



HSRCA - 1960s racing cars - Newsletter No.13
Group M for cars 1961 to 1965
Group O for cars 1966 to 1969

Welcome to the last newsletter of 2010. What a great end to the year for the single seater brigade with 87 1960's racing cars entered for the biennial Tasman Revival at Eastern Creek.

Interest in 1960s single seaters locally is definitely on the rise with many cars re-appearing over the last few years and quite a few being imported by enthusiastic owners. The HSRCA was born out of a need to give the M era cars a place to run back in the late 70s when other organizations considered them too young to be included in their Historic Race meetings – and now 30 years later – that we can assemble around 50 of them along with over 30 of their, younger again, Group O cars is I think a great achievement on the part of the Tasman Revival organizing committee, upholding that tradition set all those years ago.

So first item in the newsletter is a report on the meeting, a meeting 2 years in the planning, or 6 years really, as essentially the same organizing team has been together now for this period of time with the 2006 and 2008 events in the bag.

The 2010 Tasman Revival Meeting – Eastern Creek – 26, 27, 28th November 2010

Firstly we were all very fortunate to have Sir Jack Brabham as our patron this year. Sir Jack added immensely to the stature of the meeting and whilst there signed many autographs and presented many trophies, including his own for Group M racing. I apologize for being in this photo – but I did win this very trophy and thought it appropriate to include a Peter Schell photo of my chatting with Sir Jack after the presentation.

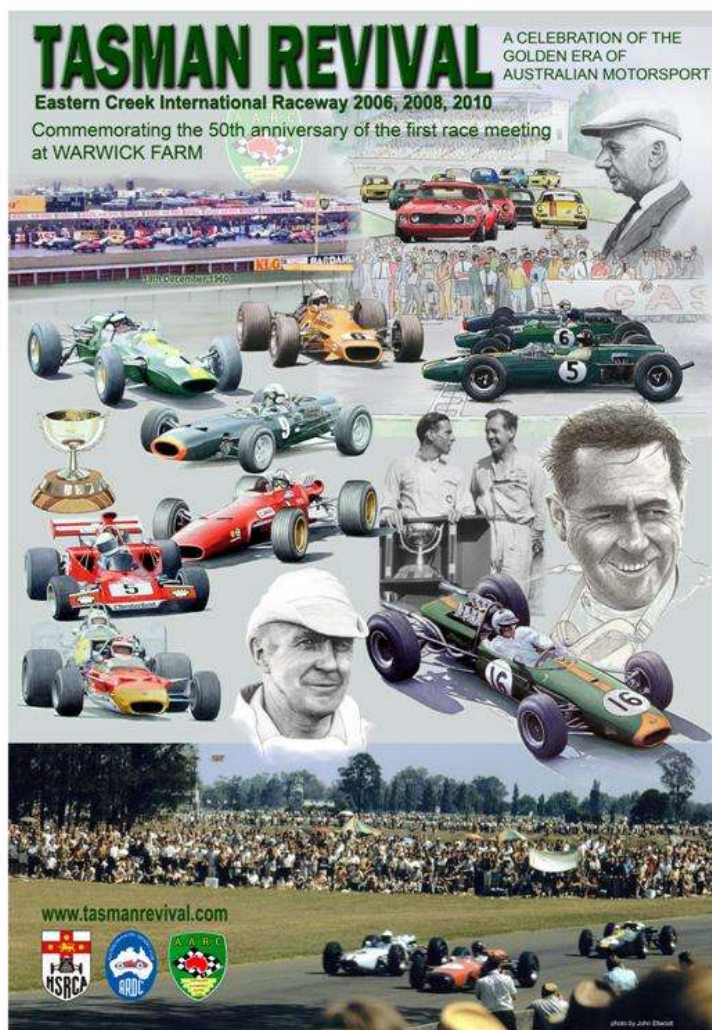


The 3rd running of the Tasman Revival was again a real gala affair. Just like many overseas International meetings, the HSRCA's event had something for everyone. That the event has been adopted by the owners of cars that have a racing history, or as we say the "C of D" cars, (Certificate of Description) is evidenced by the fact that many of them ring the organizers to apologize for not being a part of it. There are many reasons why people can't attend and it is terrific that people think so highly of it that they take the time to do this.

In all there were 42 cars from overseas in 9 containers plus another container with 9 cars from Western Australia, over 4,000 km away, or about the same distance as New York to Los Angeles, and a first to have these cars compete at Eastern Creek. The countries represented at the Tasman Revival were UK, USA both east and west coasts, Japan and New Zealand. In our 1960's racing cars Groups M and O there were 20 fabulous cars competing. I would like to convey to those from overseas, that the many Australian competitors really appreciate the efforts our international visitors make to be a part of our event.

If I may, I would like to briefly mention the HSRCA's Tasman Revival steering committee, after all none of us would get to enjoy what we have without these guys. Firstly the Chairman this time was Stephen Knox OAM, Stephen has a wealth of organizational skills including many years raising funds for the Flying Doctor Service and Stephen is also a past President of the HSRCA. The event manager was Peter Addison, and Peter too is a past HSRCA President with exceptional organizational skills learned in the school of film making. Then there are the other committee members who all have a portfolio, and essentially the team has been together now for 6 years. That the team has been able to develop an idea into a very well patronized event in just 3 runnings of it, is a great credit to them and I am sure you join with me to thank them sincerely. Eastern Creek is managed by the ARDC, the Australian Racing Driver's Club, the ARDC is the HSRCA's

joint venture partner and without them the meeting would be much more difficult to put on, so again am sure you all join with me to thank them for their support.



Another of the Tasman Revival's attractions is the Tasman Experience marquee, a 20 metre x 20 metre marquee prominently placed in the main paddock area. Here a bunch of guys develop a theme and work very hard to bring it to us. This year coincided with the 50th anniversary of the first meeting at Sydney's Tasman venue in the 60s and 70s, Warwick Farm. They managed to find many of the cars from this meeting and in fact 2 cars from the first ever race there and have them on display. There was also some fabulous photos from past 60s and 70s Tasman events and many other exhibits. It is the venue where the HSRCA entertain the Tasman legends so they are very accessible to the public and have autograph signing sessions as well. It is the centre piece of the pit area and somewhere to be able to sit down have a coffee etc surrounded by wonderful artifacts of a wonderful time in Australian Motorsport.

On the Sunday all the Tasman legends climb aboard Morgan sportscars and with their names emblazoned on the windscreen they are driven around the circuit much to the delight of the crowd.

Peter Schell can supply a copy of the poster if you like they're \$5 +tube \$2 + Postage \$5.60 = \$12.60 Peter is at schellpm@bigpond.com or they will be available at the Club shop next few race meetings

From Paul Hamilton's desk:- There were of course many people from overseas who attended the Tasman Revival and amongst them were two guests of the HSRCA.



FIA Historic Motorsport Commission President, John Hughes, made the trip down to Sydney to see the Tasman meeting and was suitably impressed by the breadth and depth of overseas participation, the strength and quality of the local entry and the high standards of competition and organisation. During the course of the meeting John met with CAMS President, Andrew Papadopoulos, CEO, David Morgan, Historic Commission Chairman, Bob Cracknell and FIA Delegate, Paul Hamilton. He made many new friends and contacts within the Australian historic motorsport community and has promised to return. John's visit and interest in the meeting was attracted by the growing stature of the event and reflects the strength of CAMS' contribution to the administration of international historic motor sport and the increasing Australian participation in international events.

The well known Autosport magazine columnist, Marcus Pye, attended to assist the event commentary team and obtain background for reports on the meeting. Marcus also came 'down under' for the Bruce McLaren festival events in NZ in January and his return visit was evidence of the growing regard now held in Europe for our historic events.

OK Now to the racing

Firstly a report on each of the Groups, starting with O then M then the FJ's.

The actual Tasman Revival event is at the end of all this, but you should read these reports first as they set the scene for the "big" finale !!

With such a huge entry of our 2 Groups of cars, the organizers allowed for 3 grids for the general racing on Friday and Saturday –

1. the small capacity Group M cars, the Formula Juniors + Formula 3 + one Formula 2 (42 cars) –
2. the Group M larger capacity cars (12 cars in a field of 35) the others were the Formula Vees
3. the Group O cars (33)

On the Sunday the grids were - 1. The Tasman event 2. The FJ/F3/F2 cars



Peter Schell photo of the main race grid where there were 36 starters after 3 days of practice & racing

That made a total of 79 cars that went through qualifying on Friday morning and that was after a few dnf's from the Thursday private practice day. This is magnificent support from the owners of these cars, and right from the outset I must mention Roger Ealand, the President of the Formula Junior Association (AFJA) for his support and summoning to arms his beloved Formula Junior and Formula 3 owners to be at this meeting, to use Roger's words, " the biggest single seater event in our part of the world and a fabulous opportunity for our association to showcase our growing strength" Similarly, as the HSRCA registrar, I too endeavored to encourage the owners of as many M and O cars as possible to be there, as this meeting more than any other "in our part of the world" is about single seater racing. As mentioned before, there were quite some cars that were unable to be there for many reasons, the owners of which being most apologetic.

The International competitors within our 2 Groups.

Group M - Formula Junior - Syuichiro Nagakubo, Japan, 1960 Lotus 18 - Tadahi Sasaki, Japan, 1960 Lotus 18 - Roger Herrick, NZ, 1960 Lola Mk 2 - Jim Barclay, NZ, 1961 Gemini Mk3a - Nigel Russell, NZ, 1960 FMZ - Paul Halford, NZ, 1959 Autosud - Tony Olisoff, NZ, 1960 Emeryson Elfin - Chris Atkinson, NZ, 1961 Lotus 20/22 **8 cars** additionally Roger Ealand loaned his Lotus 18 to UK driver, David Methley.

Group M – larger capacity - Richard Wareing, UK, Brabham BT11A - David Jacobs, USA, Brabham BT4 (now David's 3rd Tasman Revival with this car) - Ken Williams, NZ, 1964 BBM Mk2 - Peter Avery, NZ, 1965 Brabham BT16 **4 cars**

Group O - Graham Adelman, USA, driver Rob Hall, UK, 1968 Ferrari Dino 246T - Graham Adelman, USA, 1968 BRM P126 - Phil Harris, USA, 1969 Brabham BT31 - Hiroomi Hattori, Japan, Lotus 41C - Hideo Yoshikawa, Japan, 1967 Brabham BT21 - Mitsuru Miyajima, Japan, Chevron B15 - Eli Solomon, Singapore, 1966 Brabham BT18 - Lindsay O'Donnell, NZ, McLaren M4A **8 cars**

Group O racing. *All the photos on the next 2 1/2 pages are courtesy of Peter Schell except Ferrari below and BRM next page – which are Steve Koen's*

Make no mistake, this was a world class and quality field of the last of the real racing cars before they were adorned with wings and things. And there was a lot of talent amongst the drivers, there being much talk leading up to the meeting about just what the finishing order might be, again taking a small leaf out of what the original series was like and I have to say much to the delight of the Tasman Steering committee who managed to put it all together again.



The Lotus 49 of the Dawson-Damer family was always going to have an edge, 470 bhp, genuine F1 specifications, driven by Graham Hill in period. The only question was would it be ready in time, the car had really not run in anger since the inaugural 2006 Tasman Revival where the car was pushed all the way by Spencer Martin the 2.5 Brabham Alfa. Steve Fryer of Fryer engineering looks after the car and with much burning of the midnight oil, the car made it to the meeting looking just fabulous. John Smith was again set to drive the car, and Smithy keeps his hand in at every opportunity. And everyone liked the helmet.



The Ferrari Dino of Graham Adelman (USA) and to be driven again by Rob Hall (UK) of Hall and Hall was always going to be very quick. But being at true Tasman 2.5 litre (actually 2.4 litre) capacity it was always going to be just that little

bit down on power to the 49, but Rob had showed just how quick the car was in 2008 so it was certainly in there with a big chance. Rob is also very quick, winning many races in the UK & Europe in a wide variety of cars.



The 3 litre Formula 1 car of (Sir) Jack Brabham in 1967 was handed over by owner Brian Wilson to 2008 runner-up Richard Carter. Predating the 49 by some 2 years, and with the Repco engine certainly never capable of producing the power of a Cosworth DFV, Richard was always going to have his work cut out. But as it turned out, the combination did extremely well. Brian then stepped into his BT23C FVA



Graham Adelman also brought along his BRM P126. This car as mentioned elsewhere has the most glorious sound of any racing car ever built. Graham was set to drive the car, and its potential is unquestioned having been a Tasman race winner in the hands of Bruce McLaren.



Trevor Simpson recently imported a Brabham BT23B which has a strong Coventry Climax 2.5 and he had asked our own John Bowe to drive it for him, after a successful foray in it at Winton. The BT23B was beautifully prepared, however the 2.5 Climax was always going to struggle against the newer and more freely revving engines, even of smaller capacity, but John brought to the grid a wonderful aura and it was tremendous to see him drive a car without the wings and slicks he has become so used to.



Phil Harris returned to Australia from the USA with his Brabham BT31, this was a car that Sir Jack drove in the very last 2.5 series Tasman race at Sandown. The car was delayed coming from the UK and only made it to that round that year, it then went to Bib Stillwell and was the car that Bib had a huge crash in at the Geelong Sprints. Powered by a 2.5 Repco V8 the car should figure very well in the standings.



Then there was the dark horse, Chris Farrell in his Brabham BT30 FVA. Chris brought along 4 cars in different categories and raced 3 of them, the spare not being required. So Chris had plenty of seat time over the weekend and has always been very quick around the 'Creek" And to top that off, Chris did finish 3rd in the 2008 event. ***So one can see that the hype before the meeting was well justified and the times from qualifying were eagerly awaited.***

Qualifying.

As always, the Thursday of the Tasman Revival is dedicated to private practice for all to re-familiarize themselves with the Eastern Creek layout. Although the track flows beautifully and there is something in it for both the smaller capacity and larger capacity cars, it has to be treated with respect as the faster cars such as the 49 will be doing the best part of 170mph at times.

A rather shortened period of 11 minutes was given to the cars to set a time that would be their grid position for the Friday and Saturday races. At the end of this, John Smith displayed a one second buffer over John Bowe, then a further 2 seconds to Rob Hall. 4th was Chris Farrell already showing the FVA BT30 was a force, then Richard Carter in the BT24. A fabulous time of a 1:40 put Keith Simpson just ahead of Paul Hamilton both twin cam cars, the Brabham BT16 just outpacing the Elfin. This was a prelude to some wonderful close racing for this pair on the weekend. Phillip Wright (son of Les) was having a ball in the other monster car from their stable, the Brabham BT21C Buick, with all of 3.8 litres. A wonderful showing by Martin Bullock from WA in the Chevron B17C Group P car put him 9th and rounding out the top 10 was Ross Hodgson in the Elfin Alfa. In 11th was Peter Barclay in his Brabham BT21C and 12th was Peter Boel in the Lotus 41C. Hiroomi Hattori from Japan got into 13th with a fabulous 1:45 in his Lotus 41C, this



Hirromi Hattori leading Phil Harris, Ross Hodgson and Peter Boel down the straight. Steve Koen photo.

Was Hiroomi's 2nd visit to the Creek and in the intervening 2 years in Japan, Hiroomi has won most of the races there. Phil Harris was next into 14th a little further down than he had anticipated, but Peter did have a small problem with the car. Our own CAMS Historic Commission Chairman was next in the yellow Elfin 600 and David Kent having his 2nd drive in his Brabham BT29 came in at 16th. Then came Andrew Fellowes Brabham BT23C, Brian Wilson Brabham BT23C and Graham Adelman (USA) in his glorious BRM P126. If only you could bottle the sound of this car, it would sell for a fortune ! Lindsay O'Donnell from NZ was next and we are now down to 20th and the cars are still in the 51's Wayne Wilson in the Rennmax BN2 was followed by Andrew Gifford from WA in his GWG, Giffo has written a story within the newsletter, then Hideo Yoshikawa Japan Brabham BT21 then Neil McCrudden WA in the Macon. Neil is the driving force behind the WA contingent and they manage to get 9 cars in a 40 foot container. Gary Malyon in the ear splitting Pitstock special was next, then Peter McLaughlin (USA) Brabham BT30 Eli Solomon (Singapore) Brabham BT18 Jeffrey Hinde in the Delta and Mitsuru Miyajima (Japan) in his Chevron B15. In all 29 cars took to the track

One comment - John Smith did a 35.2 and John Bowe a 36.4 these are incredibly quick times for any car, let alone a car without aerodynamic aids. (The V8 supercar lap record is 31.7 held by Mark Skaife.) It is the best part of 30 years since John Bowe drove a car without such aids, and speaking with John late in the meeting, he said he enjoyed immensely the challenge of these cars and would consider other drives in Historic racing.

Race 1 By 1600 hrs the temperature was well into the 30s. The 6 lap journey seen 25 finishers with John Smith showing the way to Rob Hall in the gorgeous Ferrari Dino with Chris Farrell then Richard Carter just behind. John Bowe completed the top 5. The big Brabham Buick couldn't match the more purpose built engines in front, but still managed a quick sub 40 best lap then came Phil Harris making up many positions on his 14th grid spot to come in 7th. Paul Hamilton got the better of Keith Simpson, just, crossing the line 8th with Keith just 0.2 secs adrift. Further down the field Hiroomi Hattori was 12th and now into the 43's.



A great Peter Schell photo of the Paul Hamilton / Keith Simpson dice. It was like this all weekend !

Race 2 In the relative cool of just under 30 deg, the race got away at 1130. The front 3 all achieved the same result as Race 1, however there was movement at the back. This time John Bowe steered the Brabham into 4th The Simpson / Hamilon scrap continued, this time with the Penrite Brabham of Keith's coming out on top. Phil Harris again got the BT31 really wound up and managed to improve 7 places to 7th. Hiroomi Hattori was 10th now down to an extremely quick 42.0 consistently.



An interesting angle from the start of the AM race Friday by Steve Koen.

Race 3 The last one before the big race on Sunday. Again hot and 4.00pm time. The top 4 were the same as race 2 with an even spacing of around 2 seconds apart after 6 laps. Phil Harris was really starting to show his liking for the Eastern Creek layout, and managed to bring the BT31 home 5th just ahead of Phillip Wright Buick Brabham, then Martin Bullock with the Group P car 7th. Paul Hamilton was 8th but had lost his sparing partner who didn't start. Then was Ross Hodgson, Peter Barclay back after a DNF previous race, Rob Cracknell 11th and Andrew Fellowes best result so far 12th.



A montage of photos top and left below from Steve Koen and right by Peter Schell.

*Top left, Andrew Fellowes leads David Kent and Hiroomi Hattori right Peter Barclay leads Bob Cracknell
Below Lindsay O'Donnell and right, Brian Wilson lead David Kent with the BRM lurking behind.*

Some years ago, the Dawson-Damer family donated a trophy to the HSRCA on behalf of John who was killed at the Goodwood festival of Speed in his F1 4wd Lotus. The last race on Saturday was for this trophy and it happened to be

won by John Smith in the Lotus 49 entered by the Dawson-Damer family. This was awarded at the Christmas party Saturday night to a delighted John Smith by Adelia Dawson-Damer.

Group M cars over 1100cc.

The Group M cars were combined with the Formula Vees for Friday and Saturday events and made for a pretty full grid of 35 cars that fronted for qualifying. This comprised 13 M cars, 1 O car and 21 Formula Vees, the O car being Eli Solomon's Brabham BT18. I must comment that the Formula Vee Association has done a great job in promoting their Group which dates back to the middle 60's and definitely earned their stand alone race on the Sunday. The M grid when the Juniors are removed is always a bit skinny, but this time there were 5 internationals boosting the numbers which was terrific.

Qualifying saw the field assemble on the dummy grid and quite a few Vees put themselves near the front, so the faster M cars were never going to get clear laps and traffic was always going to be a problem. In the end it was the Brabham BT6 of Ed Holly that managed to set pole from the Cooper Climax of Don Thallon.



*Ed Holly Brabham BT6, leading Don Thallon Cooper Climax & Peter Avery (NZ) Brabham BT16
Following - in qualifying. Steve Koen photo*

Next was the huge Dalro Jag of Les Wright, a car that Les has had at the National Motor Racing Museum at Bathurst for about the last 5 or 6 years and which he recently brought back to run this meeting. Then came a pair of New Zealanders, Peter Avery in the Brabham BT16 and Ken Williams in the Mercedes powered BBM Mk2. 6th was Richard Longes in his Brabham BT14 down to a very respectable 54. David Jacobs in his Brabham BT4 was next this is the 1963 Australian GP winning car and also the car in which Lex Davison had an accident at Sandown and died of a heart attack. Doug Anderson in the ex works and Frank Matich Elfin FJ-1500 followed by Richard Wareing in his Brabham BT11a, the first of the "Intercontinental cars that did so well in Australia in the early 60s.



*David Jacobs in the Brabham BT4 leads Richard Wareing in the Brabham BT11a from
Doug Anderson in the Elfin FJ-1500 Steve Koen photo*

Richard Nitschke from SA in his Elfin 1500 was next, Richard has become one of Group M's most consistent competitors in recent times. Next M car was Koichi Watanuki from Japan in the Merlyn Mk9 a little way further back amongst the Vess was Brian Lear in the always immaculate Elfin Mono and little way further back again Tony Dorrell in the very nicely presented Monaco HS6.

Race 1 With the temperature hovering around the mid 30's maybe the northern hemisphere guys were wishing they were back home. The race commenced after an extended delay on the dummy grid of about a half hour after a problem in the Q and R racing previous event. This race was red flagged after an incident at turn 2 on the 5th lap which unfortunately involved Brian Lear in the Elfin Mono who was hit by a Formula Vee from the inside whilst taking avoiding action for a couple of other cars that had a coming together. Once again there was quite a wait on pit road and when the race re-commenced it was shortened to 4 laps. This time I remember looking in the mirrors into turn 2 on the first lap and seen the monster Dalro Jag sailing down the inside, I must admit I thought I hope Les can pull up ok as I knew he was having brake problems, then I missed the apex completely ! I'm not sure exactly what happened but Les did lose around 25 seconds on the first lap, so maybe there was a problem here.



Yes it is a big car, and rather daunting to race against, here the Dalro Jag completely hides the car behind, I cannot work out who it is – maybe Eli Solomon. Peter Schell photo.

After a quick 4 laps the order was Holly BT6 Brabham, Thallon Cooper Climax, Avery (NZ) Braham BT16, Williams (NZ) BBM, Wareing (UK) Brabham BT11a, Jacobs (USA) BT4 Brabham, Nitschke Elfin, Anderson Elfin and Wright Dalro Jag . Tony Dorrell was making ground getting into the 58s and Watanuki in the Merlyn was down into the 2:04's having a ball amongst the Vees. So the casualties after race 1 were Brian Lear and Richard Longes in the BT14 Brabham which was retired after a noise developed in the rear end.

Race 2 A bit cooler than Fri arvo, but still in the high 20s. Once again Holly led home the field from Williams and Wareing with Jacobs 4th, the two big Brabhams crossing the line just a half second apart.



One from the UK one from the USA and doing battle in Australia at Eastern Creek – the stuff dreams are made of !! Steve Koen photo

Next in 5th was Nitschke just ahead of Avery from NZ and just ahead of Anderson in fact Anderson and Avery had just a car length between them after the 6 lap journey. Then came Tony Dorrell and Koichi Watanuki. Another casualty was Don Thallon with a broken input shaft inside the bell housing from the engine to the gearbox. Les Wright DNS.

Race 3 The last stand alone race for the Group M and Vee cars started 1500hrs on the Saturday again with temperatures well into the 30s. At the flag drop the 2 cars on the front row managed to both get major wheelspin with the result that into turn 1 and then 2 the lead field was really bunched up.



Ken Williams (NZ) in the BBM Mk2 leading Richard Wareing (UK) in the Brabham BT11a Peter Schell photo

Peter Avery in the BT16 got the better of all this along with Ken Williams in the BBM who both managed to squeeze past the monster Dalro to complete the first lap. Holly held onto the lead by a couple of seconds. Not far behind were David Jacobs BT4 and Richard Wareing BT11a. The race settled down with a huge battle between Avery,



Peter Avery (NZ) Brabham BT16 on the run out of turn 9 Peter Schell photo

Williams and Wright, in that order. Wright then put in a big lap on lap 4 to be right up with Avery, but it all came undone on lap 5. Missing for the last 2 laps were Peter Avery, Les Wright, Richard Wareing, David Jacobs, Doug Anderson and Richard Nitschke. So a depleted field took the chequered flag with Holly a clear 5 seconds in front of Williams and in 3rd spot was our Japanese competitor, Koichi Watanuki, with a few Vees in between.

So ended some fabulous racing for the larger Group M cars, with the BT6 of Holly taking 3 wins from 3 starts. This car has fabulous period Tasman history with more Tasman starts in the 1960s than any other car, and just like the 1960s it was fabulous to be amongst the overseas competitors all of whom put in a very good showing.

There was a serious accident involving Tony Dorrell on the Saturday. Tony was just approaching the braking area for turn 1 at terminal speed and it appears that something mechanical may have happened. The car went from the outside of the track at about 150 metres out and turned through 270 degrees to contact the wall on the straight

short of the marshal's post with the rear of the car. The contact with the wall would have been at very high speed and Tony was ever so grateful he had just put a brace within the roll-hoop which prevented his head going through it. Tony doesn't remember the accident and was taken to hospital where he spent the night. He is now ok but still a bit sore, the car is a bit sad, but knowing Tony it won't be too long before we see the Monaco HS6 out there again.



Tony and the Monaco HS6 on the run out of turn 9 on the Saturday. Steve Koen photo

The under 1100cc cars the Formula Juniors, Formula 3's and lone F2 cars.

WOW what a field, 6 from NZ, 2 from Japan, 1 UK driver, 2 WA, 8 Vic, 8 Qld and 9 NSW cars fronted for the qualifying session on a very warm early afternoon on Friday. An incredibly diverse field of cars all beautifully presented, in fact at the driver's briefing our own KB, (Kevin Bartlett) commented on the standard of presentation of the cars being as good as he had seen.



A great Peter Schell shot of the Lola T60 of Tom Tweedie which took 4 wins from 4 starts in the under 1100cc Group M races.

As many of the overseas drivers had only had a few sessions at private practice on the day before to learn the intricacies of Eastern Creek, they were at a slight disadvantage so early in the meeting, and as we shall see there was some distinct improvements in lap times as the laps were reeled off.

Returning from an absence of some years, both the Brabham BT6 FJ and driver, Simon Pymble set pole with a blistering 1:51.4 next was Don Thallon in the MRC Lotus 22 FJ, then Tom Tweedie in the Lola T60 F2 car that the organizers agonized over whether it should be in the FJ or Group M 1.5+ race. In 4th spot was David Methley driving Roger Ealand's Lotus 18 FJ, David still coming to grips with the circuit put in a 52.4 a wonderful time for such a car. 5th was Peter Strauss, an Eastern Creek veteran in his Brabham BT6 FJ, then more surprises, 6th Kevin Taylor, Brabham BT21, the first of the F3 cars headed Chris Atkinson from New Zealand in his Lotus 20/22. Graham Brown BT2 Brabham, Peter Boel Lola Mk 5a and Bill Hemming (Mr Elfin) in his Elfin FJ rounded out the top 10. Other cars in the field were the brand new to Australia delectable Lola Mk2 of Max Lane, Murray Bryden in the very pretty Lotus 20, Jim Barclay The NZ Historic meeting's convenor in his Gemini Mk 3a and Victoria Le Gallais in her Brabham BT15 F3 car having her first competitive drive.

Race 1

It was inevitable, Tom Tweedie in the Lola T60 with the 998cc SCA engine and 6 speed Hewland managed a runaway win, but the real race for the Juniors and F3 cars was won by Simon Pymble in another remarkable drive which bettered his qualifying time by .4 second. Those of us who know Simon know that he is not a light person, so those of us who worry about carrying an extra few litres of fuel to save weight might be barking up the wrong tree! Next was Don Thallon, then another surprise, Kevin Taylor from WA in the 1100cc F3 car getting down to a very respectable 51.5. Then came a Lotus trifecta, David Methley and Kim Shearn and Chris Atkinson. Bill Hemming was well up there as was Jonathon Williamson, another who has been light on seat time lately. Peter Boel rounded out the top 10. In 11th spot was Roger Ealand in the first of the front engined cars, the Gemini Mk2 and behind Roger was a great sight, Noel Bryen finishing his first race in quite a few meetings with his Rennmax BN1. Max Lane was quickly coming to grips with his new toy bringing the Lola home mid-field. One of the movers and shakers in the field was Victoria Le Gallais finishing 20th from 36 starters. The hot weather caused a few DNFs. So finished the first day of Junior competition.



Simon Pymble on his way to being the first of the Formula Junior's home in the first race. Peter Schell photo

Race 2

Again another warm day, by race time 1215pm the temp was already into the low 30s. This time the lead three were all of a different sub-category. F2,F3,FJ ! Tweedie, Taylor, and UK based David Methley started hitting his straps with the "Creek" now firmly imprinted. Don Thallon got the better of Simon Pymble and with Tweedie clearing out in front, the next 4 were only a few seconds apart after the 6 lap journey. Further down the field, Maurice Blackwood was really coming to grips with the Formula Junior Lotus 20 of Jim Sherringham almost cutting into the sub-2 minute class. Once again starting from near the rear of the field Le Gallais finished 1 better at 19th. Also improving their times were the two Japanese Lotus 18 based guys, Syuichiro Nagakubo and Tadashi Sasaki well into the low 2:20's. Once again there were a few DNFs



Victoria Le Gallais in the Brabham BT15 on her way to a fine 19th. Peter Schell photo



I wonder if Maurice Blackwood does did this much gardening last weekend ? Peter Schell photo

Race 3

One thing about the Juniors is that the outcome is never a foregone conclusion, this time behind Tweedie was David Methley with a 51 – a great time for a 4 speed Renault box Lotus 18. Thallon was next then Pymble and 5th Strauss with his best result of the weekend. Then Taylor, Atkinson from NZ, Kim Shearn and in 9th Murray Bryden in the beautiful Lotus 20 now well into the 56's another very creditable performance for a 20 on 13s and 15s, Jonathon Williamson rounded out the top 10 with Roger Ealand knocking on the door, better than finger waving as he is known to do ! Once again Le Gallais improved 1 more spot to 18th and again there were a few DNFs the temperature now in the mid 30s. It was about this time that the news started to report snow all over Europe and the UK.



David Methley on his way to a fine win in the Formula Junior class. Another great Peter Schell photo

Race 4 – (or race 44 overall) on the weekend.

The big one - 10 laps. If ever you wanted a dry race it is when you face the starter with 10 laps to go at Eastern Creek – alas this was not to be the case, the rain commencing straight after the Tasman Revival race around 2.00pm and didn't let up till after the last event. Once again the field (28 cars) lined up in their qualifying order although by now there were a few missing. The rain was quite heavy and the pit crews fussed over the drivers trying to keep them as dry as possible for the journey ahead.

At the race start Simon Pymble and Tom Tweedie got away very nicely and in front was the place to be, the spray and rooster tails making visibility very difficult as is always the case in open wheel racing cars. Tom Tweedie pretty soon took the lead and David Methley started to show his experience and worked his way to the front. The way David managed the Lotus 18 on skinny "L" section tyres was a revelation, by mid race distance he was going through turn 1 seemingly without lifting, in pouring rain with the car almost invisible with spray from behind.



In this Steve Koen photo, Roger Ealand in the Gemini is leading Peter Strauss, at race end Struassey had managed to reverse this



Another fine Steve Koen image of 2 Lotus 20's Steve Atkinson of NZ which was modded in period to a 22 and Murray Bryden from Vic soaking up the spray.

Leo Geoghegan always said that the locals learned so much from the Tasman races where they could follow the Internationals and in a way this was a bit like that. With the benefit of better tyres, the Brabham BT21 F3 car of Kevin Taylor from WA managed lap times close to David's but was 19 seconds adrift at race end and the only other car on Tweedie's lead lap was 4th place Simon Pymble in the Brabham BT6. Next was Kim Shearn in his Lotus 18, then Peter Strauss Brabham BT6 and remarkably, Roger Ealand in the front engine Gemini, then Don Thallon MRC, Murray Bryden Lotus 20 and Peter Boel Lola Mk5a rounding out the top 10. Well up the field was Neil McCrudden from WA in the Lotus 20/22 next was Tony Olisoff from NZ with his Emeryson Elfin followed by Maurice Blackwood in the Lotus 20. Almost 24 minutes after the drop of the flag, Tom Tweedie crossed the line in the Lola for the last time finishing 4 races with 4 victories. His fastest lap of 48.6 would have seen him on 2nd spot in the larger capacity M grid – and a week later Tom was having his first drive at the Sydney Telstra 500 in a Fujitsu V8 Supercar.



Hunter Nigel Russell with the gumboots on in the 1960 FMZ Steve Koen photo



It did all finally come to a stop for the guys and gals, here is Victoria Le Gallais receiving her trophy for 3rd place in the F3 section of the race, smiles all round. The trophy winning cars lined up in pit road as the dais was very wet and not under cover. The end of the Junior, F# and F2 race concluded the M & O racing for the weekend. Steve Koen photo

And now to the report on the main event, the Tasman Revival race over a 15 lap journey. But before this, some more scene setting happenings and photos of the immediate lead up to this race.

Firstly there is a demonstration of those cars with a genuine Tasman history and along with these are other cars the organizers consider worthy of being shown off to the public. In all about 40 cars circulated at a reasonable pace, but it wasn't only the cars that were having fun. Many of the Legends climbed aboard their old racing cars to enjoy a few laps together again.



*How long is it since Warwick Brown, John Goss and John Harvey, all in their old cars shared track time together?
Paul Lewis photo*



Spencer Martin in the 2006 Tasman Revival car he drove to 2nd place, the Brabham Alfa. This was Kevin Bartlett's Mildren car in the period, and KB was keeping a watchful eye on proceedings. Paul Lewis photo

Right from the outset, the steering committee wanted this meeting to pay homage to those that gave the 1960s and 1970s Tasman series such a rich heritage. As mentioned before the legends of this era were chauffeured around the track, names emblazoned on the windscreen, to the delight of the crowds. The pit road where the

legends climb aboard the Morgans is overflowing with spectators and competitors alike trying to get that unforgettable photo or a quick word with their heroes. *All these photos courtesy Steve Koen.*



Sir Jack in the winner of the Morgan draw to see who would be the honored one to drive Sir Jack around. I'm told this particular Morgan never looked so clean !!



Clockwise Warwick Brown, Leo Geoghegan, Spencer Martin, Frank Match, Neil Allen, Colin Bond

The main event – the 15 Lap Tasman Revival race for 1960s racing cars

The cars made their way to the dummy grid as the legends were paraded around the Eastern Creek track. The weather immediately before this looked decidedly dodgy but showed definite signs of improvement in the time the cars were there, with just the odd sprinkle of moisture that didn't even wet the ground. Some cars were changed from wet to dry set-ups as late as this. One should remember that this race also seen the Leo Geoghegan trophy awarded to the first Group O car and the Jack Brabham trophy for the first Group M car home.

The grid had been set from the fastest times achieved by the competing cars over the previous 2 days of competition and was promulgated the night before and is shown here. (The Group M cars are circled as this was my copy) As you can see the front row was the Lotus 49 and John Smith and John Bowe Brabham Climax. 2nd row was Rob Hall and the Ferrari 246T and Chris Farrell in the Brabham BT30 and 3rd row was Richard Carter in Brian Wilson's F1 Brabham BT24 and Phil Harris in the Brabham Repco V8 BT31, so all the hype leading up to the main event was finally settled. One must mention the 4th row, with Keith Simpson in the Brabham BT16 and Paul Hamilton in the Elfin 600, these guys had pushed each other all weekend and gained great grid positions as a result.

In the Group M section Ed Holly managed to gain 20th spot in the Brabham BT6, then Don Thallon in the Cooper Climax was to be on 23rd spot, however Don was unable to fix the broken input shaft in time, so next were Ken Williams in 25th with the BBM and Peter Avery in 26th with his Brabham BT16.

So after 2 years of planning, much talk and lie telling, the hooter sounded for main event to begin. The cars proceeded around to the main grid where they were gridded into their start positions and engines off for the National Anthem to be sung by a youngster from one of the schools near to Eastern Creek. The driver's pit crew can also attend to the cars just like the 1960s.



Paul Lewis photo – front row



Paul Lewis photo – row 20 back



View LH row Steve koen photos RH row



Eventually the razzamatazz faded and the start engines sign given and under a green flag a warm-up lap commenced. John Smith on pole was always worried about sitting on the start line too long and took the cars on a very slow lap with everyone bunched up behind. The cars were quickly gridded and finally the flag was in the air.

At the flag drop, The Lotus 49 was in trouble, Smithy didn't overheat the engine but he did foul a plug with the slow warm up lap, and in the ensuing half lap dropped down as far as 6th. John Bowe got a magnificent start and was away with the Hall Ferrari and Farrell Brabham in hot pursuit. On the run down to the hairpin at turn 2 the Lotus lost another couple of spots with the Carter Brabham and Harris Brabham also squeezing past. As the cars came into view over the tunnel the



Moments after the start, John Bowe gets away Chris Farrell and Phil Harris are outside the Ferrari, Smith in the 49 is back quite a few places. - Rob Lang photo

Lotus was trying hard to hold out the Hamilton Elfin which had got the jump on Simpson's Brabham. This order was held on the run around Corporate Hill as the photo below shows.



1st lap, run out of turn 9 – Bowe in the Brabham has gone, then Ferrari, Brabham BT30, Brabham BT24, Brabham BT31 Lotus 49 and Elfin Steve Koen photo

On the run down the straight for the first time the order was Bowe, 1.5 seconds to Hall, 1 second to Farrell, .8 to Carter, .4 seconds to Smith, with Harris right on his tail, 2.5 seconds to Hamilton, .9 seconds to Simpson then Barclay, Fellowes making up the top 10. In the Group M section, the field was down to 8 cars for the start. Holly led Williams by 1.5 seconds then Wareing 1 sec behind and Avery another 4 seconds adrift.



John Bowe with a clear lead on lap 2 Paul Lewis photo

Next time around the order was Bowe, with a 1.6 buffer to Hall then Smith just a second further back. By now the plug had cleared and the 49 was really hitting its straps, so much so that the tail was occasionally wagging just a bit. Farrell then Carter and Harris, the remainder of the field settling down for the longest race for these cars in this part of the world and only every second year. On the 3rd lap everyone was going for broke, incredibly 5 of the 6 leaders did their fastest lap on this 3.93 km journey and the order at the end of it was Bowe, almost nothing between Hall and Smith, Farrell, Carter and Harris. Farrell was the one to put in his quickest lap later, and the fastest lap of the race had just been done by Smith with a blistering 1:35.62

The race at the front was a cracker, On lap 4 Smith had gained the lead but by less than a second something he was expected to have had from the flag drop. Nothing separated Bowe and Hall but the inevitability of the Ferrari's pedigree and later technology seemed that it would prevail over the Climax powered Brabham, but Bowe battled on tenaciously. With a 4 second gap Farrell preceded Carter and Harris. Then the inevitable did happen. Hall got past Bowe the remainder of the leaders unchanged, however Farrell was now putting on the pressure and did a 38.2 to close up on the 2nd and 3rd place-runners and so it went on, Hall wasn't able to clear out and eventually the 3 were nose to tail as this Peter Schell photo attests.



The Ferrari of Rob Hall having gained the lead on the Brabham of John Bowe wasn't able to get away quickly and eventually Chris Farrell closed the gap. Peter Schell photo

Eventually the Ferrari did draw away and Chris Farrell waited till the second last lap to put the move on John Bowe. There was a bit of attrition during the race and amongst the front runners Phil Harris dropped out after 11

laps and a lap later Keith Simpson did too. A couple of the M cars did as well, Doug Anderson and Richard Wareing amongst them.



By mid race Smith had the 49 well into the lead and was looking for the cruise control Steve Koen photo

By mid race distance the race had pretty much settled down as I am sure the 1960s Tasman events did in the middle stages. By then everyone had shown where they fitted in the pecking order and the odd scrap was occurring where this was still in dispute. A couple of these disputes were between Andrew Fellowes, Peter Boel and Ross Hodgson, Brabham Brabham and Elfin. At the end of the full 15 laps and 26 minutes duration these 3 were still hard at it and finished in the order just 2 seconds apart, Further down Peter McLaughlin from the USA in



Lindsay O'Donnell in the McLaren leads Peter McLaughlin in the Brabham, Richard Wareing Brabham in the background. Steve Koen photo

his Brabham BT30 and Lindsay O'Donnell from New Zealand in his McLaren M4A finished less than a second apart. First of the M cars home was Ed Holly in the Brabham BT6 who was lapped for the 2nd time on the line by the winning Lotus 49, then came a couple of New Zealanders, Ken Williams in the Mercedes powered BBM and Peter Avery in the Brabham BT16.

But it was the Group O cars where the focus lay and in the end it was Smith in the 49 allowing the lead to be whittled away so that the Ferrari finished just a couple of seconds behind, however there was no let up for 3rd and 4th Farrell then Bowe just a couple of car lengths apart. Richard Carter had a bit of a lonely race towards then end finishing a comfortable 5th, then a big gap back to Paul Hamilton who had lost his playmate Simpson 3 laps from

home. Completing the top 11 all to finish on the lead lap were Andrew Fellowes, Peter Boel, Ross Hodgson, Peter Barclay and our Historic Commission Chairman, Bob Cracknell.

- Now to share some photos from the event ... in scrapbook form



Clockwise from top left,

P1 Don Anderson Elfin 1500 FJ leads Mitsuru Miyajima Japan, Chevron B15, outside is Hideo Yoshikawa Japan, Brabham BT21, then Koichi Watanuki Japan, Merlyn Mk9 then David Jacobs USA, Brabham BT4 – Paul Lewis photo - P2 Peter McLaughlin USA, Brabham BT30 - P3 Ed Holly Brabham BT6 leading the Group M cars from Ken Williams NZ, BBM, Lindsay O'Donnell McLaren M4A & Peter McLaughlin Brabham BT30 - P4 John Bowe, Brabham BT23 Climax ahead of Chris Farrell, Brabham BT30 FVA and Richard Carter, Brabham BT24 - P5 David Jacobs, USA, Brabham BT4 ahead of Richard Nitscke, Elfin - P6 Phil Harris, USA, Brabham BT31 ahead of Peter Boel - P7 Andrew Fellowes Brabham BT23 FVA ahead of Peter Barclay Brabham BT21, then ?? and behind Ross Hodgson in the Elfin 600. Being lapped is Koichi Watanuki Japan Merlyn Mk9. - Wayne Wilson in the Rennmax ahead of the BRM of Graham Adelman, USA – Wayne loved this photo so much I just had to use it !! credits are P1, P3 Paul Lewis – P2 P6 Peter Schell and P4, P5, P7 Steve Koen. P8 Gordon Cooper.

So the race was over for another 2 years. The race itself had a bit of everything, the fastest of the cars, a Formula 1 Lotus 49 had shown it was the car to beat on the day, the nimble and extremely well driven Tasman spec Ferrari Dino 246T showed it had the heritage and the finesse of this fabulous 1960s Formula, the very well driven

Brabham BT30 of Chris Farrell showed an older model car with a 1950s technology engine that 10 years later bhp via revs can be a real force to be reckoned with. And so on to the presentations.



For the Leo Geoghegan and Tasman trophy - John Smith winner, Rob Hall and Chris Farrell - Steve Koen Photo



*The Group M section for the (Sir) Jack Brabham trophy
L-R Sir Jack, Ken Williams, Ed Holly (winner) & Peter Avery - Peter Schell photo.*

John Bowe



Those of you unfamiliar with Australian racing may like to look up the racing career of John Bowe. John has been in motorsport since the early 1970s and has raced just about every category within Australian Motorsport in that time and is a twice Bathurst Great Race winner and multiple Gold Star winner (Australia's highest single seat racing car award) along with the winner of many other championships. There are many sites but the one at Wilson Security is terrific. Go to:- <http://www.johnbowe.com.au/> or http://www.wilsonsecurityracing.com.au/driver_john_bowe.php

That John raced within our ranks shows his love of the sport and the dedication of the owner of the Brabham BT23, Trevor Simpson. In speaking with John after the event, he said that he thoroughly enjoyed running in a single seater once again, that he enjoyed immensely the Brabham which had been beautifully prepared and said that he was available to race with us all again in Historics, and not just single seaters if the right drive came along. I am sure all of your fellow competitors would agree it was a real pleasure to have you with us, John

A note from Andrew Gifford

Been there, Done that, and I want to come back for more!

After a fantastic 6 days away in NSW from W.A. I'd like to thank the HSRCA and the entire group of volunteer's from the top right down to the marshals, medics & flaggies who put this excellent show on. You were all very happy, friendly and accommodating. Everything about the event was Top Notch and First Class, I could go on but all those who attended will know exactly what I mean.

For me this was a big deal to get over to Eastern Creek with my car and to be part of this event and to be included in the Tasman feature race. It exceeded all expectations and now back at work I'm finding it rather difficult to concentrate back at the tasks at hand such is the high I'm coming down from. Drugs? Who needs them when you can do this and go historic racing!



Giffo's in Car 59 – in company with Wayne Wilson in the Rennmax BN2 Steve Koen photo

My personal expectation for this event was to present my car as it was sold by its designer/constructor/driver Mr Graham Gilbert in 1969 and have him visit the track with his family to be reunited with his creation. This was the first time he had seen eyes on his creation since mid 1969 and his first visit to a motorsport event since 1972. To say it was emotional would be an understatement for me and especially for Graham who was rather choked up for the first five minutes of this reunion. Graham now in his 80's, has now seen his car faithfully restored and while not seeking it probably felt he finally gotten some recognition and immense satisfaction for a creation he made all of those years ago by a now equally enthusiastic owner/restorer.

To me this was the most significant part of the week end. The GWG's history blog – www.gwg.warm.org.au

I do hope all you eastern-staters realise what a fantastic facility you have there. A real drivers track and something that all of the West Aussies that were present would like to come back to. How you get the goolies to hold it flat in top gear into that fast left hander is something each of us will have wait until next time to try and achieve.

I had some good dices with Wayne Wilson with his Renmax. I annoyed Andrew Fellowes on several occasions in his Brabham BT23 and then spend most of the feature race with Wayne and Graham Aldelman's BRM P126 swapping positions.



This time inside Graham Adelman in the mighty BRM with Wayne behind

Mr Aldelman thanks for the oil shower on several occasions as my vision went to near zero coupled with that my tyres went off three laps out from the end of the feature. I needed to slow to be certain of making it to the end. (I also have video of what I couldn't see) Since I was the only group O car on skinny wheels I spent a very good portion of the races drifting thru the corners. Great fun, not very fast and I believe I could do with some set up and driving advice next time. Still Wayne, Andrew and Graham all mentioned that they thought it all looked rather period correct to be drifting as I was but they also said they were not going to be trying it out.



Andrew just before the big event on the main grid Steve Koen photo.

I met up Bryan Millar who I'd only spoken to by email & phone, he introduced to me to Bob Britten who I had a nice chat with and then I spent around 20mins chatting with John Harvey. I purchased Ed Holly's friendship by offering him about 15l of free avgas after the meeting (Not really purchased it, as we can't take fuel in the shipping containers and had to pump our tanks dry) and then I briefly chatted with John Bowe who as it turned out drove or raced my car at an event in Tasmania in the mid 70's. (Does this now make it ex John Bowe? – I already knew he raced with it just not in it) Back to Graham Aldelman, what a genuinely nice bloke and Max Pearson who had plenty of time to chat as did the HSRCA's favourite journo Patrick Quinn. There were many others who I missed mentioning here plus others who I missed catching up with such is the size of the event and number of people around. All special people and access to everyone and their friendliness is what makes Historic Racing so enjoyable. Especially to someone like myself who is mostly anonymous and never been involved until recently.



Neil Mc Crudden in the Macon MR1 chasing Hideo Yoshikawa in the Brabham BT21 Steve Koen photo

Since I'm thanking people I need to make mention of Neil McCrudden who's owns the container and a lot of the gear and is a very big part of historic racing in W.A. Sonny Rajah, my roomy and our tour organiser plus my two mates who joined us from Brisbane. Clarkey and Wookie, great work all weekend especially to Neil's cars. Eli Solomon as always its nice catching up our Singapore Sling and finally meeting your very nice wife Angie. The only negative I can report is that my Wife (Melissa) and two small girls were unable to come on this trip and they desperately wanted to but we will all be attending the Chris Amon celebration in NZ in late January with a 3 week racing/touring holiday.

Capping off, HSRCA repeat this event in 2012 and everyone else don't miss it. There is much talk about the open wheelers especially on web at 'The Nostalgia Forum' (TNF) and especially about the cars of this period. I challenge anyone to name an event in the world that is designed to specifically cater for this point of history.

Cheers

Andrew Gifford (Giffo)
Perth, Western Australia.

And from David Reid

Just a simple comment on last weekend.

A brand new set of manifolds that were not trued up and leaked air to the point of it being impossible to balance the carbies, together with a sticking throttle that led to some unanticipated excursions resulting in DNFs and DNSs did not dampen my enthusiasm for the true Tasman Revival. It is the *only* celebration of the open-wheeler, and I count myself fortunate to be custodian of a car from this golden era.



David in the Cooper T59 in qualifying Peter Schell photo

From Bruce Mansell

This note from Bruce Mansell. Bruce has the Lotus 22 that Jo Siffert ran 6th in, in the Brussels GP in 1962 with a 1500 Ford pushrod. Bruce has promised every Tasman to have it finished and on the line, this year his excuse was still awaiting a crankshaft. Oh well Bruce, I know you have it post Tasman so we all expect it in 2012, which has a nice ring to it, just 50 years after the major event

Bruce writes ... Two overseas competitors had their weekend saved by "Bruce's Old Race Car Shop" Brabham stocks. New Zealander, Peter Avery in the BT16 had bent a steering arm in an incident in the Saturday afternoon race. Singapore resident, Eli Solomon's BT18 had a clutch master cylinder failure.

As luck would have it I had a Brabham steering arm just back from crack testing and my toe gauges were in my pit to set up the front end again for Peter's car. He subsequently got all his Sunday races and, I believe, a trophy!

I brought Eli a stack of master cylinders and kits and Eli got his car out too, so I felt pretty happy for the two of them.

My own weekend was fantastic, after a diabolical JKL & invited Sa / Na qualifying, with the car coughing and spluttering after every tight corner I put the fuel pressure up a pound for the first race. A totally different car resulted!

I had a great first 2 1/2 laps passing about 8 or 9 cars before a monumental save when a rear trailing arm in the Elite pulled out of the rubber ball going up to Corporate hill lickety split in 3rd gear. Don't know why, but I knew what had happened instantly, and had the presence of mind to go for the grass and spin it to a stop rather than jump on the anchors, which would have caused a lot of damage!



Eli Solomon and Peter Avery back on the track for the Tasman Race – Peter Schell photo

Got it repaired overnight and had a great time for the rest of the weekend, including winning the Tom Sulman trophy in the handicap. "Lurch" is going really well now it has fuel getting to the carbs consistently!

all in all a great weekend

Many thanks to all the volunteers who put in so much effort to make it such a great meeting.

Cheers,

Sandown - Return of the Thunder meeting Nov 6-7.

M&O Perspective

This article kindly written by Derek Smith Group rep M&O for the VHRR.
Contact on 0403830390 or derrard@virginbroadband.com.au

Also all the photos are kindly supplied by Peter Ellenbogen and these and hundreds more can be obtained from his website <http://www.flickr.com/photos/peterellenbogen/collections/72157623486897121/> which has some wonderful images of Sandown, the Tasman and many other events – thankyou Peter....

Great to be back at the fast and furious Sandown circuit, where certainly power is an advantage but there are enough testing sections to reward good handling and plenty of brave pills, certainly a very enjoyable track to drive on. The new extended apron behind the main pit area certainly makes for easier movement for all. Again the committee did a great job attracting trade support with plenty of interest in the many displays. A large entry list attracted excellent crowds who weren't disappointed by the fast and furious on track action.

As has been the case at a number recent meetings groups M&O were combined with Formula Ford and the use of a staggered start where the Formula Fords started as a group about half a lap before the M&O cars worked very well.

While numbers were lacking it was gratifying to see cars such as the Russo Alexis Mk6 and Koala Formula Junior



The Alexis of Michael Russo & the Koala of Roger Ealand

appearing, both extremely significant in their own right. To add to the numbers there were 5 invited entries in Jim Foulis Renmax BN6, Hugh Gartley Cheetah Mk4, Stan Ward Elfin 623 and Robert Kirkpatrick in the Welsor Clubman. Qualifying was held on Saturday morning in warm dry conditions with Keith Simpson in the Penrite BT16 fastest of the group O cars, followed by Bill Hemming in the awesome Elfin 400, Jim Foulis in his Renmax BN6, with the first of the group M cars in Rod Andersons' extremely rapid Stirling just half a second behind. Peter Strauss in the BT6 formula Junior led Michael Russo in the superbly presented Alexis Mk6, ahead of Kim Shearn in his indecently quick Lotus 18 Fj, Tony Burrage in his always immaculate Renmax 23B, new AFJA president Roger Ealand in the interesting Koala Fj with Barry Murphy riding shotgun in the Wayne Ford beastly.



The Brabham BT16 of Keith Simpson which was to have so much "fun" with Paul Hamilton at the Tasman Revival.

The first race over 8 laps saw a win for Bill Hemming in the big Elfin who not only got down to a very quick lap of 1.21.8 but also suffered bearing damage, closely followed (less than a second) by Rod Anderson, Hugh Gartley, Jim Foulis, Michael Russo and Tony Burrage. Peter Strauss was next and first of the Juniors, with both Kim Shearn and Roger Ealand setting competitive times. Unfortunately Keith Simpson completed only 3 laps before retiring with non terminal problems.

Sunday was again warm and dry with the first M&O event over 6 laps won by Keith Simpson, the BT16 now healthy, this time followed by Michael Russo in the Alexis whose fastest lap was only half a second behind the Brabham, with the consistent and quick Rod Anderson Stirling third. Further back Peter Strauss led Tony Burrage and Bill Hemming now aboard his Elfin 300, with Kim Shearn and Roger Ealand leading Barry Murphy home.

The final M&O race this time an 8 lapper was again won by Keith Simpson from Michael Russo with Rod Anderson third (talk about consistent, Rods' fastest lap in each race was 1.26.1 while he qualified in 1.26.7). This time Jim Foulis led home Bill Hemming, Peter Strauss, Tony Burrage with Barry Murphy triumphing over Kim Shearn and Roger Ealand.



Kim Shearn in the Lotus 18 and Peter Strauss Brabham BT6 both very well used Formula juniors.

Congratulations not only the winners but to all who made the effort and supported this event by bringing their toys and playing in the sun, including the invited cars without whom the fields somewhat thinner.

It seems difficult to attract large M&O fields except for marquee events, and this not limited to the VHRR, I wonder what sort fields, both local and international, we could attract if we were to dovetail Eastern Creek, Philip Island and the AGP, now there's a mouth watering picture.



A car we are yet to see north of the border, the Wayne Ford Special of Barry Murphy.

Many thanks to Ed Holly and his hard working crew for the opportunity to contribute to the news letter and provide a perspective from south of the Border.

I wish all competitors the very best for the festive season and health and great racing in 2011.

..... Derek.

From Laurie Bennett

This is a great story of an Aussie taking an Aussie car onto the world stage And – doing most handsomely - Ed

2010 saw us return to the UK with the Elfin 600B Twin Cam. I chose to take this car for a couple of reasons. Firstly it is eligible to compete Historic F2 on Avon Slicks and secondly it can run in Classic Racing by fitting Dunlop CR 65 Post Historic tyres. Briefly Classic Racing consists of pre 1970 cars, treaded tyres and no wings, where as Historic F2 allows Avon A11 slicks, wings, up to 2Lts. but no ground effects. Within F2 there are four separate classes which makes for a rather interesting field.

After picking the car and gear up from Felixstowe docks we ran down to Dorset to prepare for our first meeting which was to be at Monza. Probably the best way of defining Monza is by Quoting Joe Saward from the publication Circuits 2010. Quote “Whenever one goes to Monza there is a sense of excitement and a kind trepidation as you know that this is a dangerous place.” Monza is truly an awesome place located smack in the middle of the city, with no noise control, great facilities, a large crowd and a circuit that is unbelievably fast. The Elfin was pulling about 7000 rpm in 5th gear exiting the Parabolica which leads you onto the very long front straight. My car being the only two valve engined car in the event opened a few eyes with its top speed which I believe was assisted by the fact that I wasn't running wings.

I was pretty happy with qualifying to get up to twelfth spot out of twenty. Race one on Saturday again went well to finish in eleventh place despite the fact that I bogged it down on the line and subsequently “bunny hopped” all the way to the first chicane caused partly by this being my first attempt to do a standing start on very sticky slicks.

I managed to correct my start procedure for race two on Sunday and finished in twelfth, to end the weekend with a class first and second. The officials acknowledged this achievement by displaying the New Zealand flag on the podium.

The next outing was back in the UK for the Brands Hatch Superprix, run on the long track which is a great circuit. Our event here was for Classic Racing Cars which meant fitting the Dunlops. My car is better suited to this category as it is more aligned to our M&O groups. Here I managed to Qualify third out of about forty and finish the race in the same spot.

After a short stint back in OZ. it was time to head to Oulton Park for the Gold Cup meeting and again running Classic Racing. Oulton has to be my favorite UK track, almost a smaller version of Phillip Island.

Unfortunately it didn't treat me to kindly as I had a transmission problem on lap two of qualifying which meant doing a few laps in a later session with the F3's and start the race from the rear of grid. By the time we reached the flag I had managed to claw my way back up to eighth place in what was a fantastic race. Sundays race saw a return of the gremlins in the transmission and I managed only one lap.

With the gearbox repaired it was then off to Nogaro in the south/west France the following weekend. This is a great medium size circuit about 100k east of Bordeaux but not all that well known and with a name like Nogaro a few entrants thought we might be going to Japan.



Laurie at Nogaro – interesting that the aircraft parked behind seem to be in a suburban backyard.

Located an easy bike ride from the centre of town the circuit has a variety of slow and equally fast corners. The whole complex has undergone considerable refurbishment in recent years which meant that the facilities were great. Competitors were given the red carpet treatment by the promoters including a dinner at the track on Saturday night attended by about four hundred people complete with a fireworks display. The racing was good fun but here the twin cam struggled a bit against the more powerful equipment, particularly out of the slower corners and thus I finished about fifteenth in both races.

We then returned to the UK to attend Goodwood after which it was a case of repack car and gear then head back over the channel to Spa. The Spa Francorchamps circuit has to be the best in the world. It has everything a serious driver would want, 7.5 km of slow, fast and extra fast corners with lots of elevation change and located in a magnificent setting. Our race consisted of about fifty cars ranging from F/fords BDG F2 – F/Atlantic. The down side of Spa is that the weather can be a bit dodgy.

I had the option of running slicks or Dunlops and chose the latter as there was a class for Classic Racing in the events. Qualifying went quit well and as Spa has such big fields all starts are rolling. Race one was damp and unfortunately there was a shunt in turn one which I became part of. Once untangled I set about to try and recover some lost ground all be it with a bent lower wishbone and about ¾" toe out on the front. Our races were half hour duration which gave me plenty of time to pick up some lost ground to a point where I was actually leading the class, but then the track started to dry and the handling got worse so I had to settle for class second.

With the suspension repaired we returned to the track on Sunday. During the parade lap the rain was so heavy we couldn't even see the pace car, but they still started the race. This time I managed to get a clear run and just kept on plugging away to the end to grab first in class. As Mark Webber had shone there a week or so earlier the officials at least had an OZ. flag and a copy of Advance Australia Fair.

Our next outing was at Dijon in central France the following weekend. Dijon is a very interesting and technical circuit,



Laurie amongst some F2 cars at the Dijon

with quite a bit of elevation change, lots corners some of which are off camber and quite challenging, not the perfect place for an Elfin without wings. Qualifying was a bit of a disaster as I ran over part of someone's BDA and cut a rear tyre after having done three laps which meant no real time. Saturday morning was damp so I elected to start on wets which looked like the wrong decision as the race was delayed for half an hour during which time the sun came out, but as it progressed most of the guys on slicks disappeared into the woods and thus I managed to get up to twelfth spot. Sunday was fine and we were back on slicks. I had a magic start and picked up several places, but as the race progressed my tyres started to go off and I had to relinquish most of these. Ironically the timing people got it wrong and ran us for an extra lap causing a few of the leading bunch to run out of fuel and thus I finished about the same as the previous day. Probably not my best on track result but certainly a very enjoyable meeting.

Finally, many thanks to all those people who helped us get to Europe and whilst we were there this year. Also special thanks to the guys at Lerner Engines who provided me with a supper little engine which ran the whole season.

Merry Christmas Laurie Bennett

From David Reid

*Another note from a well travelled David Reid, he was parked alongside my old ex Leo Geoghegan Lotus 20
It doesn't look any different to when I put in in a container about 5 years ago - Ed*

Hi Ed,

I'm now back from Europe and thought you'd be interested in the Lotus 20 pitted opposite me at Ollon-Villars!

Steve and Carol are enjoying it very much!

Regards,

David Reid

This car and Leo Geoghegan caused the spawning of what is now the Tasman Revival



HSRCA Presence at the 101010 Concours D'Elegance Australia – St Patrick's Estate, Manly

Peter Simms took his Repco Brabham BT23 and Ed Holly his Brabham Bt6 to this event in order to sell tickets in the Lotus Elise art union raising funds for the Tasman Revival. A successful day was had with many HSRCA members on hand and at the end of the day 50 of the 1250 available were sold.



John Ellacott in the process of selling yet another ticket! John and Gary Simkin were awarded a trophy each for their tremendous efforts in selling the Goodwood raffle tickets earlier in the year.

New Zealand Festival of Motor Racing celebrating Chris Amon



For those that are interested in the New Zealand events in January Jim Barclay has now put out his 5th newsletter and this can be seen at the website http://www.nzfmr.co.nz/info_pages.php/page/Newsletters/pages_id/15

HSRCA Perpetual trophies for our cars.

. The Jack Brabham Trophy for Group M and the Leo Geoghegan trophy for Group O

These trophies are a wonderful record over time of the cars and individuals who competed within the 2 Groups. The plaques are invariably stuck on with double sided tape over varnish that is rapidly approaching 50 years of age, so I thought it would be appropriate to list the winners here since the trophies were first awarded.

Note the 2007 result needs to be confirmed, as far as I can see the Jack Brabham trophy was awarded according to the program from Race 3, in which case it should have been awarded to Col Haste. Will report in next newsletter.

Sir Jack donated his 1964 Aintree 200 trophy to the HSRCA for Group M racing cars very early in the Club's history and it was first donated in 1982. The inscriptions read:-

1982	1962 Jolus	John Keitath	
1983	1964 Elfin	Max McPherson	
1984	1962 Lotus 22	Leo Geoghegan	This is Bruce Mansell's car in prior text
1985	1962 Lotus 22	Leo Geoghegan	ditto
1986	1962 Lotus 22	Leo Geoghegan	ditto
1987	1964 Elfin FJ	Max McPherson	
1988	Brabham F2	A.G.Potter	
1989	1963 Elfin 1500	Peter Candy	
1990	Brabham BT14	A.Robson	
1991	Brabham BT14	A.Robson	
1992	Brabham BT14	A.Robson	
1993	Brabham BT14	A.Robson	
1994	Brabham BT11a	M. Ryves	
1995	Brabham BT6	S.Pymble	
1996	Brabham BT6	S.Pymble	
1997	Dalro Jag	L.Wright	
1998	Dalro Jag	L.Wright	
1999	Brabham BT11a	M.Ryves	
2000	Dalro Jag	L.Wright	
2001	Cooper T53	D.Thallon	
2002	Dalro Jag	L.Wright	
2003	Brabham BT11a	M.Ryves	
2004	Elfin 1500	E.Holly	
2005	Brabham BT11a	P.Harburg	
2006	Brabham BT14	D.Tighe	
2007	Brabham BT11a	P.Harburg	
2008	Brabham BT6	E.Holly	
2009	Brabham BT6	E.Holly	
2010	Brabham BT6	E.Holly	



Mike Ryves' Brabham BT11a in the Tasman Experience tent – Peter Schell photo

Group O cars race for the Leo Geoghegan Trophy. This is the Langbridge trophy won by Leo for being the first resident Australian home in the AGP. Leo achieved this in the Lotus 39 3 years in a row, 1967 at Warwick Farm Climax power, 1968 Sandown Repco power and 1969 Lakeside Repco power.

1984	Lotus 49	C.Bond
1985	Repco Brabham	P.Simms
1986	Repco Brabham	P.Simms
1987	Repco Brabham	W.Marshall
1988	Brabham BT26	B.Marshall
1989	Elfin 600B	Harley Boggis
1990	Elfin 600B	Harley Boggis
1991	Elfin 6000 T/C	Paul Hamilton
1992	Lotus 49	C.Bond
1993	Brabham BT18	Peter Whelan
1994	Elfin 600B	Leigh Porter
1995	Elfin 600	Paul Hamilton
1996	Brabham BT29	Jim McConville
1997	Repco Brabham	Peter Simms
1998	Repco Brabham	Peter Simms
1999	Repco Brabham BT23A	Peter Simms
2000	Repco Brabham BT23A	Peter Simms
2001	Brabham Buick V8	Phillip Wright
2002	Brabham Buick V8	Phillip Wright
2003	Brabham Buick V8	Phillip Wright
2004	Brabham Buick V8	Phillip Wright
2005	Elfin 600c Repco	Ian Ross
2006	Brabham B18	Jamie Larner
2007	Brabham BT2	Col Haste
2008	Ferrari Dino 246T	Rob Hall
2009	Brabham Buick V8	Les Wright
2010	Lotus 49	John Smith



*Peter Simms' Repco Brabham 6 times winner
Peter Schell photo*



*Phillip Wright Brabham Buick V8 4 times winner
Steve Koen photo*

The 2007 award should be to Les Wright in the Brabham Buick V8 – will have trophy amended

Tech Tip

There are various ways of blending one tube into another when stitching together wishbones or chassis tubes. One way if you have a lathe, is to make vice out of the tool post. Two simple pads of aluminum the lower one with 3 cap-screws, the heads countersunk allows you to micro-adjust the height and then the tube is held by clamping it between the 2 pads using the tool holder bolt. A scrap piece of tube the other side of the bolt keeps the top pad level. This scrap piece held away from the bolt and the worked piece close to the bolt gives more clamping force on the worked piece. An end mill of the correct diameter is then put in the chuck and the slide brought up to the end mill and the cut made. You can be extremely accurate using this process. You would imagine that the work piece wants to move, but that is not my experience. Doesn't cost much to make except for the cost of the end mills. Sure beats using a file !



FOR SALES

WHITEFORD SPECIAL.HISTORIC RACE CAR

1960/61 Group M. 1500cc Beautifully restored,Australian made by Ted Whiteford in 1960/61.

Cams Certificate of Description and Log Books, plus lots of documented History.

It comes with enclosed Trailor, Original (restored) Aluminium Body, Fibreglass Body mould, Screen Mould, 3 Spare Lotus wobbly wheels, original Jigs and plenty of spares.

Fully restored..Ready to enter your next race meeting...TASMAN REVIVAL???

Priced to Sell \$45K ono.

RECENT HISTORY.....Winner Group M Feature Race All Historic's Morgan Park....Winner Group M Class All historic's Philip Island 2009...Award Best Presented Racing Car 29th Historic Winton...2nd in class at Festival of Speed on Tweed 2010.

Please call or email Kristeen Wheeler Mob:0419438878 Hme:0732817606

email: wheelerracegear@bigpond.com or alternatively Chad Wheeler :0754267435



Brabham BT4 for sale

David Jacobs has his 1963 Jack Brabham driven AGP winning car for sale. This car has now competed at all the Tasman Revival meetings and is resplendent in its blue livery.

David can be contacted on david@jacobsracewear.com



Other M and O cars that are for sale are

Max Lane's Brabham BT18

Ron Coath's Brabham BT21

Bruce Mansell's Brabham BT9

If you need a contact drop me an email.

Cars Wanted

John Macey of the Illawarra south of Sydney is after a single seater. John has competed in most of the 1990s Repco Mountain Rallies and won the first one in 1991 in a Porsche 356. He has been racing the Aussie Legends cars recently, but has seen how much fun we have in historics and would like to be a part of it. His details are attached.

John

Dip.FS, ANZIFF Aff, FAFA, FNIBA, JP.
Tel: 02 4421 5055
Fax: 02 4422 5123

Macey

Macey & Associates Pty Ltd

AFS: 274757 – ABN: 99 001 340 263
Phone: 02 4421 5055 - Fax: 02 4422 5123
Address: 144 Junction Street, Nowra NSW 2541
DX Box: 5322, Nowra NSW
www.macey.com.au

Things of interest to M and O racing fans

- Don't forget you can view any race result in Australia by going to Natsoft at <http://www.natsoft.com.au/cgi-bin/results.cgi>
- The HSRCA has a new website – it is terrific and a lot of work has gone into it by a few of the committee members and the webmaster. Take a look at it <http://www.hsrca.com/> there are many subjects and one labelled photo gallery, its not to be missed.
- I would like to thank all those that have contributed to this newsletter, it is quite a task to put it together more than a couple of days, but all you guys, competitors and contributors alike, are worth it and to see 87 1960s racing cars at the Tasman Revival means we must be all doing something right to keep alive the aura of our 1960s racing cars.
- **Remember THIS IS YOUR NEWSLETTER and your contribution makes it what it is.**

The regular photographers details are

Steve Koen	kermutt@gmail.com
Peter Schell	schellpm@bigpond.com
Peter Ellenbogen	rac270@gmail.com
Paul Lewis	elizabeth.lewis3@bigpond.com

If you see a special photo in the newsletter, why not email them

- The Australian Formula Junior Association has a great website at :- <http://www.australianformulajunior.com/>
- From Steve Koen - a note to M and O competitors for a DVD at years end

Ed, I would like to talk to you further about what my son, Martin, has arranged for several groups of cars for 2011. In the HSRCA, we look like the FV Association will go along with us, particularly as Martin has prepared a fabulous DVD of images and brief videos for them from TR3. Martin also does this for several groups in the State Championships.

What the suggestion comprises is a disc at the end of the year in 2011, comprising images from several photographers (Martin, myself, plus some other guest photographers we might have at the time) and some brief video excerpts from all four meetings for the HSRCA in 2011. The complete video looks very professional, and for a quantity of around 30 off, they can be done for \$50 each. Again, it shows all four race meetings from several different photography positions. ALL entrants will be covered, guaranteed! Not just Victoria!

Do you think that the Group M and O Association might be interested in this offer? Is there someone else we should be talking with on this?

Steve Koen

Transmission Engineer. DCL Engineering Group

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Web: www.dcleng.com.au

Warwick Farm 50th Anniversary

On Friday 17th December a gathering of 150 competitors, officials, and those interested in the wonderful 13 years assembled at the Austrian Club in French's Forrest to remember Warwick Farm. A sample of the day can be seen in these few photos. Top left some of the posters and photos which adorned every open space on walls and doors, next is some Frank Match trophies and the helmet he wore in his first race and the shoes he wore in his last. Next, Bill Buckle brought along his Buckle Coupe, Dog McCarthur, John Wright and Jim Elphick admiring it Lastly Will Hagen interviewing Leo Geoghegan . Many thanks must go to Max Stahl for organising this terrific celebration of 50 years since the first race meeting at "the Farm" and he was ably helped by Peter Schell, Brian Caldersmith and John Ellacott. And we think we can tell porkies about what we do in Historics – you should hear what the real guys have to say !!



Finally I would like to especially thank on behalf of the M and O competitors all those volunteers without whom we would never be able to race ... thank you so much guys.

In closing may I wish everyone a very happy Christmas and a wonderful New Year.

Ed Holly

edholly@optusnet.com.au

HSRCA M & O racing Registrar.