 24/7.



Keith Simpson Brabham BT16  
Damian Petrie photo

Race two was dry and all survived except Peter Barclay who had a mechanical issue. Carter just won from Bennett by 6 hundreds of a second! Keith



Simpson was driving with great skill in the Penrite Brabham BT16 to finish 4th just .3 of a second behind Brunninghausen. Simpson's Twin Cam is not as highly tuned as some but he manages to be right up there with the leaders. Reckon he'll rattle a few cages at the tighter Winton meeting in May.

The final race was a shocker due to heavy rain. Some opted for a wet set up but changed to dry as it appeared to be drying but in the dummy grid it poured. How many times does this seem to happen? Only 9 cars turned up and it was only the young Keith Simpson who had the sense to drive back to his garage. Laurie drove a faultless race to win - well done. Carter managed to spin about 3 times at the start / finish line while on full noise in 5th gear. Managed to recover but said that he really would prefer not to experience that again. Tim Kuchel did the same thing (there was a lot of standing water on the straight) and sadly kissed the fence.



Photos:- P1 Brian Wilson and Keith Simpson, Lemm, Kmieck & Ward photo - P2 Strauss with Herb Neal following, Neil Hammond photo - P3 Michael Russo, Peter Ellenbogen photo - P4 Dennis Neale ,Lemm, Kmieck & Ward photo - P5 Mac Hulbert Zoompix photo - P6 the ultimate toy.

Other regular M and O runners not mentioned were Hugh Gartley Cheetah Mk4, Brian Wilson in the 1967 ex Jack Brabham BT24 Brabham, ohnathon Williamson Lotus 22 FJ,

Peter Strauss Brabham BT6, Jim Foulis Renmax BN6, Mac Hulbert Lotus 18 FJ, Michael Russo Alexis Mk6, Frank Hook T76 F3 and Dennis Neale Lynx FJ. A great turnout of M and O cars. Photos from VHRR website – see [http://www.vhrr.com/photos\\_index.htm](http://www.vhrr.com/photos_index.htm)

## Eastern Creek 2 – 3 May

Unlike the weather at the previous 2 reported meetings the weather this weekend was like Queensland – well except for the drenching the city and Eastern suburbs got overnight Saturday with cars being washed away in Randwick and Coogee. Thankfully Eastern Creek missed all of this.

Once again unfortunately the M & O cars had to be mixed with another Group due to low numbers, and again it was Formula Ford.

Saturday qualifying saw the Wright – Carter battle continue, with the V8 3.5 Brabham BT21 showing a slight advantage over a 1.6 Elfin twincam. Both these cars were well into the high 30s – Aaron Lewis had the Indy Eagle wound up and was into the 43s. Geoff Hinde was there in qualifying with the Delta, but then did not appear the rest of the weekend. The Delta always attracts a lot of attention, and is based on the technology used by Brabham in period and built along with 3 others at Qantas in the late 1960s.

Race 1 was red flagged after a couple of laps with a Formula Ford stalled on the exit to Turn 9, not a nice place to park. The race was re-run late in the day over 5 laps with a smallish field as many had gone home. The Brabham Buick was a full 3 seconds slower than qualifying, maybe Les was playing cat and mouse, anyway the mouse in the shape of the wonderful Elfin 600 of Richards Carter's was only a half car length behind at the finish having set fastest lap. Aaron Lewis brought the Indy car home in 3<sup>rd</sup> spot. Col Haste Brabham BT2 and Geoff Varey in the Gryphon were the only other 2 starters from our Groups.



Aaron Lewis in the Eagle Indy car and honorary M competitor Dick Willis in the Mildren Cooper  
Steve Koen photos

Race 2 Sunday morning was a repeat of the previous race, with Wright just a half car length in front of Carter again, both doing mid 38s. Peter Barclay in his Brabham BT21A came home ahead of all the F.Fords to be 3<sup>rd</sup> outright and into the low 42's. Aaron Lewis was next M & O in the Indy Eagle, now well into the 41s with Wayne Wilson in the Renmax BN2 a little way behind. Then the bulk of the FFs to Col Haste followed by Dick Willis who asked once again asked for the Group L Mildren Cooper to be put into our Group which is a very kind gesture to the other Group L guys as this car would be well out in front. John Bentley is obviously coming to grips with his ex Mansell BT21 Brabham with a very low 43. Further back was Richard Longes, in the still fairly new to Richard, Brabham BT14. Brian Lear in the

beautifully presented Elfin Mono and Geoff Varey, who had a problem late in the race brought up the rear guard.



John Bentley in the Brabham BT21 – Steve Koen photo

Race 3 and the final race of the weekend saw a number of note worthy things happen. Firstly a lot (read most of us) M & O guys do not like to run with the Formula Ford Group. The front running cars amongst this Group are 8 to 10 years younger, and have a wealth of suspension technology advances incorporated as a result. Their corner speeds are higher than the O cars and much higher than the M cars. This invariably means that the O cars with lap times around the same as the faster FFs are holding up the FFs when not in a straight line. Also the FF driver's approach to Historic Racing seems more akin

the modern racing and there seems to be more “incidents” within their racing. It may indeed be one of our guys that causes a problem, but with Formula Fords in close proximity contact seems much more likely. Speaking with the Formula Ford guys, they much prefer also to be on their own for exactly this reason.

I would like to see our Club, where at all possible give Formula Fords their own grids, and as said, they too don't want to be mixed with us as we blast past them in a straight line and they then get held up through the twisty bits. I do know some will not race when this mix makes up the grid. Past surveys support this request.



Col Haste with temporary red nose  
Steve Koen photo

Anyway back to Race 3 – Firstly I would like to say the 1:43.4 done by Wayne Wilson in the Renmax BN2 is to my knowledge the quickest a pushrod Group O car has been around the Creek. Well done Wayne to finish 4<sup>th</sup>. Secondly John Bentley has shown he is really getting to grips with the BT21 managing 3<sup>rd</sup> outright for M & O and getting down to a 43.2. Peter Barclay recovered from an incident to record a 43.0 and finish 5<sup>th</sup>. Honorary Group M runner (from Group L as mentioned) Dick Willis finished 7<sup>th</sup> with Col Haste a little behind, then came Geoff Varey with the now fixed and going better than ever Gryphon, then Richard Longes and Brian Lear.



Richard Longes in his Brabham BT14 – Steve Koen photo

So ended a great weekend of racing with 14 M and O cars getting an airing, albeit that Noel Bryen's Renmax FJ failed to proceed without qualifying due to a holed piston.



## Group M Tyres.

**The Historic Commission passed the following resolution:-** *March 27, 2009*

*It was moved at the March 2009 Historic Commission meeting that Dunlop and Avon Formula Ford tyres be removed from the listing of approved tyres for Group M, effective 1 January 2011.*

*The Dunlop CR82 and Avon ACB9 tyres had previously been added to the list due to supply problems with the correct period tyre. Stocks of the correct period tyre are now available from suppliers and as such there is no longer a need for the Dunlop CR82 and Avon ACB9 Formula Ford tyres to be listed for Group M.*

*In order to allow competitors to use their existing stocks of tyres, the change will not take effect until 1 January 2011.*

*If you have any questions relating to this matter, please contact [historics@cams.com.au](mailto:historics@cams.com.au)*

**I have heard comments both for and against this motion and if you feel strongly one way or the other, please let me know. Bryan Miller is our M & O Group CAMS conduit, and I will pass these comments on to Bryan and if enough sentiment exists for a review of this motion, we will ask for that. The Group M approved list is shown here:-**

### **GROUP M APPROVED TYRE LIST:**

<b>Dunlop</b>	R5, R6 (CR48 L section), R7 (CR65 M section), R7 (CR65 L section), <u>CR82</u>
<b>Goodyear</b>	Blue streak sports car specials G-12, G-12A (K)
<b>Avon</b>	ACB9
<b>Hoosier</b>	Vintage TD

**If the current choice of tyres for Group M is restricted to Dunlop M section, made in England, then I feel a lot of Group M guys will simply go to the Hoosier Vintage TD. The English Dunlops are from my observation, simply too hard for Group M cars to run effectively with Group O and definitely too hard to be combined with Formula Ford as we have been at recent meetings. Col Haste has been trying to get the English Dunlops to work on his Brabham BT2 but despite many changes to the set-up etc the car is still around 5 seconds a lap slower. Col had a Durometer at Eastern Creek and a set of 8 year old Japanese M section tyres were still significantly softer than the newish English M sections on his car. This is a real quandary as we all like to present our cars looking period, but the safety aspect of hard tyres must not be over looked. From what Col says they cause the car to feel like it is constantly on a wet track when it is in fact dry. Traditionally M runs with O but if M are made to go with far inferior tyres to what we currently have then it creates an ever wider gap in performance within the Grouping.**

**On the other hand it has been noted that the Avon grooved slicks give quite an advantage, grip never experienced in the period. Are you guys happy with this situation or would you too prefer some discussion?**

Please let me know of your feelings – especially if you run an M car. As I said, Col Haste has some pretty polarized views, maybe you do too. The Group O list follows.

#### GROUP O APPROVED TYRE LIST:

Dunlop	R7 (CR65 Mk 3), CR 82, CR 84, R7 (CR65 L section).
Goodyear	Eagle G-7, G-15, G15-A.
Avon	ACB 9, Avon grooved slick (A11 compound) on individual application.

### Technical stuff

I recently had a Ford block checked for wall thickness to see if it would need sleeving. Unfortunately it did, however the process used to arrive at that decision was very interesting. Normally when you take a block to an engine reconditioner, you get a report giving you the data at points front, rear and 2 sides for the top middle and bottom of each cylinder.

Paul Truelove, son of Dominic has a tester which can give measurements over the entire cylinder, and whilst watching Paul doing the test, you can see the wall thickness diminishing or increasing gradually as he was moving the probe up and down or side to side within the cylinder. Paul then gives you a report as per normal plus what and where the minimums are within the actual cylinders. All this takes between 1 to 2 hours. I can thoroughly recommend this as it takes the guess work out of the normal procedure. Paul also has a great stock of spares for our types of engines.



*Paul with the probe which uses a liquid as the sonic transfer medium & the readout which works in both real time and records info as it goes allowing the operator to instantly see thickness at probe.*

#### Caliper seals.

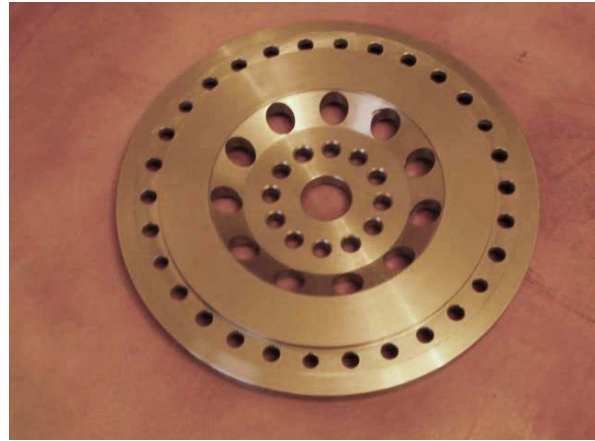
Ever noted that some caliper seals come with different coloured paint on them, probably to assist in their identification. This is usually fairly soft paint, however it did cause me some grief recently when putting together the Girling calipers for the BT21C. Two of the paint dabs were close together and about 2 thou thick. You guessed it, the brake fluid found its way out the gap between them. I didn't know this and I had to disassemble them to see what was going on. It was pretty obvious when I did, but would have been much better to remove it gently in the first place. I dare say in time the paint melts and the problem stops, but when the car sits



around for a while before being driven as was the case here, then prior to assembly removal is the best way.

**A super-lightweight Flywheel.**

As mentioned below, David Kent enjoys his machining and fettling. Recently he made a flywheel to put on his twincam for the BT29. He didn't want to use a tophat driven plate so made the flywheel to allow a normal plate or with a bit more machining to remove some of the step a twinplate. He has managed to get the weight down to 2.9 Kgs !!



David's lightweight flywheel – almost too good to bury inside a bellhousing.

### **CAMS Workshop specific to Historic Racing.**

CAMS held a Strategic Planning Workshop on the 8<sup>th</sup> March at the Olympic site at Homebush. Present were all the members of the Historic Commission and the workshop was addressed by Andrew Papadopoulos, CAMS President, Graham Fountain CAMS CEO, Bob Cracknell the Chairman of the Historic Commission and was facilitated by past HSRCA President Peter Mohr.

The main brief was basically to discuss Historic Motorsport's future over the next 10 to 15 years, given that it is considered by some (using some of Bob Cracknell's words) "a socially and environmentally irresponsible" pastime.

The workshop steered clear of current issues, focusing on the job at hand. Rebecca Drummond, Manager CAMS Historic Motors Sport, has now sent out the draft minutes of the meeting and if you would like to see the draft copy I can send it to you. Rebecca is waiting for feedback from attendees until 4<sup>th</sup> June to finalize them.

### **M and O Cars - NEWS**

There are 4 cars that I know of getting close to finalizing restoration or are about to come into our Group.

Firstly, Victorian, Adam Berryman's ex Bruce McLaren Tasman winning Cooper

This is almost significant Tasman car, Adam has been restoring for a number of years now and it is getting very close as you can see in the photo. This car won the first Tasman Cup in 1964, with Bruce McLaren as team owner and driver, the other team car being driven by Tim

**Mayer, who was tragically killed at Longford in the last round of the Tasman Championship that year.**



The 2 photos of the car in period above are from <http://www.sergent.com.au/tasman1964.html>

**The Cooper almost looks too good to paint with its beautiful aluminum bodywork. Adam advises that the engine is ready, still in the UK awaiting dynoing with Adam's Webers. Once the new windscreen is made, comes painting and all those little things that take so much time. The car will of course be one of the stars at the upcoming Bruce McLaren Festival 2010 in New Zealand.**



**Second is David Kent's Brabham BT29.**

**David took the wise move of not painting his chassis until the car is basically finished. A move that allows any braze welding to settle making removing the flux so much easier, it also allows the attachment of little brackets etc as needed, plus of course you don't have to be careful not to chip the paint when it isn't there already. David is now at the point where the car is getting pretty close, all the suspension is done and chromed, the gearbox attached to a dummy engine is in place new bodywork looks fantastic. Just an engine to build and again those myriad of little things to do, but hopefully we will see it by year's end.**



**In between looking after a very quick Group O Lotus Elan, building the Brabham and doing the odd bit of furniture restoration, David is a fully qualified engineer, happy to tackle such complex tasks as making and installing twin cam guides, deep hole cross drilling crankshafts and so forth. So when it came to making a set of exhaust pipes for my BT21C, I think David seen it as an opportunity to get some practice for his own car. The results were on the car at Eastern Creek when I took it there for its logbook inspection, and no one could tell if they were sand bent or what.**



**The pipes on the 21C photo of car follows.**



**Third is Ed Holly's Brabham BT21C.**

**This car was to be ready for Eastern Creek just gone, but things conspired to prevent it being race-worthy. By late May I hope to have had it to Wakefield Park for a shake down. I did as mentioned above have it at the Creek on Saturday and Bryan Miller inspected it, and except for a slightly crooked NACA duct and non-period sticker on the coil gave it a Guernsey**



**Fourth is an import by Andrew Fellowes, a Brabham BT23 FVA.**

**Andrew has been looking for a Group O car since the Tasman event, when the treaded Group P winged cars ran with Group O. He liked the Group O company so much; he decided he'd like to join us. As a result he has purchased – using Andrew's words – *BT23C-2 scheduled to arrive here mid May, Ex Peter Gethin 1968 then to Sir John Whitmore who ran the dirt bike racer Don Godden in 1969 with little reward. Also has some interesting connections with Frank Garner and Alan Mann Racing. This photo taken by me at Oulton Park Gold Cup 2 years ago, Derek Bell Series, hence the slicks. John Counsell behind the wheel.* – looks very nice Andrew ...**



## Tasman 2010 Update

Firstly, after a resounding yes vote by the Club members present at the latest general meeting of the HSRCA, the Tasman Committee met under new Chairman Stephen Knox OAM, to come up with a Business Plan for what will be the 3<sup>rd</sup> running of this event. I am pleased to report that the Club Committee accepted the plan at the May committee meeting in principle and the go-ahead is now official, but with the same provisos as in the past.

In what is now recognized as the premier “theme” meeting in Australian Historic Motorsport circles, the 2010 event promises to be even bigger and better than the first two. With an established platform to build on, the Tasman Committee will be endeavoring to maintain the best features as well as being innovative with new ones. No matter what however, the 1960s Tasman era racing cars, *and the Formula 5000s* will again be the highlights of the meeting.

To better coordinate the M & O racing entry, I have volunteered to maintain an expression of interest list for our cars, and it is never too early to put you name down. So I expect a flood of emails, saying you will be there. The date is November 26, 27, 28. With this much notice to put it in your diary, order new rubber etc, there will be no excuse !! The International Flyer is at the end of this Newsletter. Brian Caldersmith and I are working on a local one.

### Photos

As you know a number of guys take some absolutely fabulous photos at our race meetings. Russell Windebank, Steve Koen, Steve Oom, Peter Schell to name a few. Russell now has a website where you can view them – look at <http://rswphotos.net/gallery/> But if you ask any of the guys I am sure they will find a photo or two of you.

### Pointscore.

As mentioned in the last newsletter all NSW rounds of the HSRCA’s events will be included in the pointscore. The rules implied there would be no dropped rounds, but seeing numbers at Wakefield Park were so low, all agreed that we should amend this to best 4 of the 5 HSRCA rounds on offer. So those that made the effort to be at Wakefield will have the advantage of pointy end results within their classes and the ability to drop a round. As for away meetings you will need to identify which one you want included.

*Pointscore guidelines for 2009 ( a copy of the current standings is attached to competitor’s emails.)*

The pointscore for 2009 will commence at Wakefield Park. One change from the proposal in the last newsletter is that each round will receive equal points. Ie Wakefield Park rounds will not be uplifted. To recap the mechanics are as follows

*A pointscore and Championship will be for Group M and Group O separately. It will comprise of all the HSRCA Historic meetings and 1 away Historic meeting. Points to be awarded on the basis of best 2 race results for scratch races per meeting. Points to be awarded for outright within each Group for 1<sup>st</sup> 6 places 6,5,4,3,2,1 and points awarded for class additional for up to 6<sup>th</sup> position along the same liines. Any competing car in a HSRCA event is eligible. Within Group M, Formula Junior and F3 would be treated as separate classes, when Group P cars appear they are discounted from the results as far as M and O are concerned. Group O cars would be split into ANF 1.5 and F2 1600. Orphan cars at a meeting lose 1 points per race. i.e.. if you are the only car in a Class then you earn points as above less 1.*

*The classes then become*

*Group M      Formula Junior or up to 1100cc pre 1963  
F3 or up to 1000cc 64/65  
1101/1001 – 1500 ANF 1500  
over 1500*

*Group O      under 1100  
1101 – 1500 ANF 1500  
1501 – 1600 AF2  
over 1600*

*So to give an example of how this might work say you were Group O 1600cc, you came 5<sup>th</sup> outright and 3<sup>rd</sup> in class, the points accrued for that race would be 2 + 4 = 8, the winner would get 6 + 6 = 12 however if the winner was alone in the class then the points would be 11.*

## **Bruce McLaren Festival – Hampton Downs – January 2010**

**Mentioned above is the Bruce McLaren Festival set down for January 2010. There is a lot of interest from our M and O fraternity for this meeting at newly developed Hampton Downs, and we await more details from Festival Chairman, Jim Barclay.**

### **Stories from our M & O members.**

**Stories such as these are a most welcome addition to the newsletter, it is after all what a newsletter should be all about – so thank you guys, I hope you start something here !!**

#### **The Tasman “Revival.”**

**Not CPR but OPR ( Oil Pressure Recovery.) for the Gryphon by -Geoff Varey**

**The one run on Thursday was not spectacular and low blood pressure indicated major heart surgery.**

**On Friday a team of surgeons led by Rob Rowe with his son Wayne assisting, worked in appalling weather under the field hospital operating theatre (tent) the ground was awash on the skid pan! Chief Surgeon Rob brought with him a specially modified “liver”. The fitting of this oil filter required the removal of both lungs (Carby and blower), removal of the sump gave access to the heart and the pressure release valve was dismantled, re-assembled and refitted. The guys from Bathurst TAFE were most helpful; lending us a creeper to keep the poor assistant above the water level whilst replacing the 18 sutures that hold the belly on. Long nosed forceps were required a couple of times when a difficult- to- fit suture fell into the bell housing, just resting against the flywheel. Some sounds from beneath the car during the refitting of the sump may have sounded profane but fortunately there was almost always a nearby race car testing its own lungs. By the time the patient was ready to regain consciousness only 2 litres of original blood that had been saved earlier were available but a short, sharp test did at least give a BP reading.**

**The team “repaired” to ‘The Cricketers Arms’ at Prospect for re-fuelling .**

**On Saturday morning; several litres of blood type HPR40 were purchased and transfused. Slight adjustment to the pulse was effected with help from the TAFE team and a strobe light.**

**On Saturday morning permission was gained from the C of C to start from the rear of the field and reasonable run was achieved but an unsteady pulse had to be corrected when a miscreant HT nerve was firmly reconnected. The second race on Saturday was an absolute blinder!**





**Geoff between the Cooper Climax of Richard Longes and the Brabham of David Jacobs. – Peter Schell photo**

**This undreamt of success gave us a start in the Tasman Revival race starting in 31<sup>st</sup> position. All the work and worry was replaced by absolute euphoria when the Gryphon ran lap times 5 seconds better than ever before!**

**Many, many thanks to Rob and Wayne Rowe, also to the guys from Bathurst TAFE, Peter Addison, Ed Holly, all the committee and volunteers for putting on this very special meeting!**

**Geoff Varey**

**And from Wayne Wilson in response to my plea for stories please –**

**Hi Ed,**

**Only news is that Wayne got into the 1.43s for the first time, must have been perfect conditions or the contentment !! of married life, or just chasing John Bentley. Funny how the old Renmax can catch a few twin cams, even the Indy for 2 laps, around the back, until we get to the straight. Poor little pushrod...**

**There will be much noise on whether we can avoid running with the FFs, the never ending story, but it was not nice to see Peter Barclay in the Brabham get sliced at both ends when he spun, so far I stay a spectator on Lap1 in Turn 2 ( I always stay safely inside and back a little).**



**Wayne at the Revival in the beautifully turned out Renmax BN2.**

Only wish I had the video on board, Peter really jumped in the seat when he got hit, but at least he had that exotic HANS device and he got going and almost caught me with a missing 6 inches of nose cone, and no muffler!!. Bev is going to get me a HANS for my birthday, i think. Bob Britten called in Sunday, he said "how old is this car Wayne?", I said "Bob its having its 40th birthday", he said "Gee how old does that make me?"

Cheers  
Wayne

From Aaron Lewis

Ed, I will wait until we are moving on the Repco Indy engine. With a little thought I can do a piece on the BT25/Repco engine restoration and maybe a piece following the technology development of the Indy car from the Brabham BT12, Lotus monocoque, Eagle, Brabham mono up to the aero development of 1972 with my McLaren. This would be quite involved and not necessarily just M & O relevant so perhaps that is an article for the Oily Rag. There are several angles on this. One is simply the comparison between the very successful Ford engine and the Repco engine on a technical level. I don't think we have ever had the opportunity to physically look at these engines side by side. The other is chassis development through to the quantum leap of the aero age. Obviously I am suggesting this because I have the actual cars that can be used to demonstrate the development and use some photos to highlight details. A picture's worth a thousand words and all that. Regards, Aaron.

I replied to Aaron that the Oily Rag would be best place for an article but that it would be a most welcome addition to this newsletter ...

## FOR SALES

1965 Brabham BT15 1000cc F3 or 1600 twincam

This well known Brabham has been raced recently as both a 1000cc F3 car and as a 1600cc twincam, it was raced in both forms in period. Currently to 1000cc spec with a great MAE screamer engine and successfully raced at the 2008 Tasman Revival meeting with a 1st and two 3rds outright in the all FJ/F3 races. Also winner of the inaugural Nereo Dizanne F3 Trophy. Comes with all required to return to 1600 twincam specs - all you need is an engine. Reasonably priced - enquiries to Ed Holly 0413 270844 or 02 95226845



Russell Windebank photo

## Brabham BT21 Replica

This replica is as near as you can get to a real BT21. Hart head on a 1760cc 711M engine gives it plenty of power and is couple to a Mk8 Hewland. This replica has introduced a number of guys to single seaters. Built in 1992 by Barry Leitch in New Zealand it was the prototype of more than a half dozen cars Leitch Motors has made. See <http://www.geocities.com/MotorCity/Garage/8682/BT21.htm> Can be used at 2<sup>nd</sup> GEAR, Club events hill climbs lap dashes, but not in Historic Racing in Australia, but maybe overseas if the organizers allow replicas. Contact me for more details – Ed



Hideo Yoshikawa at Wakefield on a no-frills day in the Replica.

From Bruce Mansell the following

For the newsletter you may like to tell people that "Bruce's Old Race Car Shop" is now offering body panels in FRP for most Brabham types racing in Australia, including BT6, 9, 14, 15, 16, 21, 23, 24. We also have the moulds for Lotus Seven front and rear guards, outer moulds for the type14 Elite, a full set of brand new moulds for the Lotus 22 and the 23. I'm also manufacturing lightweight flywheels for all 4 cylinder Ford variants from FJ up to the BD series. Flywheels in the small diameter for Hewland / VW fitting or the large diameter for Ford gearbox use as in the Sevens or Escorts and Cortina. Other flywheel such as the FW Climax are also in stock. Specials can be made too.

I have for sale a 1981Caterham CS3 Sprint and the Brabham BT9 F3 / F2, car with restored race Twin Cam and BRAND NEW historic spec Hewland gearbox.. Also a LHD Lotus Elite basket case for sale or restoration to Concourse or race car condition, can be converted to RHD easily as we have the dashboard moulds. I have a very nice un-molested and un-corroded twin cam Weber head, ideal for race conversion, for sale.

John Bentley seems to be getting the hang of my old BT21.

Cheers, Bruce



The following A5 Tasman Revival 2010 flyer is as has been distributed to past and potential overseas entrants.

We will be developing a flyer for local competitors and as mentioned in the newsletter I will be maintaining a list of those who have expressed an interest in the event.

As you know, November next year seems a long way off now, but with the pressures of modern society it comes around all too quick.

And – I have it from a reliable source that the Global Financial Crisis will be a distant memory !!

Hope you enjoyed the newsletter and a special thanks to all who contributed both in writing and photos.

- Ed





**The Historic Sports & Racing Car Association of NSW Inc**  
in association with the **Australian Racing Drivers Club**  
is proud to announce the third



# **TASMAN REVIVAL MEETING** to be held at Eastern Creek International Raceway on

**26<sup>th</sup> 27<sup>th</sup> and 28<sup>th</sup> November 2010**



*ex-Chris Amon Ferrari – winner of the 2008 Tasman Revival*

Eastern Creek International Raceway is an international standard circuit, 3.9 kilometres in length located in the outer western suburbs of Sydney, Australia's largest city.

The 2010 Tasman Revival meeting follows the successful promotion of similar events in 2006 and 2008. Once again the emphasis will be on cars of the 1960s especially those having a genuine Tasman history. The main feature event on Sunday will be open only to cars of a type which competed in Tasman championship events during the 1960s. Another feature event will cater for F5000 cars such as those that competed in later Tasman races during the 1970s and over the three days of racing there will be events for all types of historic race cars. There will be parades of drivers from the period in open cars and demonstrations of other significant relevant vehicles.

Private practice will be available at the circuit for entered vehicles on Thursday 25<sup>th</sup> November 2010.

The on-circuit events will be supported by a range of social functions.





*Tasman Revival starting grid 2006*

We are very keen to confirm the cars coming down-under for this event and our expectations are, with your support that **your entry will be in place by 30<sup>th</sup> June 2010.** The sea freight



containers will depart from the east coast of the USA, probably in the Virginia area, (possibly also from the west coast depending on entries). UK departures will be from one of the normal embarkation locations such as

Felixstowe. Japanese departures will probably be from Tokyo, and the New Zealand container will leave from Auckland. You will need to make arrangements to get your car to these areas and supervise and/or participate in the loading of it and related equipment. Further delivery address details will follow as they become confirmed.

Expected car loading times for the cars from the UK and USA are mid September, with sea freight departure by late September. From Japan we would expect sea-freight to depart no later than early October and we expect New Zealand will also be in early October. This will facilitate all vehicles being in Sydney by mid November.

As the containers arrive, they will be securely stored at the depot of the freight company, Gibson Freight in Sydney, until transportation to Eastern Creek Raceway is required.



This freight company is a world leader in the logistics of moving motor race vehicles, being involved in the worldwide movement of Formula 1, A1GP, MotoGP, World Superbike, & V8 Supercars to name a few.



### **The entry fee for overseas competitors includes:**

- Event entry for all qualifying and racing.
- Return container sea-freight shipping costs ex UK, USA, Japan and NZ
- Wharfage and related charges at Sydney port
- Secure car storage before and after the race meeting.
- Assisted unloading and re-loading of cars at the circuit
- Return car transportation between Eastern Creek & Sydney port
- Private practice at the circuit on Thursday 26<sup>th</sup> November
- 4 entry tickets to circuit for all 3 days
- Vehicle access pass for all 3 days
- Pit lane garage or marquee cover at the circuit
- Access to qualified personnel for race vehicle preparation and on track assistance during the weekend (at entrant's cost)
- Personal reception of invited guests at airport and transport to hotel
- One double room accommodation for 3 nights at the Chifley hotel at Eastern Creek



Note: Insurance, wharfage fees & related charges at the departure port are at the entrant's cost.

There may be an opportunity following this event for shipment of cars to New Zealand to compete in a further historic race meeting in January 2011, but details of those arrangements will not be determined until the 2011 NZ calendar is finalised.



If you are interested in competing at this meeting, or wish to be kept informed about the event, please contact us with the following information:

**Entrant/Driver's name:**

**Car:**

**Contact details:- Phone:**

**Email:**

**Postal:**

**Indicate if you have any interest in the New Zealand events.**

**Overseas competitor contacts:**

- **NZ – USA – GB & Europe:** Paul Hamilton  
Phone: (61) 2 4975 4456 Fax: (61) 2 4975 4553  
Mobile: +61 414 655 778  
Email: [paulhamilton@ozemail.com.au](mailto:paulhamilton@ozemail.com.au)
- **Japan:** John Murn  
Phone: (61) 2 9573 0880 Fax: (61) 2 9573 0880  
Email: [jkmurn@aapt.net.au](mailto:jkmurn@aapt.net.au)

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*ex-Graham Hill Lotus 49 winning the 2006 Tasman Revival*