



The HSRCA Groups M and O Racing Register – Newsletter No.12

Group M 1961 to 1965

Group O 1966 to 1969

By Ed Holly Registrar - edholly@optusnet.com.au

Welcome to the final newsletter before the main event of the last 2 years – the 3rd running of the Tasman Revival meeting at Eastern Creek International Raceway.

We are very fortunate to have Sir Jack Brabham accept our invitation to be Patron at the 2010 Tasman Revival. Sir Jack and Lady Margaret will be at the event on Sunday 28th November. Sir Jack was the 4th highest points earner in the 1960s Tasman series of events behind Jim Clark, Graham Hill and Frank Gardner and shared the 4th placing with 80 points accrued with Chris Amon.

There will be many Brabhams in attendance at the meeting of cars built by Sir Jack and Ron Tauranac. A couple of cars that Sir Jack is sure to remember will be his 1967 car which carried him to 2nd in the World Championship that year and now belongs to Brian Wilson and another is Sir Jack's car from the 1969 Indianapolis event. Recently brought to Australia by Aaron Lewis, it is one of two BT25s and the first of the Brabham monocoques built by Sir Jack and Ron to run at the Indianapolis 500 in 1969. The car was to be ready for the Tasman Revival, but Aaron has found some chassis problems that he wants to put right but just to whet the appetite for the future here is Sir Jack with Aaron's car 41 years ago.



There were only 2 BT25's made and both ran in the 1969 Indianapolis 500, one with Peter Revson, and Aaron's with Sir Jack. Peter Revson finished 5th and Sir Jack 24th out on the 58th lap. Aaron Lewis photo.

A mammoth International contingent is again what the Tasman Revival has that no other Historic event in Australia can match. As at the time of writing this newsletter, there are 45 overseas entries confirmed including a swag of cars from our 1960s era. Once again Graham Adelman will be bringing both his Ferrari 246T and the most gorgeous sounding car ever, the BRM P126.

Thinking forward, the 3rd running of the Tasman Revival will see some great competition at the front of the field. From the entries so far it looks like the winner may be any of 4 makes of car, Lotus, Brabham, Ferrari, or BRM, and maybe there is a dark horse in there as well.

All the following photos are courtesy of Peter Schell, except where noted.

Firstly we will have the 2006 winner, John Smith in the Dawson-Damer family's Lotus 49, followed closely in this photo by Spencer Martin the Paul Moxham Brabham BT23D Alfa which was also right on the pace.



Then the 2008 winner, Rob Hall in Graham Adelman's Ferrari 246T Dino seen here being chased closely by Richard Carter. One got the impression that Rob maybe kept a little in reserve.



Add the equation the car Sir Jack Brabham drove to many victories in 1967 to come 2nd behind team-mate Denny Hulme, the Brabham BT24 of Brian Wilson.



And a recent addition to the sharp end of the 1960's grids, the Brabham BT23 of Trevor Simpson being driven by V8 Supercar and many other categories legend, John Bowe This photo by Peter Ellenbogen



The BRM of Graham Adelman may yet be a dark horse in the field; this car is definitely capable of taking a win just as it did over 40 years ago.





Finally ex Kiwi Phil Harris is bringing Sir Jack's and later Bib Stillwell's BT31 Repco V8 from the USA.

This car is featured in a nostalgic look at Historic racing from Amaroo in 1993 written by John Sexton one of the HSRCA's early Oily Rag editors for Australian Classic Car Monthly that year. This article is at the end of the newsletter. The BT31 in both Sir Jack's hands and later Bib Stillwell's was a very competitive car. It was also the car that Bib Stillwell had a very nasty accident at Geelong Sprints some years ago.

Entries so far at the time of writing this are 40 Group M cars

of which 27 are Formula Junior or Formula 3 – and 31 O cars of which 2 are F3. This is a pretty good entry, but looking at the list there are a few owners and drivers who haven't yet entered. It looks like we will exceed total M and O cars that were present at the last 2 runnings of the Tasman Revival. So if you haven't entered yet, you are going to miss out on one wow of a single seater time.

Here is the list so far.

	Group M	Group O	
Richard Longes	1959 Cooper Climax T51	Richard Carter	1968 Elfin 600
Tom Tweedie	1965 Lola T60 F2	Peter Boel	1966 Lotus 41C
Ed Holly	1963 Brabham BT6	Geoff Varey	1968 Gryphon 2
Maurice Blackwood	1962 Lotus 20	Wayne Wilson	1969 Rennmax BN2
Tony Dorrell	1965 Monaco HS6	Keith Simpson	1966 Brabham BT16
Rodger Newman	1965 Brabham BT14	Herb Neal	1969 Elfin 600B
Richard Nitschke	1962 Elfin Catalina	Jeffrey Hinde	1969 Delta Formula 2
Richard Longes	1965 Brabham BT14	Andrew Gifford	1967 GWG F2
Peter Avery	1965 Brabham BT16	David Kent	1969 Brabham BT29
Richard Wareing	1964 Brabham BT11A	Eli Solomon	1966 Brabham BT18
Ken Williams	1964 BBM Mk2	Neil McCrudden	1969 Macon MR1
David Jacobs	1962 Brabham BT4	Colin McKee	1967 Alexis TR9
Don Thallon	1961 Cooper Climax T53	Mitsuru Miyajima	1969 Chevron B15 Fb
Hunter Russell	1960 FMZ FJ	Hideo Yoshikawa	1967 Brabham BT21
Norman Falkiner	1959 Stanguellini FJ	Ross Hodgson	1968 Elfin 600 Alfa
Roger Ealand	1959 Gemini Mk 2 FJ	Hiroomi Hattori	1968 Lotus 41C
David Reid	1962 Cooper T59	Bob Cracknell	1969 Elfin 600B
Jim Barclay	1961 Gemini Mk 3A FJ	Peter Barclay	1966 Brabham BT 21A
Bill Hemming	1962 Elfin FJ	Paul Hamilton	1968 Elfin 600
John Rapley	1962 Brabham BT2	Lindsay O'Donnell	1967 McLaren M4A
Max Lane	1960 Lola Mk 2	Peter McLaughlin	1967 Brabham BT30
Tony Simmons	1963 Brabham BT6 FJ	Chris Farrell	1969 Brabham BT 30
Chris Atkinson	1961 Lotus 20/22	Andrew Fellowes	1968 Brabham BT23C
Roger Herrick	1960 Lola Mk2	Les Wright	1967 Brabham Buick BT21
		John Smith	1968 Lotus 49/R8

Alan Telfer	1961 Lotus 20B FJ	Graham Adelman	1968 BRM P126
Paul Halford	1959 Autosud FJ	Graham Adelman	1968 Ferrari Dino 246/T
Neil Tolich	1959 Jocko FJ	Phil Harris	1969 Brabham BT31
Kim Shearn	1960 Lotus 18 FJ	John Bowe	1967 Brabham BT23B
Jon Williamson	1962 Lotus 22 FJ	Jeff Brown	1969 Brabham BT 28 FJ
Michael Sexton	1959 Gemini Mk2	Robert Buckley	1969 GolFord Special FJ
Tony Olihoff	1960 Emeryson Elfin Mk1		
David Methley	1960 Lotus 18 FJ		
Tadashi Sasaki	1960 Lotus 18 FJ		
Koichi Watanuki	1965 Merlyn Mk 9 FB		
Syuichiro Nagakubo	1960 Lotus 18 FJ		
Don Thallon	1963 MRC FORD 22 FJ		
Murray Bryden	1963 Lotus 20B		
Bruce Edgar	1963 Elfin FJ		
Victoria Le Gallais	1965 Brabham BT 15		
Kevin Taylor	1967 Brabham BT 21 F3		

Vale Dennis Neal

Dennis was one of those wonderful people who really enjoyed the thrill of just being a competitor with all of us in his beautiful Formula Junior. The car was always immaculately turned out with the help of Dennis's brother Herb and was a real picture on the track in its vivid blue colour. The Lynx was the works Formula Junior so well driven in the early 60's by one of our Racing Car legends, Kevin Bartlett.

Dennis lost a battle with cancer and passed away in late August, I would like to take this opportunity to express our condolences to the Neal family from the guys Dennis enjoyed racing with.



Dennis in his ex KB works Lynx at Eastern Creek at the Tasman revival 2008 - Peter Schell photo

Don't forget to support the Tasman Revival by buying a ticket

A LOTUS ELISE for \$50?

Ticket No.



Permit No GOCAU/1218 issued under the provisions of the Lotteries and Art Union Act 1901

This Art Union is in aid of the Historic Sports & Racing Car Association of NSW Inc and
the number of tickets is limited to 1250

\$50

\$50



LOTUS SYDNEY TASMAN REVIVAL ART UNION

The prize is a 2004 LOTUS ELISE supplied by LOTUS AUSTRALIA

This model has been refurbished and restored by Lotus Australia.

Registered & insured, it is valued at \$45,000



Art Union drawn at 7pm on Saturday 27th November, 2010 at the Eastern Creek
International Raceway during the LOTUS SYDNEY TASMAN REVIVAL race meeting.

Winning number published in the Sydney Morning Herald 29-11-10 and on the club web site.

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In aid of the Historic Sports & Racing Car Association



LOTUS SYDNEY
TASMAN REVIVAL



www.tasmanrevival.com



RACECAR



There have been a couple of race meetings since the last newsletter and the reports follow.

Winton Festival of Speed – Group M & O, FJ and FV review 14th and 15th August

This report is courtesy of Victorian, Peter Ellenbogen who not only took these wonderful photos but wrote this report for us as well. – Thank you Peter – and you can see the whole of the action shots from all categories at the meeting go to <http://www.flickr.com/photos/peterellenbogen/>

The inaugural Winton Festival of Speed, hosted by the VHRR on the weekend of 14-15 August, provided a welcome return to the track for some of the country's finest historic racing machinery in what is typically a quiet time on the annual Victorian historic racing calendar. To the competitors it also provided a rare opportunity to tackle the full Winton circuit - a venue well suited to cars in all the competing categories.

A freezing cold and at times wet event did not dampen the enthusiasm of the competitors nor the hardy fans who as always braved the elements to get their fix of nostalgia from the days when racing was dangerous and sex was safe. That said, the warmest place to observe proceedings was undoubtedly under cover of a multi-layer driving suit while tucked snugly into one of the cars, not trackside with camera

as I as usual found myself - well, at least until the rain came.

The full field of 16 entrants took to the circuit for qualifying on Saturday and the battle for pole position was won by the evergreen John Bowe, one of a pleasingly growing number of professional racing drivers who enjoy getting back to their career roots amidst the relatively relaxed and very colourful historic scene. Bowe was guest-driving the immaculate 2.5 litre Brabham BT23C of Trevor Simpson and



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John Bowe in the BT23C

delivered a typically capable and committed performance behind the wheel to take the first starting spot with a best time of 1:27.15. Regular front runner Richard Carter was next up in his venerable Elfin 600B (1:32.37) and Ian Ross made it into 3rd place and fastest sports car in his Elfin 360 with a time of 1:35.93.

Bowe made a clean break at the start of race 1, but was kept honest throughout the 6 lap event by Carter, the two eventually finishing less than 3 seconds apart. Bill Hemming in his striking Elfin 400 looked very comfortable on track and made up two positions from qualifying to finish in a respectable 3rd place and first sports car home. The battle for 4th place was closely fought with Rod Anderson (Stirling) prevailing by only 0.7 seconds over Mike Russo, driving Anna Dizane's Brabham BT21C. The rare sight of historic Formula Vee's on track initially had the two contenders running closely together, but following Leigh Hemmings' retirement on lap 4, NSW entrant Daniel Bando was left to his own devices and finished in 10th place.



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Mike Russo enjoying Brabham time.

in his Stirling. Bill Hemming was next up in his Elfin 400 and Leigh Hemmings proved the old adage of 'to finish first, first you have to finish' by finishing 7th and first Formula Vee home, just ahead of race 1 sole survivor Daniel Bando.

The final race on Sunday afternoon saw a disappointing field of only 4 cars take the start. 7 laps later and SA visitor Richard Nitsche in his Elfin Catalina found his perseverance rewarded with an overall victory. Formula Vee drivers Leigh Hemmings and Daniel Bando took the next two positions, while Murray Bryden was the only Victorian entrant to brave the conditions and 4th place home was his reward.



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Richard Nitsche on his way to his first single seater victory

Race 3 on Sunday morning saw only 11 of the original 16 entrants line up on a soggy grid and by this time, John Bowe was clearly feeling more settled in the Brabham and clearly determined to show that he was worthy of the accolade of 'rain master'. He raced away to finish more than 22 seconds clear of the consistent Richard Carter. Jim Foulis, in his BMW-engined Rennmax BN6, did well to finish third and Rod Anderson was the last unlapped competitor and first home in Group M

MORGAN PARK 23-25 JULY 2010

A report by Formula Junior competitor David Reid of Queensland

GROUPS M&O

While entries for this event were some 250 Cars, M&O was thinly represented with the exception of the eleven Formula Juniors who comprised all of the M Racing entry and there were no starters in M Sports. O Racing was represented by Richard Carter, Paul Hamilton and John Ashwell and O Sports comprised only Stephen Fryer and Robin Marshall. For the obvious logistical reasons, the organisers had not grouped M&O together, O being fielded with Q&R, and M racing with Fa/Fb. This makes it difficult to report on our groups, but makes sense for the event. Whilst cool, Warwick put on some sunny weather, at worst a little overcast at times. Ambient temperatures were around the early 20's, but tellingly, the track temperature did not get over 33.

M Racing

As indicated above, the field comprised all FJs and Race 1 saw Shearn and Ealand's Lotus 18s locked in their customary battle, Shearn dominating, followed by Bill Hemming in the Elfin FJ separated by some FFs and then Boel's pretty little Lola Mk5A closely followed by Reid's T59 Cooper, until excess effort to close on Boel resulted in an inglorious spin at turn 5, a stalled engine allowing Willis' Ausper T2 past. Geoff Fry in his "other" Jolus, Allan Conway in his rare Gemini Mk3A, and Mike Goodfellow in the Talisman and Mike Gosbell who was having a run with the other Juniors having just competed in Group L in his beautiful little T52 Cooper, all enjoyed running together. Don Thallon's very quick MRC22 was an early casualty with induction gremlins.

Race 2 saw some attrition in the fragile FJs. Roger Ealand led to the finish, followed by Bill Hemming in the Elfin

- Peter Boel's Lola was out after three laps with jammed gears, Kim Shearn's Lotus suffered gear problems putting him back into 6th before he was able to climb the order following Don Thallon's (continuing carburetion) and David Reid's (broken exhaust bracket & resultant loose manifolds) retirements. Dick Willis enjoyed some reliability in his gently driven (car is for sale!) Ausper circulating with Geoff Fry's Jolus after Mike Goodfellow's Talisman also succumbed.

[Below Author David Reid in the Cooper followed by Peter Boel - Colleen Conway photo](#)



Race 3 saw some great dicing throughout the depleted group. Conway had distributor issues, Shearn was a DNS with a jammed 2nd gear, and the Jolus was also a DNS. Ealand's Lotus led away but Hemming got past on lap2 and held him off until a determined passing move on lap7 saw Ealand lead him home. Don Thallon circulated off song in third while Reid after a great start, led Boel till lap5 when he got through under brakes at turn6, running in that order to the flag with Willis behind then Goodfellow after Conway parked the Gemini on lap5.



Roger Ealand in the Lotus 18 leading a pack from Bill Hemming in the Elfin FJ then a couple of Formula Fords, then
Don Thallon, and David Reid Cooper Type 59 then the rest of the Juniors. Colleen Conway photo

O Racing

Race 1 saw Richard Carter in the Elfin 600B lead Paul Hamilton in his Elfin 600 start to finish, and after Chris Farrell pitted on lap2 before rejoining, the Group O pair led the Q & R field from the front with Carter comfortably ahead of Hamilton. John Ashwell in the BT21C, though well down in the field, was nevertheless circulating not far off the pace of Carter and Hamilton, as were the six intervening cars from Q & R. Race 2 ran to a similar pattern, though the Elfins were (progressively) gridded forward and led the field until lap 2 when Farrell moved past Hamilton and between laps 3 and 6, two others relegated the two leading O cars of Carter and Hamilton to run to the finish in overall 4th and 5th at the flag. Again, with traffic, John Ashwell in the BT21C ran down the order until lap5 when he was able to advance a little. Race 3, the Historic Racing Cars Feature Race was a repeat of earlier races with Carter and Hamilton running at the pointy end until lap5 when relegated a place behind Farrell (who has an enormous advantage) and Foster as well as John Smith in the Lola T440 (Group Fa) who managed to place himself between Carter and Hamilton. Again John Ashwell's Brabham was caught in unremitting traffic, though this time, he managed to gratifyingly advance 5 places between laps 3 and 6.

Overview

A good weekend was had by those who had made the long trip and Morgan Park, like Wakefield Park and Winton embodies all of the attributes of the classic "Club Circuit" which was the history of many of our cars. For those able to get up early on Sunday, there was the opportunity to drive road cars on the new extended 3.0Km circuit which is almost ready and which will be in use for the WDSSC 25-26 September event. This will take this track to a far more serious level, and when combined with the recently revived Lakeside circuit makes SE Queensland an attractive destination for Southerners.

Wakefield Park 18th 19th September 2010

By Ed Holly

This was the 3rd running of this event in this timeslot of the year, and it is becoming a very nice Clubbie type meeting. Our JKL Registrar entices a lot of the early cars to come along and a few seldom seen MG's and older than 50 years racing cars could be seen at this meeting.

The M and O racing cars were gridded with the M and O sports cars of which only Brian Wilson came along in the delectable Brabham BT5 and also with the Formula Vees, of which there were 12. Our contingents of 6 Group O cars and 10 Group M cars became 2 less when both Brian Lear in the Elfin Mono and Tony Simmons in his ex Peter Johnson Brabham BT6 came along without their cars!

Practice saw the Group O cars to the fore, except for Ed Holly in the Brabham BT21C who was having fuel flow problems and ended up amongst the Formula Juniors in qualifying. Otherwise it went pretty much as scripted with Les Wright, Brabham BT21C Buick, taking pole by over a second from Richard Carter 2nd in the Elfin 600 from Paul Hamilton also Elfin 600 a further second behind. Best of the Juniors was Peter Strauss in his Brabham BT6 very closely followed by Kim Shearn in his Lotus 18 with Don Thallon just behind. Noel Bryen definitely gets the hard luck award as the Rennmax FJ followed its usual pattern and lasted just 2 laps in practice before being parked for the weekend.



Paul Hamilton leading a slowing Richard Carter in the 4th race of the meeting. Peter Schell photo

Race 1 Les Wright recorded a runaway win by 4 seconds from Richard Carter, Paul Hamilton was next, but the entertainment lay in the dice between Andrew Fellowes in the Brabham BT23 and David Kent in the Brabham BT29. Andrew hasn't done many laps at Wakefield whereas David has done many, and the power of the FVA was needed to keep a well driven "cooking" twin cam powered BT29 at bay. This was David's first ever race in his own Brabham after a long restoration and he was well pleased with its debut. The last time the car turned a wheel in anger was 30 years ago! The Juniors were also having fun with Peter Strauss prevailing over Kim Shearn and Don Thallon in his MRC Lotus 22. Further down the field was Richard Nitschke all the way from SA in his Elfin Catalina 1500, having a ball in the car with his frequent use of it.



The start of race one, Carter leads Wright into the kink, Hamilton then Fellowes, Holly already up beside Kent on the inside line, Strauss tucked in behind Kent then the rest of the Juniors. Paul Lewis photo.

Race 2 This was a bonus race for the weekend and was held late on the Saturday. Ed Holly finally got the fuel flow problem solved, amazing what a replacement fuel pump can do. Again Les Wright recorded



Les Wright leading the pack from Carter, Hamilton and Fellowes – a Peter Schell photo

a victory, but this time Richard Carter was very close at the finish line. Next was Paul Hamilton then a bit further back was another good dice when Ed Holly managed to get between Andrew Fellowes and David Kent and spent the rest of the race trying to find a way around Andrew Fellowes, and almost achieved it on the last corner, but didn't want to be in a situation as per the Webber/Hamilton incident at Singapore

and didn't go on with it. David Kent was at times filling the mirrors of Ed Holly just as much as Holly was filling the mirrors of Andrew Fellowes. I think we can all see that David will be a real force to be reckoned with when he gets around to building his "race" motor. Once again the Juniors had the same results at the sharp end, but this time they were at it hammer and tong. Peter Strauss prevailed over Kim Shearn with Don Thallon in the MRC Lotus 22 in 3rd spot. You could literally throw a blanket over these 3 anywhere on the track and they finished within a half second of each other. Next was Richard Nitschke who had managed to find a way around the Lotus 18 of Roger Ealand, who himself was holding out one of the prettiest cars on the track, the Lotus 20 of Murray Bryden. Graham Brown was having an indifferent weekend and was a little way further back.

Race 3 Another Les Wright victory but not from Richard Carter who had problems leaving the dummy grid and was placed mid field for the start. At the drop of the flag Ed Holly got another blinder of a start and passed a slowing Carter at the kink, on the run up the hill he then got past Andrew Fellowes who missed a gear and ended up in 4th. (Andrew I'm still smiling!!) David Kent also got past Andrew to take 3rd and Andrew was relegated to 5th. (David's still smiling too!!)



The freight train for 3rd 4th and 5th, Kent leads Holly leads Fellowes - a Peter Schell photo

As the race was into its closing stages the Formula Vee guys were just in the wrong place at the wrong time and held up Les Wright and Paul Hamilton to the point where they were caught by the 3 car freight train behind. The ruling that no advantage will be taken in an overtaking of lapped cars was strictly adhered to, however this had closed the leaders up to within a couple of seconds and also brought David Kent back to the clutches of Ed Holly. On the run to the finish line, the power of the Peter Larner twin cam in Holly's BT21C managed to eclipse the "cooking" engine in Kent's BT29 and Holly robbed Kent of 3rd spot by a mere 5/100ths of a second.

Further back the Juniors too were having a ball in the cool morning air. This time Don Thallon was missing from the lead pack after a problem on lap 4 and it was again Peter Strauss from Kim Shearn, but with Roger Ealand taking advantage (how unusual) of the Thallon incident to register a fine 3rd. Once again after an 8 lap journey just a couple of seconds separated the lead 3 FJ's. Graham Brown found some extra momentum to finish a fine Junior 4th with Murray Bryden next.



The waltz of the Lotus 18's as captured by Peter Schell. Kim Shearn leading Roger Ealand.

Race 4 Final race of the weekend. This race was red flagged after a couple of incidents at turn 2. Firstly there was a touch of wheels between Ed Holly's BT21C and David Kent's Brabham BT29. The result of this was Holly being spun around at the apex and finishing up facing the oncoming cars (over 20) just around the corner, not a good place to be I can assure you. *I would like to thank all those guys who were behind me for missing me; the onboard camera vision is not for the feint hearted!- Ed* With the help of the emergency crew I pushed the car off the track and on the next lap under a yellow flag a number of Formula Vees tangled and blocked the track. The result of all this was a re-run later in the day. Only 3 O cars and a solitary M car faced the starter late on Sunday afternoon. The win was recorded by Les Wright making a perfect weekend for the BT21C, Richard Carter again had problems. In 2nd place outright was Murray Bryden, in the beautiful Lotus 20 after Paul Hamilton incurred a 1 minute penalty. However Paul's penalty hides a great drive to finish on track a mere 1/10second behind Les.

So for some the weekend finished on a bit of an anti-climax. However for one competitor, David Kent to debut a car with a not so powerful engine at present, to get well and truly into the low 6's even so was great to see. Welcome to O racing David.



Star car of the weekend, David Kent's debuting Brabham BT29. Peter Schell photo.

FESTIVAL OF SPEED ON TWEED

The annual Murwillumbah event, held on 10-12 September, celebrated the success of Australian specials and attracted a worthy lineup of icons of the past.

Foremost was John Sheppard's magnificent Maybach 2, a faithful recreation of the Stan Jones machine which was destroyed in a crash while leading the 1954 AGP at Southport. Also prominent were the Whatmore Jaguar of Dick Willis and the Centaur Waggott in which John French won the 1962 Australian GT Championship.

Nigel Tait's Matich SR4-Repco V8 captured plenty of attention on and off the track, while Digby Cooke's stunning Jaguar XJ-13 Replica attracted widespread lustful admiration.

Fastest of the 180 entries was the Van Diemen RF87 of Alan McConnell who scorched around the 1.2km course in 39.4873 secs. Also under the 40 secs mark were Neil Farr (Bowin-Hay P6 V8), Bill Norman (G.E.K.) and Douglas Barry (Lola T8750 F3000).

In Groups M&O Chad Wheeler was quickest with a time of 45.4912 secs in his Rennmax Palliser 1600, ahead of Kristeen Wheeler in the well-presented Whitford 1500, Glenn Wright's CRD F3 and Robert Buckley in the Goford Special.

Scoring a notable class win in one of the more refined Australian Specials was Ian Pope with a commendable time of 47.260 secs in his Lolita-BMC Mk 1, while Peter Quayle also topped his class with the Jolus Minx.

Words and photos courtesy of Peter Schell.

Clockwise – Robert Buckley – Goford Special; Kristeen Wheeler – Whitford
Chad Wheeler – Rennmax Palliser; Glenn Wright – CRD F3



SENIOR JUNIORS

Those who know me think I am a pain in the arse (not those who know me really well though I must add!). What I am being a pain about is singing the praises of Formula Junior, on and on, now that it is a senior formula in Historic Racing around the world.

Formula Junior is massive in the UK and Europe as you would expect, because that is where it all began. The Canadians and Americans have Formula Juniors with over-subscribed fields and a lively National Series. Of course many FJ's were exported to North America in their day and also some interesting local manufacturers joined in the fun.

Three years ago, 35 Australians and Europeans went to South Africa to race their Formula Juniors on three circuits, to enjoy themselves and re-invigorate the local owners - and of course the New Zealanders are as enthusiastic as any worldwide, with a strong movement. So, Formula Junior is truly growing into a senior formula in world Historic Racing.

The Australian Formula Junior Association is a remarkably well organised group. We have a Register of Owners, a Championship, a regular Newsletter and Web site (www.afja.com.au).

We are throwing our weight behind the Tasman Revival this year. Expect to see in excess of 40 entries - the odd Pom, 8 Kiwi's, 3 Japanese and a great band of local owners. If we look like we are having fun - then come and meet us there. You may even want to come and join our ranks. We are not all a pain!



The Formula Junior category is indeed a worldwide phenomenon, here Duncan Rabagliati is seen out wide in his orange Alexis HF1 at the recent Silverstone Classic event. There were 53 starters and another 8 on the reserve list. Dubcan is Chairman of the UK based Formula Junior Historic Racing Association - Photo by Kitty Chisholm.

Tyres for Group M

As all competitors will be aware, the CAMS ruling that to compete within Group M from January the 1st next year, we must use an approved tyre which will no longer include the Avon or Dunlop Formula Ford tyre that some of us are currently running. We have all seen the arguments for and against this ruling and there was a healthy discussion within the Group M ranks recently, where the support for the ruling was evenly split between those that can run the Formula Ford tyres and those that cannot and that was about 50:50.

So gentlemen, if we want to be included in the Group M results we will have to abide by the CAMS ruling as of the end of this year.

With this in mind I borrowed Tony Caldersmith's durometer on my recent trip to Silverstone and used it to see just how soft the fresh 204 compound Dunlops were over there. The Dunlop supplier allowed me to check a number of brand new tyres but reminded me that the results I found would not be too accurate as durometer readings are normally done under very controlled circumstances. I thanked him for his advice and found that in the main I got a reading of 65 to 68.

Probably more important though was some of the advice I got from the locals. That was never buy tyres at the beginning of the season – most agreed they would then receive “last season’s” tyres and thereby be at a disadvantage.

Everyone talks about the M section tyres from Japan being so good – and yes I found them to be that too, but they are no longer and apparently never will be available again, so we have to get those out of our minds and make the best of what we can from the UK ones. The other consideration we have to take into account is that we are at the END of the supply chain, not the beginning as we were from Japan and that exacerbates our problem. When you think of the tyres coming from a source in the UK spending quite some time in a container, maybe in the sun, going through heat cycles across the equator, then arriving here and being stored again through maybe a summer, by the time we get them they may well have lost a lot of their “green-ness”.

I noted Demon Tweaks in the UK have a huge supply input into Historic racing there and I knew that David Kent deals with them quite frequently, so I asked David to inquire into having some M section tyres shipped out by air from them. Demon Tweaks have a website and the 450 / 550 tyres are listed at 116 and 150.50 pounds each. For a set of 2 450s and 2 550s air freighted to us here, including GST and customs clearance charges, it seems it would cost in the region of \$1500 Australian (maybe even a tad less) if we bought 3 sets at a time. If we did buy them at the end of their season, which is soon, and kept them in a dark cool place in bags then we should get as good as we can expect. To buy them locally it costs virtually the same price. I know Dunlop lists a 525 but I don't think this size complements a 550 rear; I have always used 450s and 550s and found them to be a very good match. For further information contact me – edholly@optusnet.com.au

Remember the Poms and Europeans ... and ... our own Formula Juniors ... have been running on these tyres for years, so when some competitors say they are unsafe, maybe we have to review how hard we expect to go on them.



Pole-sitter Enrico SPAGGIARI in his Cooper type 53 enjoying some controlled oversteer on his English Dunlops in the first race for the pre-1966 Formula One cars at the recent Silverstone Classic meeting.
Kitty Chisholm photo

Technical corner

Lucas Distributors



You can see the offset hole in this photo

I recently converted a Lucas BMC distributor to a Ford one by changing the drive dog to a drive gear. I also shortened the body to fit further down into the engine but that is another story.

What I did find was that the drive dog pin that goes through the shaft was not in the centre of the shaft. Now this might not sound like it is important, but it can have severe consequences if a drive pin forced through a Ford gear to fit a shaft from another dizzy. I once helped a Formula Ford competitor to get going after the gear on his distributor broke-up and the pieces dropped into the sump, luckily without causing further damage, and I always wondered what had made this happen and I can now see why.

So if you do install a different gear on a Lucas dizzy, be aware that the pin hole in the shaft may not align properly, thereby creating a stress point on the gear drive that could fail inside the engine.

Stuck Master Cylinder Piston remover

Ever wished you could get a force behind a piston that is stuck down a master cylinder bore. Seems such a simple task, but of course with no way to get behind the piston it isn't that easy. Sometimes compressed air will shift it if it isn't too "clugged" up, but if you are restoring an old one that has been sitting for a long time this might not work.

I recently made a simple piston and barrel with a thread at the end of the barrel to fit into the master cylinder but you could make it to take a brake flexible hose. Then by simply filling the bore with a fluid, water is fine, put the barrel in the vice and hit the piston with a hammer, you are applying the hammer

force to the other side of the piston inside the master cylinder and it will come out to the point where the reservoir feed hole is uncovered. I made this for a remote reservoir Girling master cylinder and blanked off the reservoir feed with a bolt as can be seen in the photo. If it was for a normal integral reservoir, the internal forced flow will enter the reservoir so you will need to fill the reservoir and blank it off a Clamp over a bit of rubber should suffice. I have found most often once the piston has moved to this point - banging it onto a piece of wood will keep the piston coming out until it can be gripped.



PIT PATTER

It seems not too long ago that Tom Tweedie was playing in our patch. In fact in the first event for the Group M cars at the 2008 Tasman Revival, Tom showed a clean pair of heels to all of us in much more powerful cars in a wet race. Tom was driving his Lola F2 car with a 1 litre SCA engine and 6 speed gearbox. Well 2 years on and Tom is vying for the Australian Gold Star award, Australia's most prestigious award for single seat racing and based on the current Australian Formula 3 category. Tom is currently in 3rd position, only 12 points behind the leader Ben Barker and 4 points behind Mitch Evans, both in more modern machinery. The next and last event for the Championship is scheduled for Sandown on October 23 and 24, and there are still 48 points up for grabs. I am sure I speak for everyone that has ever raced in Historics with Tom, in wishing him the very best for that weekend. For more info go to:- www.tomtweedie.com or www.formula3.com.au



In the Lola 2008 Tasman Revival



In the Dallara Morgan Park August 2010

Heard on the grapevine,

Max Lane has a front engine Lola Formula Junior.

Peter Larner has a front engine group M car. One of 2 Bobbins built by Bob Caddy, this one first raced in 1965 and has a supercharged 1340cc Ford engine. Peter might frighten a few twin cams down the straight with this one.

From Richard Carter:- Just letting you know that some of us are pushing CAMS to consider allowing after market twin cam cylinder heads to be approved PROVIDED that they are basically *as original* and therefore not having a performance gain. As some will be aware, the old porous metal (amongst other issues) make the useability of old heads challenging. As I understand, the Larners are bringing in a SAS head from the UK and they will be able to assess, with others, the likelihood of these being accepted. My personal thoughts are that I believe we should support manufacturers who tool up to provide product to keep our old cars running. At this point in time I do not have the need for a head but who knows when I will require one?

Don't forget and results for race meetings can be found at - <http://www.natsoft.com.au/cgi-bin/results.cgi>

Silverstone Classic 23/24/25 July 2010

How does 860 race cars, 1000 Historic racing drivers including Sir Stirling Moss, and 15 Lola T70s in the one race sound? Go to www.silverstoneclassic.com/ Results are under Event Info ...

For a number of years now, John Ellacott has made the trip to arguably the largest Historic Race meeting in the world, and he managed to convince me that I really needed to go and see what it was like. Also 2 weeks later the Vintage Sports Car Club's annual pilgrimage to Prescott Hillclimb was on and that I also needed to see that. I managed to find out that there was an Air Pageant at Old Warden on the Sunday in between and this turned out to be an incredible event with about 50 old aircraft from the Shuttleworth Collection taking to the air. Result: - 4 weeks of cars, planes trains and boats!



Warm up lap for the F1 pre 66 GP cars race – yes they are all genuine F1 cars! – Kitty Chisholm photo

The Silverstone event is an amazing place to be, everywhere there are cars we only ever see in magazines actually competing, and not just being exercised for the show, but being treated like they were built yesterday. In fact some of the cars competing are in fact replicas which were built in recent times, but in the main the real cars were treated just the same.



Lola Mk4 leads John Chisholm Lotus 18, then a Cooper Type 53, and another 2 Coopers at the start of the Saturday race. John Chisholm went on to a runaway win. - Kitty Chisholm photo

From an equivalent M and O racing cars point of view, the fields were of a genuine high pedigree. Included in the programme were 1, Pre 1966 rear engined Grand prix Cars 2, Grand Prix Masters F1 cars 1966-1985 3, Historic Formula Juniors and 4, slightly out of period, but delectable

nonetheless, Pre '61 front engine Grand prix cars. Just like our Tasman Revival, there are 3 days of competition with private practice on the Thursday. Track time however is a lot less with practice (1) and racing (2) times of 20 minutes each.

In the pre-66 GP cars race, there were almost 50 cars, imagine that - a grid of more than Eastern Creek's M and O capacity of genuine Grand prix cars. Being pre-66 meant that the later cars were 1500cc whereas the older cars were up to 2500cc. At a place like Silverstone the larger engine cars would seem to have a very distinct advantage, however qualifying saw a Lola Mk4 with a 1500 engine gain the 2nd spot on the front row from a 2.5 Cooper. The ex Dawson-Damer Lotus 25 owned by John Bowers and extremely well driven by Andy Middlehurst qualified 9th, but really got the car wound up in the racing to come 4th in Saturday race and 6th in the Sunday race. The 6th was after losing many places avoiding a spinning car in the early stages of the race and then clawing some of them back.



John Bowers talking to his driver, Andy Middlehurst after the Sunday event - Lotus 25, R4 looking resplendent carrying the No25 in the foreground. This car is prepared by Classic Team Lotus who were looking after about 10 cars at the meeting, all marvelously prepared for their owners.

John Chisholm won both races quite easily in his 2.5 Lotus 18, John and wife Kitty, were very tempted to come out to the Tasman Revival, but timing was just not right unfortunately. Kitty is an avid photographer and has kindly given me most of the photos that appear here. One has to admire the dedication the drivers show to the job at hand, it is as though these cars are still racing for the World Championship and no quarter seems given or expected and the cars are really driven at their limits.



Podium after Sunday race,
John Chisholm with the
winner's trophy. Kitty
Chisholm photo.

The Formula Juniors were 2nd each day to venture onto the track, a bit of a pity really as the crowd which is substantial (over 70,000 over 3 days) is still filling in and some missed some of the best racing seen on the 3 days. Again the racing was the leader first past the flag after 20 minutes and in the first race a Cooper Type 59 came home ahead of two Lotus 27s. One of these 27s was in fact the ex Peter Arundell 1963 Formula Junior, the very car that managed to beat Denny Hulme in my BT6 to win the 1963 UK Formula Junior, Express and Star championship, by just 1 point. The car is now owned and maintained by Michael Hibberd, and as Michael managed a 2nd place in a field of over 50 cars, it is in very good and very competitive hands. Michael when he is not racing looks after Bentley's Jaguars and



Michael Hibberd in the ex Team Lotus Peter Arundell Lotus 27 - Kitty Chisholm photo.

Rolls-Royces. Yes that's right, over 50 Formula Juniors battling it out, and there were reserves waiting to fill any gaps! The race on Sunday morning saw another victory by the 1962 Cooper Type 59 with driver Jon Milicevic, this time the Lotus 27 of Michael's was 4th, Michael was complaining of understeer at the end of the Saturday race and was unable to correct it at the track.



Couldn't resist the temptation to sit in the "enemy's" car from all those years ago.

I had a very close look at the 27 and it was a very trick car for 1963. Inboard front suspension, monocoque construction, and a very slippery shape. The car was very softly sprung, maybe as a consequence of the early monocoque's reputed lower than a space frame's torsional rigidity. But at the end of the day these cars were very quick as Peter Arundell and now Michael Hibberd are proving.

In the 1966 – 1985 F1 GP masters races there were no equivalent O cars.

So ended 4 days of being a spectator at this wonderful event. The organizers claim it is the "World's Biggest Classic racing Event".

Schuttleworth Collection – Old Warden Aerodrome.

Now most M and O competitors are also interested in aircraft I have found over the years. Ever since I was a kid making and flying control-line model aircraft, I have always wanted to go to Old Warden and see the Shuttleworth collection of aircraft, Old Warden figured prominently in the English publication Aeromodeller. It just so happened that the 2nd weekend John and I were in the UK there was an Air Pageant being held there on the Sunday. What an amazing spectacle this was, about 50 aircraft up to WW2 actually took to the air. Just coming to mind are Sopwith Triplane, SE5A, Bristol Fighter, Hawker Tomtit, Tiger Moth, Chipmunk, Piston Provost, Ryan PT22, Sopwith Pup, Avro 504K, Bucker Jungmann, Avro Anson, Gloster Gladiator, Avro Tudor, Lysander, Feistler Storch, Blackburn B2, Hurricane, Seafire, Vampire, Mustang – and many more. A crowd of about 10,000 were in attendance, and one would think



Avro Tudor leading a Hawker Tomtit.

long queues to get in and out would be the order of the day, however just as at Silverstone and Prescott later, there was virtually no holdup getting in and out of the parking areas, there's a lot we can learn from the Poms in this regard. Just as John and I were leaving the old Edwardian aircraft were about to take to the air – aircraft just like in Those Magnificent Men in their Flying Machines! It is definitely worth a visit to their website, www.shuttleworth.org/



Se5A on a high pass – a lot were lower than this!



A Miles Magister with the pilot climbing aboard

Prescott Hillclimb

Prescott was a 2 day affair, once again cars we only ever see in magazines hauling up the Hill making for wonderful sights and sounds. And it wasn't only on the track that wonderful sights could be taken in, the car park for members had more Bugattis and Bentleys than you would see Holden's and Falcon's at the local Westfield !



Car park is just as interesting as the track activities – Vauxhalls, Bentley, Bugattis and a whole array of pre-war beautiful machinery.

This from the post meeting press release:-

The exceptional entry of 250 Pre-war cars was always going to make for a great weekend's competition at the Vintage Sports-Car Club's Prescott Speed Hill Climb in Gloucestershire on 7-8 August; the crowd of over 10,000 visitors were not disappointed as long standing records were smashed.



Mark Walker was hotly tipped to break the Edwardian Record in his 1905 Darraq 200hp. Having recently completed an extensive restoration of the car he is enjoying his first summer of competition behind the wheel of the Land Speed Record breaking car. His first climb of the 880 yard course on Sunday morning in a time of 47.96 seconds saw him significantly displace the existing record from 2003 of 51.76 seconds.

James Baxter took home the coveted Mays Berthon Trophy for 'Fastest Time of the Day' with a lightning quick run of 40.81 seconds in his 1934

Frazer Nash Single Seater breaking the 1997 record set by none other than Mark Walker in the Parker GN of 41.40 seconds.

Hall and Hall - Bourne

Who will ever forget Rob Hall's drive of Graham Adelman's stunning ex Amon Ferrari 246T at the 2008 Tasman Revival meeting to win the 15 lap Tasman Revival race. I caught up with Rob at the Silverstone Classic where he was driving some wonderful cars which resulted in some stunning results, in a diversity of cars such as Lotus Cortina, AC Cobra, Aston Martin and the list goes on, with wins in the Cortina and Cobra in some of the most competitive grids you will see in Historic Racing anywhere in the world.



Rob next to his Gentleman Drivers' GT and Sports pre 66 Endurance racing winning Cobra & the Aston Martin DB3
Just 2 of the cars Rob drove at the meeting.

In between drives I caught up with Rob and he invited us to visit his workshop in Bourne if we happened to be up that way. With an invite like that we were always going to be "up that way"!



Bourne was the home of the famous BRM company, and the estate where Hall and Hall is located is only a stone throw from Raymond May's house, a stately home where you can still see the garages where so many innovations of British motor racing came into being.

Rob's father worked for BRM and the meticulous way in which every aspect of their business is approached, shows that the roots of their endeavors come from a long line of racing heritage. Such is the nature of the work done by Rob and his staff that nothing is impossible. If you want anything built from a component to a full and complex race engine to a complete 100% replica of a too valuable to be raced car, then Hall and Hall can do the job.

Within the facility there were quite a number of such things being done, from a BRM H16 or V12 to a Maserati or OSCA to Ferrari engines, to the replication of some very significant race-cars to the fettling

and preparing of customer racing cars. All this was being done in-house with no fanfare, but with incredible detail to perfection.



To me, these photos almost look like seeing into the glass counter at a model car shop – except that in this case these are real cars!

I would suggest that you visit the Hall and Hall website, and check out the cars they have for sale as well, it is guaranteed to make you want to buy something.

<http://www.hallandhall.net/>

I would like to thank Rob, very much for taking the time to show us around the factory and display areas and showing us where Raymond Mays lived, and look forward to seeing him again at the upcoming Tasman Revival where Rob is once again earmarked to drive the 2008 Tasman Revival winning car.



A bit of history from the Historic period!

On the last 3 pages you will see some scanned pages from the Australian Classic Car magazine, a monthly publication that is still on the bookshelves monthly.

The pages depict the M and O scene as it was in 1993, when a lot of us still had some colour on top of our melons. There are a lot of names that are referred to, that are still donning a helmet, and as usual Popey really gets a good mention! That the article was written by long time HSRCA Oily Rag editor, John Sexton, makes it all the more important. The feature car is in fact Sir Jack's 1969 Tasman Championship Brabham BT31 and later raced by Bib Stillwell which as alluded to earlier in the newsletter, is return "home" to run in the Tasman Revival, a car many will remember very well. And some more notables, Dr Michael Henderson, in the Lotuz, Howard Blight in the Brabham BT21 I think now owned by the Dizanne family, how about Peter Addison in the Mk 2 Lolita – Nev McKay and Adam Bressington both in Mallocks – where has Adam been lately? I can see the Milano Zephyr of Stuart Schofield carrying the No78 – it was Stuart who got me into all of this with that car, which is now in the hands of Malcolm Shaw. Another guy we haven't seen for a long time. Brian Sampson gets a mention, a pity Brian doesn't often come out of the Mexican territory much lately. Dick Willis gets a mention and Dick is enjoying the Mildren Cooper more than ever. Likewise Andrew Robson another Victorian who rarely ventures up into sunny NSW. Paul Hamilton was off to the USA, which looks like it was going to give a few others a chance of running at the front! *In fact the car behind the BT31 in the picture below is Paul – and Paul assures me he did go on to win this race much to the satisfaction of one Graham Howard!*

Again on the Brabham BT31 – I asked Peter Schell, who is a walking encyclopedia on cars such as this, to give us a bit of the history of this car and this is what Peter has given us along with a picture from Peter's collection: - *Please note the story reference to Andrew Robson owning the car may have been John Sexton's belief at the time (1993) but this is at odds with the known history of this car which was Bib's after Bill Marshall.*

"The Brabham BT31/1 was constructed for Sir Jack to contest the 1969 Tasman Series. Because of delays caused by strikes on the wharves, the car's sole appearance was at Sandown where Sir Jack scored a creditable third placing behind the Ferraris of Chis Amon and Derek Bell and ahead of the Lotus 49s of Graham Hill and Jochen Rindt. Sir Jack returned to compete at the Easter Bathurst meeting where the red car, resplendent with Ampol signs and a high yellow rear wing, scored a new lap record on the way to a dominant win. After years of storage and occasional displays the car returned to the tracks in 1984 in the hands of William Marshall before being acquired by Bib Stillwell in 1987. Bib raced the car regularly in the local historic scene until sustaining damage both to himself and the car in an accident at the Geelong Speed Trials in 1996. The car was subsequently rebuilt and, following Bib's death, was sold overseas."



For Sale etc.

FOR SALE: Peter Johnson 0411 195937

1500cc Ford pushrod engine. Complete with new AP single plate racing clutch, lightweight steel flywheel, forged steel crank, steel rods, forged pistons, GT head by Ian Tate, Wade 224A cam. New Pace oil pump, currently dry sumped, but can be fitted with a new HE wet sump. Alloy rocker cover. Complete exhaust system to suit an open wheeler, inlet manifolds, a pair of matching 45mm Weber carbs, all fuel connections, and accelerator cable fittings.. Starter motor, and a front timing cover with a chronometric tacho gearbox. Engine was dynoed recently, and has only done testing miles. Ready to be fitted and raced.

2 New, unused magnesium Elfin Catalina 5", 6 bolt front wheels for sale.

WANTED: 2 good Elfin Catalina 6" 6 bolt rear wheels.... Peter Johnson

Quality Car Storage on the North Shore Excellent undercover parking & Security
Phone Trevor on 0413809803

But just before we go to the 1994 Amaroo report

I'd like to thank all those guys who have volunteered to do reports, and those that have taken photographs and kindly let us see them and those that have done both, at the various race meetings around the country where ever our wonderful cars are involved.

Guys your efforts make putting this newsletter together a real pleasure and to the competitors – please say a thank you to them when you see them next – we would all prefer to be doing anything rather than writing reports – so you do owe a vote of thanks to these guys.



With LOTUS having returned to the F1 scene, is BRABHAM returning as well?

These two guys were seen recently talking in depth at the Motorlife Museum Kembla Grange during the opening of the Sir Jack Brabham room. Keep watching this space.

Sir Jack Brabham and Ron Tauranac.
Photo Brian Caldersmith

racing

Who's fast, who's winning, who are the ones to watch?

John Sexton gives us a rundown on some of the top contenders in Australian classic racing today



The ex-Jack Brabham BT 31, now owned by Andrew Robson. (Photo, Rod Eime) Group O Racing is a very competitive class indeed with the car to watch for 1994 being Andrew Robson's Brabham BT 31. The dominant car for many years was Paul Hamilton's Elfin 600 T/C, but with Paul now in the US the class is wide open. Another player who will do well is Harley Boggis, with another Elfin 600.

This is another class dominated by Brian Sampson, this time in his 1968 Chevron B8. This car is also BMW powered and was brought into Australia by Tony Oxley in 1969 as a replacement for his Hustler Ford Clubman car. Sampson set his time of 57.30s in 1988, so there is a good chance it might be bettered pretty soon.

The car to do it will most likely be one of the Mallock U2 Clubmans, driven by either Neville McKay, who hails from Hong Kong, or Adam Bressington. These cars are soon to be given an Australian Historic log-book, subject to changes requested by the Historic Car Committee. They are dazzling performers and an asset to any sports car race. Keep an eye out for them.

I 993 has seen an amazing array of historic cars being raced at the premier circuits in this country. What is more important, they have been used in the manner they were meant to be used in - hard and fast. These cars are no museum pieces. They have been restored, sometimes at great cost to the owner, and then put to hard work.

Here we are going to present to you just some of the huge variety of Australia's historic cars currently being raced, to give you some background on them when next

you see them competing at a Historic meeting near you. There is, of course, no way we could profile all the significant cars that exist in Australia, so if I miss out on a car you feel is worthy of note, please let us know and we will try to give the car a mention in future articles.

As I have outlined in previous articles on this subject, the Historic classes are broken up into periods of significance.

The Group L Sports Car class is for cars built between January 1st, 1941 and 31st

December 1960, and this particular roost is ruled by Lotus and Lotus clone sports cars. As with any chronological grouping, the cars built towards the end of that group tend to dominate. Top rooster is Paul Samuels, part owner of the new Goulburn circuit, who drives the lovely 1959 Lotus 15, powered by a 2.5 litre Coventry Climax FPF 4 cylinder unit developing about 230 bhp. Always expertly driven, the car holds class records at most circuits in Australia.

The 15 was a direct evolution of the Lotus Eleven and incorporated the famous

Chapman Strut rear suspension.

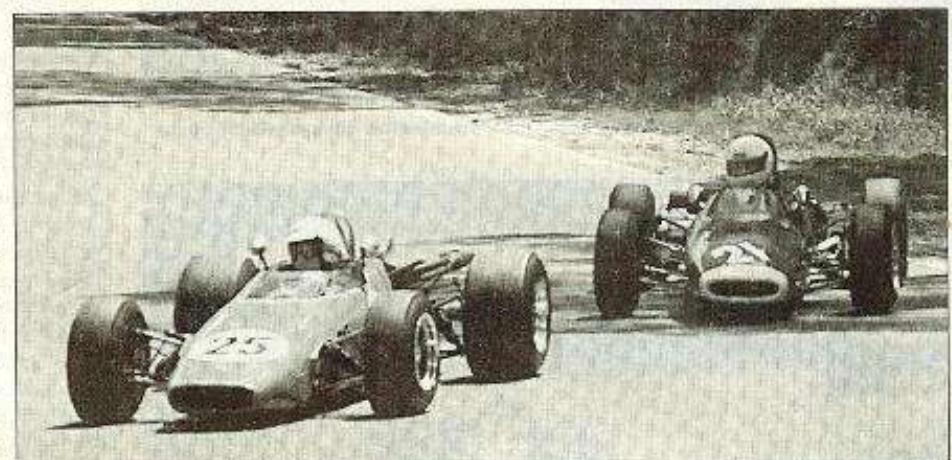
The front suspension is the usual Lotus wishbones top and bottom, with the front arm of the top wishbone also acting as the anti-roll bar, similar to the Lotus Sevens and Elevens. The gearbox is the Lotus designed unit built by ZF. If there is a weak point in this car it is the 3.7:1 BMC A Series differential centre which originated in the Wolseley 1500 sedan. Not up to the power of the Climax, Paul is always careful accelerating off the line, mindful of the fact that there ain't many Wolseley 1500s around any more.

Another top contender is John Carter, driving a 1960 Elfin Streamliner. John is, incidentally, the other part owner of the Goulburn track, gives away 1,500cc capacity to Paul and is less than half a second slower than the Lotus 15, but I must put a small part of this down to tyres. The Elfin is on 13" Japanese Dunlop R7 tyres which are very grippy while the Lotus is on 15" English Dunlop R6s. This is not in any way detracting from the performance of the little Elfin, powered by a 1,000cc pushrod Ford Anglia motor. With a lot of input from Cosworth, who provided the steel crank, rods and pistons, the engine will rev happily to over 10,000 rpm. A lot of attention has been paid to the cylinder head as well and this is the secret with these little screamers. They must be allowed to breathe in order to develop the horsepower they do, so the valve gear is of critical importance. The gearbox is also Anglia, with the 4.8:1 diff being the same BMC A-Series unit as Paul's except that this one started out life in an Austin A30.

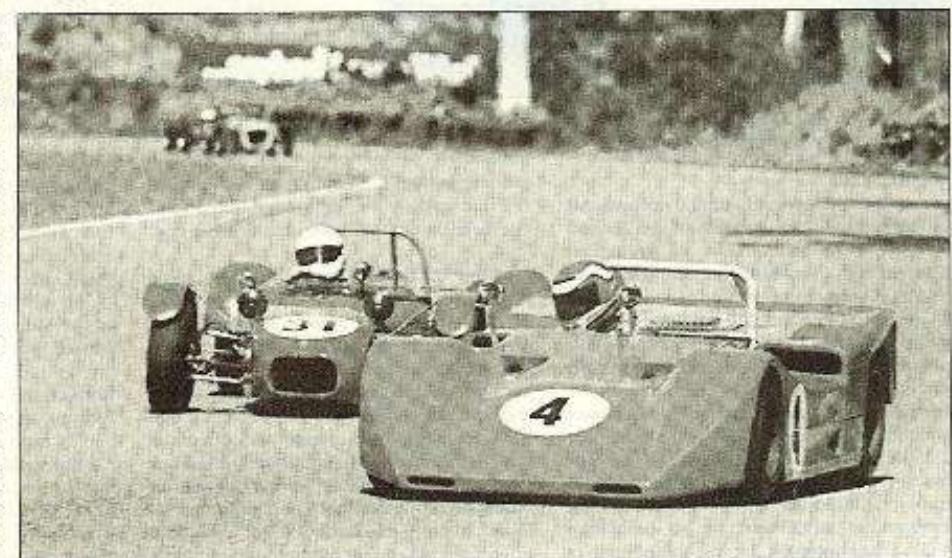
Group L Racing Cars starts on 1st January 1941 and ends on 31st December 1960. Outright honours for this group is passed back and forth between two cars, the Eldred Norman Zephyr Special, driven by Graeme Snape, and the 1959 Mildren Cooper Climax belonging to Dick Willis. We have been privileged to witness some great racing between these two cars from Winton to Eastern Creek to Phillip Island. They are very evenly matched, with only tenths of a second



Michael Henderson in his Lotus Clubman leads a typical sports car field around Amaroo
(photo, Rod Eime).



Harley Boggis in his Elfin 600 leads Howard Blight in his Brabham (photo, Myles Lockett)



Ian Pope in his Lolita MkI #31 harries the later MkII Lolita of Peter Addison at Amaroo
(photo, Rod Eime).

Group M Racing embraces the same period as the Sports and the quickest of these at Amaroo Park is Mark Potter, who holds the Group lap record at 54.58s in his 1965 Brabham Twin-Cam. Andrew Robson, Victoria, is not far behind him in his own Brabham Twin-Cam. Also, Andrew should be worth watching in the future since he recently bought Bib Stillwell's Brabham BT31.

This is the ex-Jack Brabham Tasman car, fitted with a 2.5 litre Repco V8.



The Mallock U2s of Neville McKay and Adam Bressington always work in pairs (photo, Greg Stanfield)



Ian Pope in the Lolita splashes around a sodden track at a recent Winton meeting (photo, Melinda Dudley)

between them.

I suppose the Zephyr Special is my favourite simply because of the ingenuity of the car. Built virtually without a chassis, its strength is achieved with a backbone formed by the engine and a six-inch diameter tube extending back to the clutch, gearbox and differential, which are all housed in a unit at the rear. This whole assembly somehow bends around the driver like some automotive bedfellow. The six cylinder Ford Zephyr is supercharged by a Wade blower which is fed by a 2.25" SU carburettor, the 2,250cc engine developing about 180 bhp. The front suspension is Holden and the rear is a transverse leaf with bottom wishbones. God knows what sort of impact the car would have had on the Europeans if it had turned up over there in 1955. As it is, in the hands of Graeme, it is indecently quick and has no trouble seeing off visiting Maserati 250Fs.

The only other car to stay with, and beat, the Zephyr is the Dick Willis Mildren Cooper, powered by a 2 litre Coventry Climax FPF. Always worth watching, Dick's driving style never seems ruffled, even when locked in battle with Graeme. Obviously, the Cooper is much

more agile than the Zephyr, an asset needed to make up the power deficiency. Keep an eye out for them at the Amaroo Historic meeting.

Group M Sports is for cars built and raced between 1st January 1961 and 31st December 1965. No replicas are allowed in these classes. The gun car in this class is the Elva BMW driven by Brian Sampson from Victoria. His lap around Amaroo of 55.53s was set in 1989 and hasn't been challenged since. Using a 2 litre BMW engine, these cars were quick out of the box in the sixties, although Australia did not see one out here until a Dr Michael Henderson brought out one in 1968. The Sampson car is in fact Michael's old car. Winsron Kim, also of Victoria, has another example of this car and there is not much difference in performance between the two cars.

Another top Group M car is Ian Pope's Lolita Mk I, built in 1965 by Henry Neyrebecki. It is a tight little bundle, rear engined with a spidery profile like a Clubman car on a diet. The 1,071cc Cooper S motor/gearbox combination is in its usual transverse position and, like the Mini it came out of, the whole

Racing Calendar

• **January 29-30th 1994**
The Castrol Classic All Historic, Amaroo Park
The first all historic meeting for the year, the 19th consecutive meeting to be held at this compact and entertaining circuit run by the Historic Sports and Racing Car Association for all classes of historic cars. If you have ever wanted to dip your toe into the sport of historic racing, the regularity class is the way to do it, as long as your car was built before 1970 (sorry, no open-wheelers). Phone 02 489 8164 or fax 02 559 3355.

• **February 5th and 6th,**
Albert Park Retrospective.
This meeting will try to recapture the sights, smells and sounds of the 1958 meeting with a number of the racers there in the flesh.

• **March 12-13th, 1994,**
The Castrol Classic, Phillip Island
This is a wonderful circuit and a must for owners of really fast cars. Phone Margaret Ricci, editor, Victorian HRR (H) 03 570 7417

• **April 2nd/10th**
The Adelaide Historic Speedweek
Just about the friendliest date on the historic calendar, vying for that title with Winton. More details soon.

unit is compact and light. Ian raced it in the Sixties, sold it in the Seventies and bought it back in the Eighties. Refurbished, it has found a new lease of life under its old master and is going faster than ever.

Group M Racing embraces the same period as the Sports and the quickest of these at Amaroo Park is Mark Potter, who holds the Group lap record at 54.58s in his 1965 Brabham Twin-Cam. However Andrew Robson, also from Victoria, is not far behind him in his own Brabham Twin-Cam. Also, Andrew should be worth watching in the future since he recently bought Bob Stillwell's Brabham BT31. This is the ex-Jack Brabham Tasman car, fitted with a 2.5 litre Repco V8. It will be very interesting to see the talented Andrew pedalling this car at speed around our circuits.

So there you have it, 1994 looks to be a bumper year for Historic Racing. The cars are exciting, varied and fast. Why not check out the Historic Sports & Racing Car Club display at the forthcoming N.R.M.A. Motorfest on Sunday, 23rd of January, 1994.

John Sexton