



The HSRCA 1960s Racing Cars Groups M & O Newsletter No19

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

Welcome to the Winter edition of our newsletter. As you can see our Groups now have a logo – a badge that we can proudly wear on our cars. The design was commissioned with Michael Menzies of Audacitycreative with the brief to produce something that emphasizes our Group designation of M and O, and shows a typical car from the 1960s period, which was very early on was dominated by the rear engine car. Michael did the 2006 Tasman Revival website for us. If you look closely at the car shown, it has a bit of all the major Marques of that period, Lotus, Brabham, etc, and yet you can see a bit of the home grown cars too, like Elfin and Rennmax and then again maybe even the Neal Ford Mk2 or Delta. One hopes that it will in time adorn every eligible M and O logbooked car and maybe a few within the 1960s timeframe cars that compete here from overseas too at the Tasman Revival. A quantity of these will be printed by the kind offer of Bruce Mansell and will be at Wakefield Park in September.

The Newsletter has the normal reports of meetings held since the last one that came out in March. Unfortunately it also has a few pages dedicated to the loss of three people who had a lot to do with our cars as well. On a happier note there is the usual pit gossip section, and a technical report on a reduction of a major wear additive by some oil companies that is definitely cause for concern if you happen to be using a product that has followed this path. There is also a report on a visit to an airshow in the Illawarra region south of Sydney and a few other articles of interest. So hopefully there is something here for everyone interested in our wonderful old cars and what we do with them.

We shall start with some good news - courtesy of Richards Carter:-

[Nowra To Get Multi Million Dollar Motor Sports Track](#)

Tuesday, 05 June 2012 01:07

Plans will be announced today for a multi million dollar motor sports facility on the outskirts of Nowra approximately 100km south of Sydney. Motor Cycling New South Wales and the Department of Sport and Recreation have called a media conference for this morning to announce details of the project.

Planned for a site at Yerriong near HMAS Albatross the complex will be able to cater for 9 different disciplines of motor cycling, will also being able to cater for speedway events, and all levels of car racing, Proposals for a

motor sports facility west of Nowra were first floated almost 30 years ago, but faltered because of problems with funding, and gaining access to a suitable site.

The proponents of the project say it will provide a huge boost for the local economy, in much the same way as the Wakefield Park track has done for Goulburn.

Gilmore MP and Shoalhaven Mayoral candidate Jo Gash says studies have shown the track will inject about \$5.4 million a year in to the Shoalhaven economy, with the average sports tourist spending \$197 a day. Mrs Gash says if the track comes to fruition she has no doubt it will prove to be just as popular as Phillip Island in Victoria and Eastern Creek in Sydney.

Smiles in Monaco

Pictured below are a few M and O competitors taking in the sights at the recent Monaco Historiques. From left to right, Max Brunninghausen, Richard Carter, Dr Michael Henderson and wife Norma, CAMS President Andrew Papadopoulos and wife Janice and Paul Hamilton. Also see a report on a run around the circuit in a 1928 SS Mercedes later in the newsletter.



Also further on in the newsletter is a report on the Lotus 25 of John Bowers winning the feature race at this incredible venue. Driven by Andy Middlehurst and prepared by Classic Team Lotus, it was a terrific win.

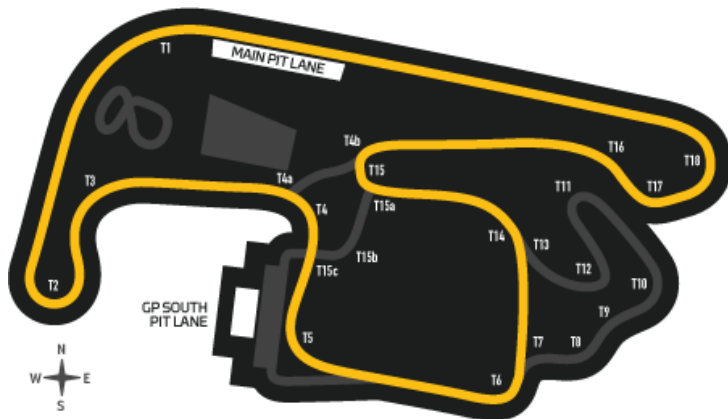
HSRCA Sydney Motorsport Park (formerly Eastern Creek International Raceway)

Winter meeting 30 June-1 July 2012

The HSRCA Winter meeting used the traditional Sydney Motorsport Park's Eastern Creek GP circuit. Initially the plan was to use the new long circuit but after a lot of feedback from very experienced drivers, some for and some against, it was decided that it would be best to not use the new section. This feedback indicated that the new section would be terrific for lap dash type events, but for multi car racing it would be a 20 plus seconds section of track with little or no passing opportunities and a very tight hairpin where cars with limited lock might find they could not turn inside a car they were

trying to pass. No one in our camp seemed to mind the change of plan, and with the realignment of the turns 6 and 7 complex to a single left hander, it allowed slightly faster lap times than previously.

With the omission of a kink (T6) and some newly sealed areas of track, one would have thought that quite a few lap records would be under threat. However this was not to be, maybe the cool tarmac wasn't as inductive to fast lap times as the extra mechanical grip of a newly laid surface. Tyre abrasion was definitely more noticeable however.



In the end only 3 records were broken, In Group M young Tom Tweedie had the Lola T60 Formula 2 car really wound up with its SCA 1 litre engine and 6 speed gearbox getting down to a remarkable 1:46.22 to eclipse Simon Pymble's set in 1997 under 1100cc record by $\frac{3}{4}$ second. In the next capacity class in Group M, 1001 to 1500cc, Ed Holly managed to get his Brabham BT6, ANF 1.5 car down to a 1:44.27 in practice and a 1:44.87 in the first race to eclipse his old Elfin 1.5 record set in 2004 by almost a second with the latter time. In Group O the only record broken was by Richard Carter in his Elfin Mono 1600cc shaving .21 off his old record set in 2008 with his Elfin 600 lowering it to 1:36.28

So to the racing starting with qualifying first. Eastern Creek in winter can be quite cool, but the weather on the first of the 2 days was just perfect with about 16 degrees and hardly any wind with the solar heater full on. There were 4 Group M cars, 3 of which were under 1100cc and 10 O cars, 7 twincam 1600cc cars, 2 4 valve 1600s and 1 over 1600. At the end of the 7 timed laps, it was the 4 valve car, the BT23C Brabham of Gary Hancock, driven by son Damon that topped the tree with a time in the 36's Next was Richard Carter in the Elfin Mono just .3 away. On his first visit to Eastern Creek, Ray Stubber from WA put his Brabham BT29 twincam next on the grid just ahead of Les Wright in the Brabham BT21C Buick V8. The third row was made up of Peter Barclay with a very good time sub 40 as was Chris Farrell giving the Brabham BT30 FVA an airing. Prime position on the 4th row belonged to the mighty alcohol fuel guzzling Eagle Indy car with Aaron Lewis sharing the row with Howard Blight in the Elfin 300 sports-racer. 5th row was the mighty SR3 Matich 4.7 litre



Damon Hanck in qualifying in the sunshine. Peter Schell photo.

V8 with Ed Holly in the Brabham BT6. 6th row were 2 O 1600 twincam Brabhams, Wayne Wilson really enjoying his BT29 with Tim Kutchell from SA in his BT18. Next row were Herb Neal in his oh so immaculate Elfin 600 with Geoff Brown in his oh so beautiful Chevron B16. 8th row were Tom Tweedie in the very nimble ex Midlands Racing 998cc Lola T60 with Victoria LeGallais in the 997cc ex Radio London Brabham BT15. The sub 50 time done by the BT15 MAE powered car is a

time Victoria can be very proud of and the new Peter Larner engine was obviously producing plenty of power. Next row saw Tony Simmons in the Brabham BT6 FJ car just ahead of Norm Falkiner from Vic in his extremely pretty Elfin Mono. A little further back were Dale Harvey in his Proton and Geoff Varey who never misses a meeting in his Gryphon. Entered but not taking part in proceedings were Paul Hamilton who had a problem in private practice on Friday and Richard Longes who was at the meeting with his beautiful Bugatti T35A in lieu of the Brabham BT14. Unfortunately Victoria LeGallais' Brabham's gearbox area was covered with oil and the problem was deemed too serious to continue. There were a couple of other single seaters with us, the Mildren Cooper with Dick Willis and the Nota BMC from the notable John Medley, both these cars were from Group L.

Race 1 was on Saturday afternoon, and as it was for the John Dawson-Damer memorial trophy the programme was altered to 8 laps from 6. Even before qualifying, the battle at the front was always going to be intense, and that was indeed how it turned out. But there was drama even before the flag fell with Holly proceeding down pit lane for the start. After a torrid 1st lap, it was pole sitter Hancock who was first past the line, with Ray Stubber moving up 2 spots on



Hancock, Stubber moves to 2nd then Carter, Wright and Farrell. Steve Koen captures the moments on the 2nd lap at turn 15 (old turn 9)

his 1st race lap at the Creek to 2nd, then Carter and Wright Farrell and Barclay, the first 5 places covered by less than a second and a half. 2nd lap Farrell does his quickest time of the race as does Barclay, next lap Carter's turn, next lap (4th) Stubber and Hancock's turn, Wright waits till lap 6 to put in a blinder with a 36.7 just as Barclay's rotor button decides the heat is too much. Meanwhile Holly joins the race 2 laps down leaving young Tom Tweedie to take the front running



Nearing race end, Steve Koen again captures the action, Wright now leading from Carter, Hancock, Stubber and Farrell.

in Group M from Tony Simmons. By the end of lap 8 the leader was Les Wright, but the minor placings were still being argued over "big time". The argument was finally settled with Richard Carter eclipsing Damon Hancock then Ray Stubber having the time of his life, these three covered by less than a second. Not far adrift was Chris Farrell. 17 seconds later Aaron Lewis brought the Indy car home. Next after a magnificent drive was Herb Neal beating Wayne Wilson by a half

second. This was the first of 3 epic battles over the weekend by these two. Tim Kutchell was next but the BT18 was ailing and Tim decided prudence should put it on the trailer for the long trip home. Tom Tweedie was next with a new lap record for the under 1100cc class just ahead of an ever improving Norm Falkiner. Last to finish was Holly but with a new lap record for the 1.5 litre class in his quest to make up 2 lost laps. So once again the John Dawson-Damer Memorial trophy was won by the Brabham Buick V8 and Les Wright combination, one of the most powerful M and O racing cars in Australia. As always the handicap prize was hotly contested, but in the end Herb Neal's effort in jumping 5 places got the nod, we don't call him the "Silver Fox" for nothing ! Unfortunately the Dawson-Damer family were overseas and this was the first time they were not able to present this much prized trophy in person.



John Dawson-Damer Handicap trophy winner, Herb Neal having a "ding dong" go all weekend with Wayne Wilson. Herb's Elfin 600 is fabulously presented and extremely well driven, Herb does have around 50 years racing experience
Peter Schell photo.

Before going onto Race 2, mention must be made of a few regular guys moonlighting in the long distance production sports cars races. Last race Saturday was the Group Sc 25 lapper and Lotus 49 pilot, John Smith helped David Withers steer his 911 Porsche to 2nd place. 1st race Sunday morning was the earlier Groups Sa and Sb's turn and this time Richard Carter helped Peter Jackson steer his Austin Healey 3000 to a win in Sa, Holly helped Richard Rose in his MGA to a 2nd in class and Bruce Mansell was helped by John Wenne to enjoy the track time in "Lurch" Bruce's Lotus type 14 Elite. One forgets how much more physical it is to drive a production sports car compared with a purpose built racing car !



A Steve Koen photo of Richard Carter's mount, the Austin Healey 3000



A Peter Schell study of the MGA with Ed Holly aboard.

Race 2 Sunday morning right after the Sa/Sb race which for Richard Carter meant a sprint from the big Healey to the Mono which was ready and waiting, what a contrast, from one of the 50's brutal sportscars that definitely needed a strong leash to a true thoroughbred ! This time it was Les Wright on pole, not because he won the previous race, but because he had done a quicker lap time than the rest of the field in the prior 2 events. Next was Damon Hancock then

Carter, Stubber and Farrell. At the flag drop the usual drag race commenced, with Les Wright negotiating turn 1 but arriving at turn 2 with a mighty lockup, and spun to the infield then across the track in front of the field, narrowly missing those coming 2nd, 3rd, 4th. Thankfully everyone got through ok, and Wright was stopped on the outside of the track and by the time he got going again was back to almost the tail of the field. By the end of the first lap Hancock had a 1 second lead over Carter, a further second to Stubber then Farrell and a bit of a gap to Barclay. In Group M Holly picked up a spot due to the Wright incident to lie 9th then a 7 second gap to Tony Simmons with Tom Tweedie closing in. Tweedie made his move on lap 3 putting Simmons behind. From then on it was a bit of a procession at the front,



Tom Tweedie makes an easy move on Tony Simmons with Norm Falkiner watching the move. Steve Koen photo.

Hancock putting in his fastest lap on the 3rd tour, and his 3 chasers all did the same a lap later. Wright, who was as low as 15th managed to scramble back to finish 7th. The Herb Neal and Wayne Wilson scrap continued unabated, and again the "Silver Fox" outran Wilson to the tune of 3/10ths second over the 6 lap journey. Showing a steady improvement all weekend in his first trip to Sydney in the Elfin Mono, Norm Falkiner was now down into the 46's Tony Simmons almost got into the 49's and Geoff Varey was having a ball with the Gryphon now into the 53's with Dale Harvey not far behind. At race end it was Damon Hancock who took a solid win by 2 seconds from Carter with Ray Stubber 3rd. Ray had managed to put in the fastest lap of the race, a terrific 1:36.63 earning him pole for the last race coming up that afternoon. When you think this is Ray's first ever meeting at the Creek, it is a very commendable performance, and augers very well for the big event come November. In Group M Holly prevailed over Tweedie with Simmons not far behind.



Holly did not get away from Tweedie as easily this race. Peter Schell photo.

Race 3. Sunday afternoon. Stubber was on pole from Wright, then Hancock and Carter making up the 2nd row.. The new fastest lap of the meeting used to set grid positions, rewarding Wright after finishing 7th in the previous race. More will be said of this at the end of the report. Further back in Group M, Holly was a grid position up on Tweedie. At the flag drop, Stubber gets away to a terrific start and by turn 2 had a 20 yard lead on Wright, who was obviously playing it cautiously after the morning's events here. Hancock runs a bit wide and Carter runs the tight line, exiting the corner a position up, the rest of the field follow through. At the end of the first lap, Stubber maintains a huge 1.5 second gap over Wright with Carter just a car length adrift and Hancock a few car lengths behind them. Holly wasn't finding the task of keeping Tweedie at bay as easy this time, the two separated by less than

a couple of seconds, bearing in mind that Holly has 1500cc and Tweedie just 1000cc a terrific effort all weekend by Tom. By lap 2 Carter had made the move on Wright and



Missing from the last race was Chris Farrell in his Brabham BT30. Peter Barclay behind Peter Schell photo was up to 2nd with a blistering 1:36.33 just under his old Elfin 600 lap record, Hancock also puts in a big effort this lap but was slightly off his normal pace and was not able to get the BT23 any higher than 4th. Farrell DNS. Barclay found the Elfin 300 of Howard Blight was a bit quicker this race and after keeping him out most of the race, the twincam powered sports-racer found a way around the silver BT21 with 2 laps to go and stayed there. Unbelievably the Herb Neal and Wayne Wilson scrap went the entire race, a couple of times Wilson thought he had the better of his nemesis only to be



Aaron Lewis in the Eagle Indy Car Steve Koen photo



Geoff Varey in the Gryphon Peter Schell photo

outfoxed when it counted on the last lap. In Group M, Holly had the Lola T60 of Tweedie in his mirrors more than previously and after 7 laps the small capacity car was only 5 seconds behind, Tweedie setting a new under 1100cc lap record on the way. To backtrack a bit, Carter waited till lap 3 to put in an incredibly quick lap breaking his lap record of the previous one getting down to a 1:36.28 and taking the lead in the race away from Stubber. And that's the way it was till the end of the 7 lap race, Carter, Stubber, Wright and Hancock. Barclay was next behind the Elfin 300 then the Silver Fox ala Herb Neal from Wayne Wilson by a nose, Norm Falkiner managed a 44.0 which should have pleased him immensely and Geoff Varey was there at the end too.

So finished a great weekend of racing. Everyone seemed to have enjoyed the cool and dry conditions and a few lap records fell within our ranks, probably not as many as was initially thought. The new gridding system of using fastest lap of the meeting seemed to be well accepted, and it certainly added some variety to the sharp end. The change of plans to run the GP circuit instead of the long circuit had two advantages, firstly it kept the lap times to acceptable levels so that a race could be a reasonable number of laps, and secondly there appeared to be a shortage of flag marshalls which would have been exacerbated had the longer circuit been used. Next time we will be here it will be for the Tasman Revival.

Graham Ellacott, our race starter for many years .. Steve Koen photo.



MALLALA 2012

By Richard Carter

Some of us arrived at the circuit on Thursday to unload and acclimatize to the 36 degree heat. Just made it as the Hay plains floods from earlier still had water up to the road edge. Fortunately the weather changed to perfect cool conditions for racing. For those who have not sampled this event you are missing out on one of the most relaxed, friendly and fun meetings. It is a hell of a drive (from Sydney) but think of the dedicated Adelaide people who often visit the east coast to race. Generally the meeting was incident free with lots of close racing. The races comprised of Groups M and O both racing and sports racing along with Formula Ford.

Qualifying resulted in Carter on pole in the Mono (just beating the time in his previous Elfin 600) with the international hot shot, Laurie Bennett, only 1 second behind. Third was newcomer to historics Andrew Goldie in Carter's old Elfin 600. This was also Andrews first time at the circuit but that did not seem to be a hindrance. Andrews background is mainly modern Formula Fords but he is fitting into the historic scene well, driving quickly but safely. Next were a gaggle of Formula Fords but Stephen Fryer (an old hand at Mallala) was 6th in the pretty MRC Lotus 23. His crew (Barry Carr) was seen busy after qualifying fitting new brake piston seals. This circuit is probably the hardest on brakes compared to others.

Great to see Peter Strauss bringing the recently Larner restored Brabham BT11A along. Despite some struggles the Strauss camp had smiles. Of the Formula Juniors, Bill Hemming was up there (also competing in his F5000). Roger Ealand sadly found some pushrods in the sump so headed home on Sunday.

Race 1 was close fought with results similar to qualifying at the sharp end with both Carter and Bennett pushing each other into the low 12's (Carter though had done an 11 in practice) Goldie too was picking up the pace a full second quicker now. A little down the field was Peter Strauss in his Climax powered Brabham BT11A listed in the results as a BT31 1498cc by the 2nd race into the very low 16s. Then came a gaggle of Juniors, Bill Hemming Elfin, showing the way to Murray Bryden Lotus 20, then Roger Ealand Lotus 18 and local Ian Ashford in the TAD. The TAD was badly damaged in last years event, and it was great to see it back out and about. Similarly Murray Bryden worked very hard to have the car there after being involved in that 1st corner melee at the Phillip Island Formula Ford / Formula Junior race.

Race 2 saw pretty much the same results but unfortunately as mentioned above Roger Ealand was out and Murray Bryden too had a DNF.



Race 2 results were pretty much the same, but – the action at the front for the first 4 laps was dominated by Bennett (53) John Lemm photo

Race 3 was a handicap race but surprised Carter with Laurie Bennett and Andrew Goldie coming 1st & 2nd, relegating Richard to the lower podium position in Group O. Unfortunately, Laurie then retired due to a damaged drive shaft doughnut (which also sidelined Stephen Fryer). Bill Hemming made the most of a forward starting position squeezing the Elfin in ahead of Carter and well ahead of Murray Bryden and Peter Strauss with the TAD of Ian Ashford not far behind.

Race 4 Carter was confident of an easy win in race 4 but after changing places several times with Goldie it was Goldie who took the flag. It was suggested that Carter was in discussions with Goldie to buy the 600 back! The final race resulted

in Carter winning from Goldie (obviously Goldie could not stand the Carter pressure to sell the car back to him and therefore allowing him a victory was the easiest solution). Peter Strauss in the BT11A maintained his mid-field position and the Juniors were once again dominated by Bill Hemming with the TAD this time not far behind, with Murray Bryden doing the rear guard action.



Beauty is in the eye of the beholder – but there is no denying a Brabham BT11A is just that. Peter Strauss – John Lemm photo.

Race 5 was the last race of the weekend, a 5 lapper. The Goldie / Carter matchup was much anticipated, and it wasn't to disappoint. However Carter put in a blinder of a first lap which Goldie spent the rest of the race playing catchup from. Strauss was still in the midfield and 1st Group M and with Hemming absent, the TAD was the first of the Juniors home with Murray Bryden sidelined after 3 laps.

So concluded yet another Mallala for our Groups – and as always the hospitality and relaxed atmosphere makes the long journey for some all that worthwhile.

A few more photos – this time courtesy of Jim Jones.



Ian Ashford in the TAD



Murray Bryden in the Lotus 20



Bill Hemming in the very well travelled Elfin Formula Junior



Mallala specialist, also Wakefield Park specialist, also Eastern Creek specialist –
Richard Carter acknowledges Jim Jones the phtographer



Richard Carter, Elfin Mono leads his old car Elfin 600, now extremely well driven by Andrew Goldie



A face only a mother could love – Peter Strauss getting ready in the beautiful Brabham BT11A

Historic Winton May 26,27 2012.

After the driest start to May in 150 years, it seemed as though the Gods had saved it all up for the Austin 7 Club's 36th meeting at this iconic venue. Driving down from Sydney on the Friday, the temperature hovered around 8 degrees C with heavy rain at times, worsening the closer one got to the destination.

Come Saturday morning scrutineering was early and in drizzle and our practice session was 2nd event after 4 bike events. This year our M and O Racing was combined with our Sports-Racing cousins and the Formula Fords. All up 24 cars qualified made up of 3 M Racing, 5 O Racing, 5 M & O Sports and 11 Formula Fords. The track was very cold, still an ambient temp of about 8, and very wet. As is apt to happen in these conditions, the less powerful cars seem to do well, and there were 2 Formula Fords ahead of the first O car, Peter Strauss in his Brabham BT31 Repco 2.5 on wets that put in a time 12 seconds quicker than the next O racing car, Norm Faulkner in his extremely elegant and on debut, Elfin Mono twincam, then 0.5 secs to Ed Holly in his Brabham BT21C twincam and another 0.1 secs to David Kent in his Brabham BT29 twincam, sporting a brand new engine. First of the M cars was Rob Butcher with his faithful replica of a Lotus 18 ahead of Dale Harvey in the Proton twincam with Doug Anderson in the Elfin WR375 1500 and Geoff Fry in his Jolus Formula Junior.



Peter Strauss in the BT31 on "wets" about to enter the circuit for qualifying. SCE photography

The time set by Peter Strauss shows just how much harder you can go on real wets as opposed to the regular Avon tyres which themselves do allow you to get good feel in the O cars. The M cars are on Dunlops, and these have a lot less grip in the wet than do the Avons.

Race 1 - was early on Saturday afternoon, a 5 lap journey. The organizers came up with a very good plan and separated the M and O cars away from the Formula Fords with a separate grid held for about 30 seconds after the M and O cars departed. The track was drying, but nowhere near dry as the cars came around to line up for the start. Somehow a Formula Ford was gridded in with us on P3, with Peter Strauss on Pole. Next of our M and O racing was Noel Falkner then Ed Holly, David Kent, Rob Butcher then Doug Anderson and Geoff Fry. The

pole sitter had the dirty and wettest side of the track, but got away to a good start with the out of position cars further back creating a real traffic jamb behind the lone Formula Ford who was misplaced. By mid the first lap it was Strauss from the Formula Ford, then Holly and Kent, Holly passed the FF up the back straight but Kent was unable to get the job done, unfortunately it was all in vain as another Formula Ford beached himself on the ripple strip into the first sharp right hander and the race was red flagged. Bearing in mind the ambient temperature was in the low teens, what happened next seen most engines almost at boiling point.



The start line just after flag drop, from the grass viewing area. Strauss on pole, Greame Degotardi in his Formula Ford (a ringin) Holly and Butcher you can see the sheen of the water on the track and how to keep the sun out of your eyes below. Courtesy SCE photography.

We were regriidd into our original positions, with much delay in doing so, and then the FF's were too, then the marshals finally must have got the message and we were sent on a warmup lap tour, unfortunately this was done sedately and not much air got through to the radiator and temps only dropped a bit, then regrid



again. Finally we were on our way, most temp gauges reading around 200 plus F. With the lessons learned from the first start, most picked a new way through the slower cars but by mid lap the results were pretty much the same, Strauss well in front, Holly being held up by the FF till the back straight, Kent didn't get as clean a run and was held up by both the FF and a Clubman and Falkiner was well up there. As the laps unfolded, Kent moved through the field with Falkiner too steadily coming through. One car that was misplaced at the start was Paul Orr in the Austin Special, an indecently quick single seater with a Cooper S type engine and who actually set 2nd fastest time for the race 1:17.07 after David Kent 1:16.98 At the very front Strauss had been hauled in by Holly. Strauss was finding that the drying track was not to his "wets" liking and was really struggling to put the power down. On the 2nd last lap Holly had him on the start finish straight only to be about half a car length short when a yellow light was flashed and he had to bail out of the move. But after such a

rehearsal, it was job done from the last corner of the last lap and Holly took the win by half a nosecone, or a mere 6/100ths second. Kent too had closed right up for 3rd spot 0.8 secs away and only needed another lap before the ailing tyres on the BT31 would have seen him slip into 2nd spot. Next came 4 Formula Fords, but we won't mention that – Norm Falkiner was next in the beautifully presented Elfin Mono, which must look terrific alongside his Stranguellini at home, Dale Harvey next then first of the M cars the Lotus 18 Replica Formula Junior of Rob Butcher, then Paul Orr in the Austin Special, who should have been right up with the leaders except for the gridding kerfuffle. Doug Anderson and Geoff Fry brought up the rear guard.

Race 2 – Sunday morning, 2nd event straight after Regularity. Winton Historics has a policy of only running Regularity for cars up to late 50's and the race prior our event was for the older cars, mostly pre-war. If you get a grid position above about 10, then you get to see the prior event from a very good vantage point, and some of these "old" cars are remarkably agile and driven with great "verve" Unfortunately some also tend to be travelling oil leaks, and it was a slippery track and still damp from overnight rain and dew that we ventured out on. Holly on pole had the unenviable job of starting from the dirty, wettest side of the track, whilst Strauss had it little better with quite a bit of cement dust laid upon quite a bit of oil. This time Paul Orr was in his correct spot and had been put up to 4th on the grid alongside Kent. With progressive grids the rest followed according to their finish place the day before. At the drop of the National flag everyone got just that little more wheelspin that happens when the track is just that bit damp, and Strauss got the better start and went into turn 1 alongside Holly, but wasn't able to get the job done. Kent looked for the inside run on an out of place Strauss but Strauss managed to maintain his grid position. Paul Orr as expected with a smaller engine dropped back just a little, and Norm Falkiner took quite a while to get going and was swamped by a few Formula Fords by the end of the first lap. The 2nd lap and Holly was pulling slightly away from Strauss with Kent just dropping off slightly, Paul Orr finding the little 1275cc machine just a little short of the power required to



Its not very often we get to include the Clubmans in the Racing newsletter – but these 2 guys have been around a long time. Trevore Booth in car 66, a Nota Sunbeam raced it back in the 60's and John Evans Lotus 7, behind also owns Pete Geoghegan's Lotus 23 Paul Lewis photo.

stay with the leaders. By lap 3 Kent's engine was making a little smoke, and he returned to the pits. Meanwhile Peter Strauss seem distracted and lost a bit of ground however it wasn't long before he got a wriggle on, but not before conceding a couple of seconds to Holly. Anyway, the wriggle on then caught Holly a

bit unawares as he thought he really had the wood on Strauss, and now the BT31 was looming larger and larger in the mirrors. Second last lap and a Formula Ford had spun and stopped in the esses, this didn't help either, and on the last lap, Strauss was ready to repay the compliment from the first race, on the last corner of the last lap when a car being lapped got in the way. As is always the case, in the split second it takes to work out which way the lapped car is going to go, one makes the decision where to pass, only occasionally the lapped car does something unexpected and this is what happened, the gate was closed and Holly braked hard to avoid the car and Strauss with great reactions got on the brakes just in time to not hit Holly from the rear. With both cars now having lost so much momentum, with Strauss coming off the worst, Holly scrambled



Decision time – where do we get past? – Holly got it wrong and braked hard, and Strauss harder still. Paul Lewis photo.



Peter sure had some closing speed to wash off, Doug Anderson slowly closing the gate. Paul Lewos photo.

to the finish line less than a second from Strauss. Some 18 seconds adrift was Paul Orr, another 21 seconds to Falkiner, Butcher and Harvey who were covered by a second., Harvey losing 2 spots on the last lap. Geoff Fry was rear guard again, with Doug Anderson classed as a non-finisher although his race time was almost the same as the leaders for those laps. As mentioned earlier Kent also DNF'd.

Race 3 – Sunny almost warm – a dry track, but no heat in the tarmac, a great spectacle again from the dummy grid watching all those “old” Regularity cars do their thing. By now we were down to just 5 O cars and 3 M cars in a grid of 24 with our sportscar brothers and the Formula Fords. Holly on Pole from Strauss then Orr – further back in 8th to 10th were Falkiner, then Butcher really enjoying the Lotus 18 Replica and Dale Harvey further back were Fry and Anderson. David Kent was missing, having been unable to determine the cause of a smokey exhaust. At the flag drop the drag race started to the first corner, where Strauss was beside Holly but unable to gain the advantage and swung in behind the blue Brabham for the run to the sweeper and through



Paul Orr in the Austin special – bit of a lonely race this time. Paul Lewis photo.

the esses. By using an untraditional line, almost like the great circle route, Strauss got a terrific run onto the back straight and finally the power of the 2.5 Repco showed its prowess and the BT31 was in the lead. However Holly wasn't done with yet and over the next 8 laps the two were separated by no more than a



Norm Falkner in the Elfin Mono in company with Rob Butcher Lotus 18 Formula junior replica. Paul Lewis photo

second, and Strauss drove a very steady race, not putting a foot wrong to take the chequered flag from Holly 1 second adrift. The rest of the field were a bit behind, Paul Orr in the Austin Special had a lonely race to fill the last podium spot, then came Nick Bennett driving a Formula Ford, who had consistently managed to pass most of the other M and O cars from the 30 second delayed grid, and in fact in the last 2 races had set fastest time



Geoff Fry in the Jolus just ahead of Tony Burrage in the Rennmax 23B from Dale Harvey in the Proton. Paul Lewis photo.

whilst doing so. Trevor Booth drove a steady race in the Nota Sunbeam Clubman to grab 5th, then 4 more FF's to Rob Butcher punching a bit above his weight in the Lotus 18 Replica Formula Junior. Norm Falkiner finished off the weekend in 17th, Dale Harvey in 19th with Doug Anderson and Geoff Fry a bit further back. This race incorporated a handicap system to award the Phil Irving Trophy for M and O Sports and Racing cars. The winner this year was Ed Holly in his Brabham BT21C.



A great photo of the diversity of the grid, Bill Hemming in the Elfin 300 with Coventry Climax 2 litre power, Craig Degotardi in the Elfin 600 Formula Ford, Norm Falkiner in the Elfin Mono twincam (which predates the 600's) and Rob Butcher in the Lotus 18 Formula Junior replica. Paul Lewis photo.

So ended another Historic Winton, the 36th annual event the Austin 7 Club has run.
Photos can be obtained at SCE photography sid@scephoto.com and Paul Lewis paul.lewis33@bigpond.com

Formula Juniors at Lakeside 9/10 June 2012

Story by Peter Boel

Photos by Colleen Conway

With Lakeside reopened after a long closure the Australian Formula Junior Association decided this year to make it one of the venues for its national trophy series. As part of its restoration the track was resurfaced and infrastructure improved and it now holds regular race meetings under the auspices of the AASA. Although safety measures have been added with better run off areas on some corners it is still a circuit to treat with respect as an off particularly down the hill at the back inevitably results in an argument with the Armco that guards both sides. Dick Johnson in a recently published book about the early days of Lakeside describes the track as the best in Australia after Bathurst.



Peter Boel in the Lola Mk5a with Tony Simmons in the Brabham BT6 behind, then David Reid in his Cooper T59 ahead of the Lotus 18 of AFJA President Roger Ealand.

Ten Formula Juniors were entered in our group plus some other Group M and O open wheelers making up a group of thirteen cars. Other groups at the meeting included one for Clubman, Group S cars, Production Sportcars, a HRCC racecar group and Regularity. Each group had a 15 minute qualifying session and four eight lap races. The weather was fine except for some clearing rain on Sunday morning giving us the opportunity to test our wet track skills.



Peter Boel in the lead.

Unfortunately Graham Brown's Brabham BT 2 had a camshaft failure in practice on the Friday and took no further part and David Reid (Cooper T59) suffered some steering damage when he ran off the circuit on the Saturday ending his

participation at the meeting. However the rest of us enjoyed a great weekend's racing with no further attrition.



Bill Hemming in the much travelled Elfin with Mike Gosbell in his Cooper T52

To minimise noise, rolling starts are the order of the day and Roger Ealand (Lotus18) proved the master of this procedure regularly taking the start lead from the second row followed closely by myself (Lola Mk 5A) Tony Simmons (Brabham BT6) and Bill Hemmings (Elfin FJ). There were close scraps throughout the field and all agreed it was great to be back at this most challenging but very enjoyable venue. My Lola Mk5A ran faultlessly giving me the odd race win and a new Formula Junior lap record. Full results can be found at Natsoft website

<http://www.natsoft.com.au/cgi-bin/results.cgi?10/06/2012.LAKE>



Alan Conway in his Gemini Mk3 ahead of Fred Fitch in the Whitford and Neville Anderson in the Dacrada

Wings over Illawarra 6th May

The HSRC put on a great show at this great event for the Illawarra region about an hour south of Sydney. As it is our Tasman Revival year, it was very opportune to “show the flag” in this region which is well within the catchment area of our November event.

The participants were Gary Hancock and his team get the furthest travelled award, coming all the way from the Central Coast about 100km north of Sydney to the Illawarra getting on for 100km south! The cars that we had were 1. Gary Hancock **Brabham BT23 FVA F2** car. 2. Bryen Miller - **1974 March 74B** that was an F2 car in UK / Europe for Aussie Alan Jones before he got into Formula 1 and won the F1 Championship in 1980 3. Richard Carter with his **1966 Elfin Mono**, This car was driven to 2nd place in the Australian Formula 2 Championship in 1970 by Johnny Walker who went on to win the Australian Driver's championship in 1979. 4. Tony Simmons with his **1963 Brabham BT6 Formula Junior** driven in 1963 by Greg Cusack for Scuderia Veloce. 5. Geoff Varey with his **1968 Gryphon**, an Australian built racing car that Geoff enjoys at every opportunity. 6. Stephen Knox OAM, with his recently acquired **Jensen 541R**, a very rare 1950s car of which there are only a handful in Australia. 7 Ed Holly with a Brabham **1963 BT6 ex works Formula Junior** (UK) for Denny Hulme then an Australian Tasman 1.5 litre car for Frank Gardner then Roly Levis (NZ) . 10. Howard Blight Elfin 300 a supercharged twincam 1960s sports racing car.

Of all these cars Bryan reckoned his was the only one eligible to be there, as the name of the show was wings over Illawarra, and his car was the only one with wings !



The photo above shows the cars in an arc and the tent brought along by Howard Blight which was a great place to hang the Club banner and to get out of the sun on a totally cloud free day.

There was a great lineup of aircraft flown there on the day, including favourites like DH Vampire, Gloster

Meteor, Harvard, Wirraway, Mustang, P40 Kittyhawk, Lockheed Hudson, Super Constellation, Vultee Vengeance, DC3, Neptune, Caribou, and quite a few others.

A few more photos follow ...



Our Eligibilty Committee Chairman handing out Tasman Revival flyers (looking over the aforementioned wing).



Tasman Committee Chairman Stephen Knox OAM looking for another victim to hand a Tasman flyer to.

Some great photos from Jon Ovington. For more photos go to

http://gallery.jonovington.com/Airplanes/WOI-2012/22842398_VD7pvS#!i=1833515375&k=RHZpnzC



Wayne Wilson's Rennmax BN2 from 1969 for sale.



A Peter Schell photo of the Rennmax competing in the 2008 Tasman Revival race Eastern Creek. Peter Schell photo.

Wayne has campaigned this car for many years, with great reliability and as he has recently bought a Brabham BT29 so the Rennmax is "surplus to requirements" It is beautifully presented, being looked after by Herb Neal till recently and now by David Kent. It is one of the fastest if not the fastest pushrod 1600 powered Group O cars around. Rennmax of course were built by Bob Britton and incorporated in their day the best features from the best in single seaters. Laps Eastern Creek 1:42 Comes with some spares, price is \$75,000 AUD and the car is located in Sydney. Phone Wayne on 0419.214804 or email wilsons111@bigpond.com



Another Peter Schell photo, this time of Wayne on the start grid for the same Tasman Revival race.

AUSSIES ABROAD AGAIN

By Kim Shearn

Whilst the cast is different, the idea remains the same – Compete at as many of the European iconic circuits as possible, in one of the few truly international classes we run in Australia – FORMULA JUNIOR.

This time its Don Thallon, Peter Strauss and your second rate correspondent, Kim Shearn. Peter arrived early and ran at a very wet Cadwell Park, then travelled to Vallelunga near Rome, courtesy of a Mercedes van carrying his BT6 and capably escorted by no less than retired General Bob Birrell. Pete achieved a second and an “off” in Italy and was well chuffed by the time he reached Pau for the non-championship meeting on 5/6 May.

Both Kim and Don had issues with late arriving ships and had to dash South to Pau to ensure they made it for practice and qualifying on Saturday. Whilst Kim had been shivering in a caravan park in North of England, Don and the lovely Jeanette were ensconced in their Chateau in Normandy!



PAU

Dry conditions mostly prevailed on Saturday, but this didn't stop Don from complaining about the oil over the track until he discovered it was him! His catch tank overflowed and sprayed oil on the racing line for several laps. He tried again in Qualy, but ran the bearings – so much for another new motor ready to go. Kim Quallied 7th, Peter an excellent 4th out of 20 competitors.

The town held a tremendous reception at the Casino that evening with lots of local food and wine producers showing off their fare – along with all the FJ people, the welcoming was great. As always, Duncan Rabagliati and his wife Mia ensure you have everything you need and are most inclusive. On return to our camp in the pits, Don's annex had collapsed, Kim's power was off, and poor Strauss had to open his own hotel door when the doorman went

to tea! Some of us do it tough.

Sunday was bright and sunny and Don decided not to replace the engine until the cause was known, so he started packing up. Race one got under way and Pete and Kim both started well. Pete had a small off and this allowed Kim and others through. Final result – Kim 4th, Peter 7th. Kim was seen genuflecting to some weird God in thanks for getting this far without a mechanical problem.

Race 2 was also fine weather but Peter dropped a drive shaft on the start line so DNS'd. Kim had a great tussle with a 1000cc Screamer BT21 all race long (30 Minutes) and managed to prevail to again finish 4th. What a fantastic weekend. The track is one of the oldest in Europe and is where the term Grand Prix was first used. Lots of elevation and some really quick corners along with the tight stuff – no run-off anywhere though. Steffan Rey, the local Doctor won both races in a Lola and in fact has won here every year for some time – a really good guy, but bloody hard to beat!

Don, before Jan and Laurie Bennett arrive at his Chateau, will go to the UK to repair his engine, Strauss is flying home first class to inspect his empire and I will visit some friends in the South of France, near Carcassonne – some life huh?

Next stop SILVERSTONE in two weeks time

Prior to arriving at Silverstone, I thought it best to at least have a quick look at the famous Beaulieu motor museum. This, of course, would enable one to also visit Thruxton Park circuit and get in a few laps for no good reason at all! Beaulieu is in superb surroundings and is compact, though thoughtfully laid out and this provides a good experience for all manner of petrol heads -motor bikes, veteran & vintage cars, some F1 and LSR cars plus a James Bond collection.

At Thruxton, I was invited to preview the track with the circuit manager and he showed me "the way" around this super quick layout. Boy, is it fast! Interestingly, he was not the first to relate the fact of how clean our touring car racing is in Australia, unlike in the UK where they push and shove until their heart's content, apparently, without any penalty - not seen as good racing by many.

SILVERSTONE 20th MAY 2012 Car No 88

For your substantial entry fee, you only get one practice session and one race, each of 20 minutes duration. The Silverstone entry list for Formula Juniors was amazing - 71 cars, necessitating 2 grids. Earlier model cars numbered a mere 31 and our later model group 40! I qualified 21st - most humbling! Dry conditions prevailed and after a ratio change, I managed to finish 19th. I crossed the line in front of Alex Morton after a terrific race long dice, but official results had him ahead. We both laughed when we discovered his "dorian" was fitted well ahead of mine, so he "officially" beat me by 2 thousandths of a second!

Silverstone is a huge complex these days and almost TOO big really. It has two complete pit structures



Sharon Adelman in her BT6 Brabham – George Smith photo.

at separate ends of the track and more than one driver has turned into the wrong pit lane (yes, me too). Last year we raced on the "Classic" weekend and it was the biggest motor sport weekend I've ever seen. They only just coped then and facilities were stretched to the limit. But, this weekend was a bit more subdued and a lot easier to camp comfortably and be able to move about as well.

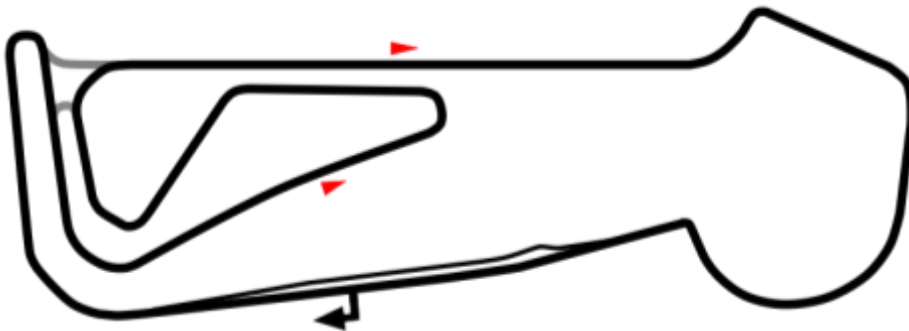
Before Snetterton, on the Jubilee weekend, I stayed

with James Owen and family for a few days in Pirbright, near Guildford. James kindly lent me his 150 DHC Jag for a charity day car rally organised by well known and popular car preparer, Iain Rowley at Stoke Row. To my surprise, I headed off one car ahead of Ross Braun, in a Ferrari, no less! There were only 28 cars and it was great fun, made easier by the fact that I had been provided with the route creator's son as my navigator! How could we lose, I ask you. Don't worry, we found a way.

Footnote – The photo previous page is of Sharon Adelman competing at Silverstone.. Sharon and husband, Graham, have twice brought their BRM and Ferrari Dino to the Tasman Revival where Graham drove the BRM and Rob Hall the Ferrari..It would be terrific to see the BT6 here with Sharon in the very strong Formula Junior/ Formula 3 race come November.

SNETTERTON 11th JUNE 2012 Car No.88

I arrived early to be greeted by teeming rain, to which you almost become accustomed, almost. Once again this is a 1 day meeting for each category, though the entire meeting was held over two days. The main event was a three hour sports car race with two compulsory pit stops and driver changes, each stop for a mandatory 3 minutes. Roger Ealand's long time mate, Dave Methley, was co-driving a Chevron BMW and was running 3rd when a drive shaft let go and put them out after 2 hours or so. Dave purchased and rebuilt Bob Birrell's Brabham BT6 after his monumental crash at Goodwood last year. Dave is now racing it again in FJ, very successfully. He got pipped by John Milicevic (current champion) at Silverstone last meeting and hopes to reverse the trend here.



Friday is "Free Practice" - only AU\$450 for 4 x 30 minute sessions. I was prevented from participating in the afternoon session (only \$275) due to noise (only allowed 108 Db's and I was 111) and couldn't fix things in time, so I had to cool my heels until Sunday when I got a full 15 minutes to practice and learn the track! Fortunately, the

rain cleared and Sunday was fine and dry. Excellent, smooth track surface- it mostly flows, but with 2 hairpins and a tight right-hander, it takes a bit of the fun away. Still, a terrific track to race on. Only had 36 starters this time and we managed to qualify 16th. First race got up to 11th and lowered our time by 4 seconds a lap, but, like a true over-enthusiastic novice, spun on the second last lap and dropped 5 places, of which I only gained one back to finish 15th. Second race, yes, this weekend we got 2 races - that's one x qualifying session, 2 x races each of 15 minutes duration, for only AU\$450 approx. Anyway, we got away well in the next and got up to 11th again, matching my previous quickest time on the 2nd lap, then lost rear brakes with a blown wheel cylinder, so I remained cautious for the rest of the race and again only finished 15th!

Dave Methley got beaten again by John Milicevic, but Dave took the lap record and the difference in race one was 1.9 seconds and, from memory, .08 secs in the second - these guys are going to dice like this all season and they both love it! Fairdinkum, FJ over here is just the very best category of racing you can imagine. The guys and gals, yes girls too, are so friendly and terrific competitors, it just makes it all worthwhile. Duncan Rabagliati has done an amazing job pulling it all together along with his daughter Sarah, the club Secretary; so inclusive and well organised that it is easy to get anywhere and get things done without much fuss at all.

Next stop Dijon-Prenois in a couple of weeks, so I think it's time to savour some French cuisine and sunshine and also catch up with Don Thallon and Jeanette at their "Chateau".

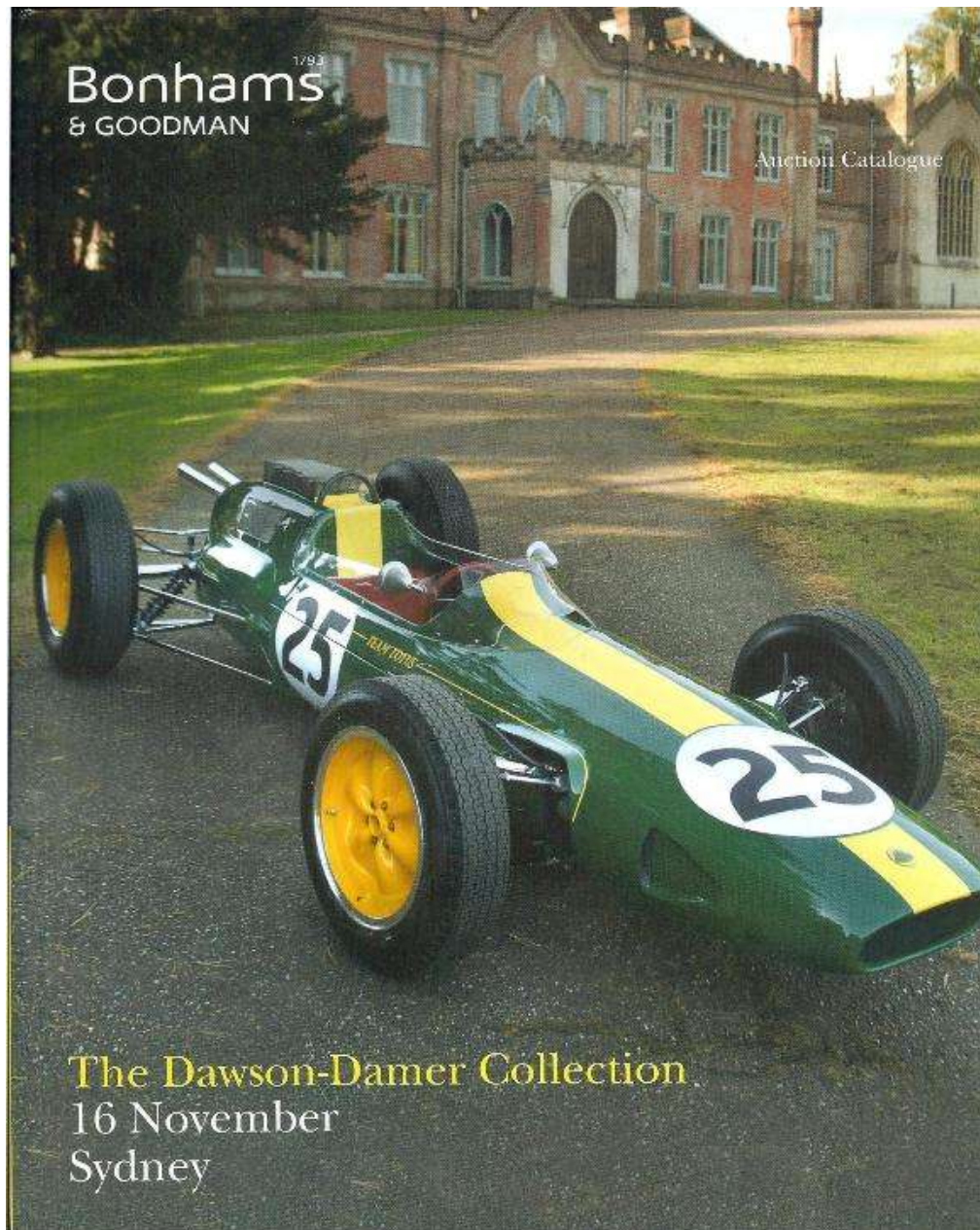
Kim Shearn
13th June 2012

To see some great vision of the race go to <http://www.youtube.com/watch?v=X4icRIJxIOE>

Lotus 25 wins prestigious F1 race at Monaco

Who remembers the Bonhams and Goodman auction in Waterloo Sydney when Sydney-sider, John Bowers bought the feature car of the auction, the Dawson-Damer family's Lotus 25 chassis R4, the car that Jim Clark drove to win the World F1 Championship in 1963 with 7 F1 Championship wins that year. Soon after the purchase, John shipped the car to the UK where it has been looked after by Classic Team Lotus under the guidance of Clive Chapman and his expert team of engineers including Bob Dance who worked on these cars in the heyday. As reported in a recent newsletter when R4 won the Glover Trophy at Goodwood last year, R4 has now added a win at Monaco to its terrific resume. In 1963, Clark had a dnf after an accident on the 78th lap, so the top rung of the podium was definitely something new for R4. Andy Middlehurst of the UK once again drove the car to a superb win and more can be read on this at a number of websites including: -

<http://www.sportscardigest.com/monaco-historic-grand-prix-2012-results-and-pictures/>



16th November 2008, R4 is the star attraction in the auction of the Dawson-Damer family's cars at the Bonhams and Goodman premises at Waterloo in Sydney's south.



R4 exiting the tunnel in the Monaco Historic Grand Prix event 11-13 May

The Classic Team Lotus personnel were on hand at the event. A delighted Clive Chapman indicates the No.1 position with his index finger, as done Andy Middlehurst too with Bob Dance wondering what all the fuss is about, as he's been a big part of Lotus's winning ways for a very long time.

So congratulations to all concerned, and especially to John Bowers, Clive Chapman, and of course to Andy Middlehurst who had to look after this wonderful piece of motor racing history.

Now how do we get the team here to come to our Tasman ? For the record, in 2nd spot was Sidney Hoole in a 1963 Cooper Type 66 and 3rd was Paul Drayson in a 1962 Lotus 24. There were 23 starters in the event.



140 Years of experience - experiences Monaco.



Max, Richard and Paul used Monaco as starting point for a two week European tour of race circuits, museums, restaurants and bars from which they are still recovering. One major highlight of their Monaco weekend was a three lap ride around the GP circuit in a 1928 SS Mercedes which was one of the official course cars driven quite energetically by the German owner. As you can see from the photo, Max needed to hang on to what little hair he has left but what remains unrecorded is Richard's screams of fear from the rear seat as the Merc descended the hill from Casino Square to Mirabeau at a speed with which he was less than comfortable!! We all know Richard as one of our most fearless and competent historic racers but he is not a good passenger and I am told that his howls of anguish were louder than the scream from the engine as the driver engaged the supercharger on the way down the hill!! That would be pretty loud as these cars have an 'elephant' blower pushing air through the carburetor with a quite distinctive and LOUD sound.



Max and Paul started racing in the 60s, Richard a bit later – 140 years of putting on a helmet.

New Zealand in January – drawing closer

Some of us now forming up with entries and container filling.



At this early stage there is already healthy interest from drivers for the 'Tasman Class' to be run at the forthcoming 'NZ Festival of Motor Racing celebrating Denny Hulme' www.nzfmr.co.nz to be run over two three-day weekends at Hampton Downs Motor Sports Park www.hamptondowns.com, just 45 minutes south on the motorway from Auckland, New Zealand.

With a grid capacity of 37 single-seater cars at the Festival there is already interest from 21 drivers, led by a strong contingent of 7 from Western Australia. So far, there are 11 Brabhams of various types, two McLarens, a Cooper, Lotus, Chevron, Macon, Alexis, Elfin, Alton Holden and BBM Mk2. From Australia, in addition to the big contingent from WA led by Neil McCrudden from the WA Race Museum, M & O Newsletter Editor Ed Holly will bring his ex Denny Hulme 1963 Brabham BT6 and Peter Barclay from ACT his Brabham BT21.



Jim Barclay and New Zealand racing legend Jim Palmer standing alongside Adam Berryman in his ex Bruce McLaren and 1964 Tasman Championship winning Cooper Climax at the 2010 McLaren Festival.

Total entry fee costs for both weekends of the Festival will be kept at the same level as for the 2012 Festival – that is NZD \$598 incl GST for two three-day weekends of racing ! The entry package includes free use of the AMB timers. Shared garages or marquees will be available – we are currently getting comparative quotes from marquee suppliers to ensure we get the best deal and indications are we hope to pin down a price of around NZD\$391 per car incl GST - this covers the total cost to house your car for the entire Festival. From this cost, subtract at least 20% when converting from Kiwi dollars to Aus dollars – and you can see you are onto a pretty good deal.

If you need to discuss costs for shipping, shipping dates, sharing a container, or to find out about export from or import to Australia, contact Stewart Garmey of Tradelanes, Melbourne ph (03) 9330 0090 or email

stewart@tradelanes.com.au Note movement of cars from wharf to track and return is competitor's responsibility. If anyone has any questions, please email the Festival Chairman, Jim Barclay jim@nzfmr.co.nz

AASA Winton Historic Meeting May 2012 – Replica's get to race in Historics.

The Austin Seven Club has been running Historic Race meetings at Winton now for over 35 years. A couple of years ago they decided to move away from using CAMS for its race permits in preference to the Australian Auto Sport Alliance entity, the AASA. This Club was one of the first to embrace the new authority for its meeting.

Our Newsletter No.15 made mention of the wider use by many promoters of the AASA and commented that in time there would be a loss of revenue to CAMS that would be to the detriment of those involved in Historic Racing.



It alluded to a loss of revenue by CAMS to support the fabric of our chosen sport and that lack of revenue required to uphold the approval of, and ongoing administration for, our cars for competition, something that is the envy of the world. Already we have seen C of D costs escalate to almost \$1000 as CAMS tries to maintain some revenue to maintain this wonderful system we have.

On the other side of the coin, the AASA gets it all scot free. At Winton, the car's logbook had to be produced and was stamped and entry notated just as though it was a CAMS event, except that it wasn't a CAMS event. Does the AASA pay for this privilege? My

enquiries indicate not. So then how is CAMS going to maintain a system that requires a lot of input for the benefit of us all without receiving revenue from it ?

What does this have to do with replicas without Historic logbooks running at a Historic Race meeting ?

Well, it shows that the AASA does not administer a meeting to the same rules we have come to expect in the past. By allowing a non-Historic entry into a Historic event flies in the face of what Historic Racing is all about here in Australia. Sure the replica might have been very faithful to what an original car would look like, but a car without history and built in recent times cannot be an Historic Car.

To my knowledge there were 3 non Historic logbooked cars competing in racing, maybe more, at this event spread through various grids. So it wasn't like just one slipped through the cracks.

CAMS regulations restrict racing events to genuine historic cars but the subject of replicas has often been on the agenda of the Historic Commission and the following section of the 5th Category regulations make provision for replicas in regularity events.



There have been some wonderful cars produced and that we have seen running in Regularity where they can be demonstrated in public without undermining the eligibility integrity of historic racing events. Who will ever forget the Sam Johnson Ferrari Dino creations we used to see at places like Amaroo years ago. And more recently there are a number of wonderful Replicas running within the Regularity grids as per the extract above from the CAMS manual. Both these red cars are depicted here photographs supplied by Peter Schell.

2.3.4 Eligible cars: At the discretion of the event organisers historic regularity events may include any vehicle of a type suitable for inclusion in the 5th Category.

Cars must be presented substantially in period specification. Acceptance of a vehicle for an event is not a guarantee of acceptance at other events.

Additionally, the inclusion of other cars is permitted, subject to the Event Organiser having reached agreement with CAMS and the local Australian Historic Motor Sport Commissioner or Historic Eligibility Officer. Where accepted by the organisers, a replica is permissible for participation in regularity activity providing it is clearly listed and identified as a replica in the entry form and entry list.

It must be mentioned that the FIA has got around the subject of Replicas almost by ignoring there is a difference. The International paperwork for an Historic Car is simply

an Historic Technical Passport, HTP, which details the technical aspects of the car but not it's History. Thereby if you build an exact Replica of a car, you have it inspected and passed as that, then the FIA will issue you with this documentation, but the fact is that it is not a Historic car and it is then up to the individual promoters whether it is accepted or not to run alongside genuine Historic cars. CAMS has not gone down this path, and when I look to see if the AASA has anything like this in place on their website the link shows a "fatal error".

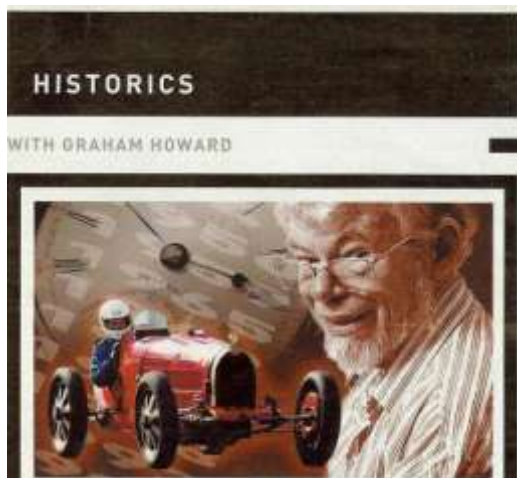
As an example of cars with HTP's but the "Replica" variety being excluded, we only have to look at the Lurani series run in the UK and Europe for Formula Juniors. Arguably this is the most hotly contested of all Historic Racing series in the world, and the rules governing competition specifically exclude Replicas – and the value of the genuine Formula Juniors has been very healthy as a result.

So Gentleman and Ladies of Groups M and O – I ask you a question, should we continue to support an organization that pays scant regard to the ethics of Historic Racing as we have known it until now?

And finally, a copy of Graham Howard's **Historically Speaking** column from the weekly **Auto Action** magazine. from the week commencing 13th June 2012, also dealing with this very subject. Printed here with the approval of Graham.

FOR FORMALITY OR FUN ?

The Austin 7 Club's Annual Winton meeting has thrown up a new issue and an unlikely winner.



Winton's recent Austin 7 Club historic meeting was a reminder that eligibility, and eligibility maintenance, are so fundamental to our historic racing that we almost take them for granted. However, while almost all the Austin 7 Club's entries were from cars which conform to the carefully-developed and demanding CAMS eligibility rules, these rules were not formally enforceable at Winton because the meeting itself was run under AASA, which by comparison has almost token historic eligibility requirements. A7 club was well aware of concerns about possible problems, and made sure it had measures in place to assess cars which might not be considered appropriate. This was done at the circuit and on a case-by-case basis, and a number of cars were in fact examined.

A spokesman for the club has told this column that, while it is not making any pre-judgments, eligibility procedures for next year's meeting will be one of the items reviewed at its upcoming post-Winton debrief. Nonetheless, the A7 approach allows cars which are not recognised by the CAMS-based eligibility system to compete alongside cars which have gone through the CAMS system.

Somewhat older than concepts of historic eligibility is what has become known as Gresham's Law, as expressed a British economist in the late 16th century. Broadly, this idea was that, where a government allowed the simultaneous use of (say) copper coins and (say) gold coins of the same face value, the copper coins would stay in use and the gold would be hidden away. This effect has been summarised by the saying, "Bad money drives out good."

The lower cost and user-friendliness of AASA are very welcome, and Victorian Historic Racing Register has been successfully applying CAMS eligibility standards at its AASA long-track Winton meetings and getting the best of both worlds. Whatever the solution, Australian historic racing needs to take care that "good" eligibility is not driven out by "bad."

Vale PAUL SAMUELS

a tribute by Peter Schell

After an eventful life of 79 years, most spent as a self-described "obsessed automobilist", Paul Samuels faced his final chequered flag on 22 June 2012.

Loaded with trophies and the inevitable bottle of champers, HSRCA President, Paul "Sartorial Sam" Samuels, enjoys a joke with Stirling. Paul drove his ex-Leaton Motors Lotus XV to victory in the Frank Gardner Trophy race for LB Sports and took second in the JRA Trophy race.

L. J. R.



In 1984 under Paul's chairmanship, the HSRCA put on a wonderful Historic meeting at Amaroo Park as a tribute to Jaguar. (Sir) Stirling Moss was the Guest of Honour for the meeting. This photo is taken from a booklet produced at the time.

His interest in motoring and fascination for motor sport commenced at any early age, in particular being inspired by the success of Alf Najar's MGTB Special in the first post-war NSW Grand Prix at Bathurst. He purchased his first car in 1950, and later acquired a Rover 16 which he modified and first raced at Mount Druitt in 1956. The following year he acquired the ex-Najar MGTB and competed with success in racing and hillclimbs.

Having worked in various motoring sales outlets it was natural that he came to own some varied and unique vehicles, including a 1935 Rolls Royce. He was impressed with the marque to

such an extent that he, with a group of others, formed the Rolls Royce Owners Club, serving as the founding secretary.



Paul in his beloved Lotus 15 at Eastern Creek. Peter Schell photo

His racing exploits included running the first Lotus 18 FJ imported to this country, and a potent little Berkeley sports car. He assisted in commentary duties at the early Warwick Farm race meetings, his dulcet tones bringing regular updates of new lap records from the timekeepers' box. Later he was to race a Formula Vee.



And in recent times reminiscing in the Berkley

In 1964 he established Eurocars, the well-known Mazda and Alfa Romeo dealership at North Sydney and, later, Crows Nest. Upon the sale of the business in 1981 he was able to devote his energies to historic racing, competing regularly in a succession of Lotus XIs, Lister-Jaguar, Cooper T43 and his beloved ex-Match Lotus XV (a car which he drove with distinction overseas, scoring a lap record at the Nurburgring, taking a win at the Goodwood Revival, and being named Driver of the Meeting at Laguna Seca).

On the establishment of the HSRCA in 1981, the 80 founding members elected Paul as the first President, a role he undertook with great distinction. His leadership ensured the operations of the club were set on a firm commercial basis; he was able to gently twist the arm of corporate supporters, as evidenced by the professionalism and success of those early race meetings which became a permanent blueprint.

Paul's lasting legacy to the historic racing scene is his involvement in the establishment of the Wakefield Park circuit and facilities in 1993. His vision was for enthusiasts to have a country venue

where racing activities could be enjoyed in a relaxed and safe environment. The ongoing operation of the complex is certainly testimony to his vision.



Another great Peter Schell photo again at Eastern Creek of the Lotus 15

In his eulogy Paul's son Brendan recalled that Paul "loved a good get together, especially where he was guest of honour". A large crowd gathered to celebrate his life and farewell him on 29 June 2012. This sartorial occasion was, indeed, a fitting tribute to his memory.



We all owe so much to Paul for creating Wakefield Park, here at its official opening with John Carter and NSW State Premier John Fahey.

Vale Bill Stone. (NZ)

Passed away 10th April 2012 aged 72.

I first met Bill Stone at the 2006 Tasman Revival when he came up to me and said “I used to own your car” Bill then introduced himself. I knew of some of Bill’s achievements from research into my car, but when one gets into the fine detail, here was a guy that had on the world stage been there and done that, yet was happy now to simply enjoy old racing cars for what they were. I am in awe of guys like Bill, who took off to England to see what the world held for them.

Bill obviously wanted to be a racing driver from a very early age, and started racing an XK120 and then a small 500cc Cooper, but it was his first “real” racing car that Bill got smitten by the racing bug. In 1964 he took over the ex Denny Hulme Cooper T52 Formula Junior and ran that in the 65 and 66 New Zealand Grand Prix which were obviously a part of the Tasman Series those years. Then in late 66 he bought FJ-9-63, a Brabham BT6, as it turned out also ex Denny Hulme who drove it as the works Formula Junior in 1963. Bill went on to compete in every New Zealand round of the Tasman Championship, all 8 of them, over the next 2 years. His highest finish was 6th at Levin in 1968, scoring 1 Tasman point, a terrific result with a 5 year old racing car.



Bill back in his old Brabham at Hampton Downs January 2010. Car carried Bill’s name on the other side, Roly was to drive it too, but an ankle problem prevented him from being able to. Peter Schell photo.

But there was a yearning to race in the UK and Europe which on selling the BT6, Bill moved to the UK and bought a crashed Brabham BT18. He then went around to Arch Motors where he asked if they could repair the frame for him, to which they replied, how soon do you want it, well Bill did need it in about a fortnight, so they just laughed, pointed to a pile of “dead” chassis in the corner. They did say however, well there is a oxy set out the back, you are welcome to have a go yourself. Well the last laugh was on them, as when Bill had finished the BT18 chassis, they were so impressed they offered him a job, which Bill took them up on and then worked there in the off seasons for a year or two.



Bill had reasonable results in the BT18, pictured here, mostly top 10 in the extremely competitive F3 racing that was huge in UK and Europe at the time. After a year, being a Kiwi, Bill thought he would upgrade to a McLaren M4a, however the top 10 results drifted down to top 20 and Bill said he never quite came to grips with the McLaren as he did with the Brabham. How many times do we hear that. Photo here Chris Bennett’s website <http://www.bennett.co.uk/f3screamers.htm> This photo is of Bill with a wing on the BT18, one of the

first ever cars to run one at Brands Hatch with one. About this time funds were becoming increasingly difficult and a call from Robin Herd changed Bill's career path from racing driver to one of racing car builder. Bill became the first employee of March and the first car built by them was the 693. Bill soon became management and became responsible for all the March range of cars from F3 to F1.

A couple of years later, Bill met Adrian Reynard, then a university student studying engineering, and the two of them formed Sabre engineering doing subcontracting work for the major customer racing car manufacturers, amongst them Mallock. In 1976 Bill returned to New Zealand and sold Adrian his half of Sabre, after which Adrian renamed the company Reynard, and calling on what he had learnt from his partnership with Bill, he grew Reynard into the largest constructor of racing cars in the world.

Back in NZ Bill bought a farm and with his friend Jimmy Stone, set up a car wrecking yard in Manukau City. However the call of the UK did not diminish and Bill returned there and set up another fabrication business, Bill Stone Engineering, again with Mallock as a customer. The girl in the office was Susanne Mallock, Arthur Mallock's youngest daughter. A romance blossomed and after a courtship of just six months they were married.

Bill was "head hunted" to use a modern term, by Chrysler with the help of Adrian Reynard to head their North American Touring Car program which they won. Next Reynard became a partner of BAT and Bill again became a first employee of the BAR F1 team. After that, Bill then went to Minardi F1 and finally returned to NZ in the mid 2000's



Bill at his 70th birthday party explaining the accident at Levin with the steering wheel he so kindly wanted to stay with the car.



And so in 2006 I first met Bill at Eastern Creek, little did I know that this quiet and very unassuming guy held such a background. Whilst competing at the Chris Amon festival in New Zealand January 2010, Bill and Susanne asked John Ellacott and Paul Hamilton, my pitcrew, and myself to lunch at their farm outside Pukekohe. We spent a wonderful afternoon with them, Bill showed us his sprint car and his Mallock, which he too was competing with at the Festival. He also showed us a gas fluxor, which is one of the reasons he and those at Arch Motors can do those incredibly beautiful brazing of tube to tube. He also was incredibly generous giving me a very bent steering wheel from a rollover in the BT6 at Levin, wanting it to stay with the car. It is a very treasured artifact of Bill's time with FJ-9-63.

Bill was diagnosed with colon cancer in May 2008 and died April 2012 but made the most of each day in between. He died peacefully at home with Susanne beside him.

To Susanne and Bill's wider family and friends, it was a real privilege to know Bill, a quiet achiever if ever there was one.

Vale - Helene Bittner

Helene competed for many years and ran 7th in the

A note from Wayne Wilson

She was the only lady racing and quite a character, indeed I was told that she was “reprimanded” by the stewards for her red lipstick which was thought to be flammable (with her trademark open faced helmet). No doubt an urban myth?

She was most welcoming of me, and my old Dad who then accompanied me, when we went to Mallala, and was one of those more than friendly people that made me comfortable in M&O racing.

I recollect that I wrote a small article years ago for the Oily Rag about Helene as possibly the only entrant in our races who had competed in an Australian Grand Prix (at Mallala, she is listed in the first 50 GP book)

Vale indeed

Wayne

And from Wes Dayton

Helene passed away on Sunday; many will remember her, her trademark cigarette holder and her red Group O “Rebelle Ford” joining us from SA on many occasions.

Helene ran in in the 1961 Australian GP in a car called the Vitesse. Later she ran the Rebelle Ford as a 1.5 litre car and finished 7th in the 1966 Gold Star round at Mallala. As you can see from the photo below, it looks a very nice ANF 1.5 car.



A Peter Schell photo of Helene competing at Eastern Creek.

Oils ain't oils

There was some discussion at a recent HSRCA Club meeting about the decrease of a Zinc Phosphate compound ZDTP (zinc di-thiophosphate).causing problems in highly loaded areas of an engine and specifically cam lobes and followers. This subject has apparently been a "hot-topic" for some time, but I only became aware of it when discussed at our June meeting. I have done a bit of research and there are various articles written by clubs such as Jaguar, Opel, Triumph etc on various websites. Modern engines use roller followers and don't have the same requirements as our older lobes slapping the follower types. The Penrite website covers this very well and here are some downloaded information from there. However I suggest you check with the manufacturer of your chosen oil to ensure you have adequate protection. I might mention I have used HPR30 now 25 years in my race motors with great results.



TECHNICAL BULLETIN NO: 192 LATEST ZINC LEVELS

Issue: November 2011

PENRITE

PRODUCT	SAE GRADE	API RATING	ACEA RATING	JASO	ZINC PPM
HPR 0	0W-30	SL/CF	A3/B4		1050
HPR 5	5W-40	SN/CF	A3/B4		1050
HPR 10	10W-50	SN/CF	A3/B4		1140
HPR 15	15W-60	SN/CF	A3/B4		1140
HPR 30	20W-60	SM/CF	A3/B3		1110
HPR 40	25W-70	SL			1450
HPR 50	40-70	SL			1450
HPR GAS 10	10W-50	CI-4/SL	A3/B3		1220
HPR GAS	20W-60	CG-4/SL			1290
HPR DIESEL 5	5W-40	CI-4 PLUS/SL	A3/B4		1220
HPR DIESEL 15	15W-50	CI-4 PLUS/SL	A3/B4		1220
HPR DIESEL	20W-60	CH-4/SJ	A3/B3		1220
PREMIUM FULL SYNTH 0	0W-50	SN/CF		MA	1250
PREMIUM FULL SYNTH 5	5W-60	SN/CF			1200
PREMIUM FULL SYNTH 10	10W-70	SN/CF			1200
RACING 0	0W-20	SL/CF			1320
RACING 5	5W-30	SL/CF			1320
RACING 10	10W-40	SN/CF		MA	1240
RACING 15	15W-50	SN/CF		MA	1240
RACING 20	20W-60	SN/CF		MA	1240
ENVIRO+	0W-40	SN/CF	C3		890
ENVIRO+	5W-30				670
ENVIRO+	5W-40	SN/CF	C3		890
ENVIRO+ C4	5W-30		C4		510
ENVIRO+ DL-1	5W-30		C1/C2	DL-1	510
ENVIRO+ GF-5	5W-30	SN RC			850
EVERYDAY DRIVING	5W-30	SL/CF		MA	1080
EVERYDAY DRIVING	10W-30	SL/CF		MA	1080
EVERYDAY DRIVING	15W-40	SL/CF-4		MA	1080
EVERYDAY DRIVING	20W-50	SL/CF-4		MA	1080
STOPS OIL BURNING	30-70	SJ			1110
MARINE 4 STROKE	10W-50	SL		MA	1320
SMALL ENGINE MONO	30	SG/CD			1170
SMALL ENGINE MULTI	10W-30	SL/CF	A3/B3		1140
SMALL ENGINE MULTI	20W-50	SG/CF			1170
RUNNING IN OIL	15W-40	SF/CC			1610



This table is correct at November 2011 and applies for products sold in 10L packs or smaller and manufactured from October 2011. Minor variations in production batches can occur that do not impact product performance. Zinc levels of 1000ppm or more will provide excellent protection in older style flat tappet cam engines.



ZINC MYTHS AND LEGENDS 2010 UPDATE

There have been a number of articles and we have heard comments from various "expert" commentators regarding the more recent API specifications and their impact on older petrol engined vehicles. Unfortunately there is a lot of mis-information out there and also contradictory information as to what can and cannot be used in older vehicles.

The focus has been on zinc, or more correctly, ZDTP (zinc di-thiophosphate). For many years this has been the anti wear additive of choice as it is the most cost effective (and one of the most effective) chemistry to use. Also incorrectly described as an extreme pressure additive, its primary role is to prevent wear in the rings and in the valve train (cams, tappets, valve stems etc) of the engine.

When you add ZDTP you also add phosphorus. This is a catalyst poison and there have been limits on it since the days of API SH (1994) when a 0.12% (1200ppm) limit was imposed. Prior to that, in the days of API SG (1989) many manufacturers already had put a 0.10% (1000ppm) limit on phosphorus. So, "low" phosphorus has been with us for quite some time.

In effect, an engine oil that contains about 1000ppm phosphorus or higher, will easily provide the required anti wear properties for older engines.

The step from API SH to API SL was accomplished by a combination of new additives or adding additional anti wear and anti oxidant to existing blends. As an example, the Penrite HPR petrol oils and Pro upgrades from API SJ to API SL required the addition of these components to pass the relevant engines tests. These were not phosphorus based, but used organic molybdenum additives (not molybdenum disulphide – we do not recommend that for any engine), to keep phosphorus levels at 1000ppm. Many other companies followed similar routes but there was certainly no loss of protection, even if they started from scratch.

Now we have API SM – for the first time, the limit on phosphorus is from 0.06-0.08%. (600-800ppm). There are industry concerns about the applicability of these oils in older engines. However, the limit only applies to 0W-20, 0W-30, 5W-20, 5W-30 and 10W-30 oils (so called "ILSAC" grades). Any other grades are exempt from this. When HPR 10, 15 and 30 initially went to API SM technology, they maintained their phosphorus levels of about 1000ppm (about 1100ppm zinc). None of the viscosity grades for these products are bound by the 800ppm upper limit.

Therefore blanket statements about API SM oils will be incorrect and further research will be needed by the end user. API SN has the same limits and ACEA C1 to C4 are also low zinc oils.

There is one other factor with non-ILSAC oil grades. If they also have the European ACEA A2/A3 with B2/B3 or B4 performance levels, phosphorus levels will also be at 0.10 % to 0.12% as their tests have been more severe than the API for some time. Hence an oil that is SL (SM)/CF/A3/B3 also well exceeds the anti-wear requirements for older engines.

The irony is that API SF and SG oils formulated in recent years usually have phosphorus contents of around 0.08% (usually 0.1% maximum) anyway due to other advances in technology, unless the blender chooses to add extra additive.

Currently, our traditional HPR 30, 40 and 50 products are all high zinc. In fact there is no HPR grade (petrol, gas or diesel) with a zinc level of less than 1200ppm, regardless of its API rating.

We also have range of oils (Shelsley, Classic, Heritage) that are designed specifically for pre 1970 motor vehicles.

This brings us to diesel oils.

Currently, there have no phosphorus limits outside of grades that are API CJ-4 or ACEA E6 (which have limits) – as such many people recommend them for older cars, even though many others say that the detergent levels are too high and the engine will use oil. Well, you cannot have it both ways. This one originated from the USA and hence did not take into account European ACEA A/B standard petrol engine oils, which are easy to find in Australia, NZ and Europe, but a lot harder to find in North America.

Yes, the engine may use oil, but only until the cleaning period is complete – unless you are unlucky enough to move a deposit that is stopping oil leaks that is. However, an engine in good internal condition will run quite happily on diesel oils as long as the SAE viscosity is correct.

This leaves Synthetic oils. Many people say they are too "slippery" for older cars, and can cause wear and oil consumption. Well, wear protection has little to do with the base oil type and everything to do with the additive (all else being equal). If the wrong anti wear additive is used (and this did inflict a brand of synthetic oil not that long ago) then it does not matter how good the rest of the oil is, wear will occur. Hence, the right type of synthetic oil is quite OK in an older car, but unless it is fully reconditioned and then correctly run in, then there is no real benefit to the end user. It is true that synthetic oils (especially the PAO type) have lower friction, as their chemical structure allows the molecules to slide over one another more easily than a mineral oil, but if the correct additives are used, then this becomes a benefit, not a detriment.

The choice of the correct oil for older cars comes down to various factors such as:

- Original Viscosity Specified
- Condition of engine (leaks, sludge)
- How often the engine is run
- How the vehicle is to be used
- Oil consumption
- Current oil used

Blanket statements are not useful to anyone, be it the vehicle owner or the oil industry. If you have any doubt as to what oil you should use, contact your preferred supplier – preferably Penrite of course. On our web pages (www.penriteoil.com) are listings for both post 1970 vehicles and also another section for pre 1970. In both cases, we have chosen the correct oil in our range that would suit the vehicle shown, basis the condition we would expect the vehicle to be in and how we expect it to be operated.

Information in this bulletin is correct at August 2010.

Aaron Lewis at Indy in the STP car No.60



How many of us get to drive the brickyard at 140mph ?

Round 4 - Sunshine at Last.

Story by Kim Shearn

Photographs by Lady Catherine Chishom.

Took the opportunity to drive Joyce, you remember, the Motorhome (?), to Amsterdam and Brugge in Belgium along the way. Met an Irishman, married to a Japanese girl and they live half the time in Holland and half in Thailand - how's that for a mixed bag? The tourist brochure for Brugge explains how "we know you think we live in a shit hole etc..." Honest injun, that's what it said! Anyway, it worked, because tourist numbers are way up and it is well worth a visit- it makes Switzerland look messy and dirty.



Dijon-Prenois, the site of the best ever (in my opinion) few laps of F1 racing between Arnoux and Villeneuve - side by side, wheel banging, fairdinkum trying to win!

Well, whilst not quite in the same class, the FJ racing was fast and eventful here last weekend too. A strong field of 35 entered with 32 making the first grid on Saturday. Thursday night, after "free" practice, a few of us dined at a superb local degustation restaurant and were well pleased with the local fare, I can assure you. Friday night was the usual BBQ for all FJ participants including partners and engineers etc, all in all, around 100 people I reckon. This is a real highlight of the weekend. Don Thallon, Jeanette and I were the only buggers without a funny accent! Later that night D & J, along with their friends Tim and Anne-Marie. retired to "Camp Thallon", hoping the wind would be kind and not demolish their canvas kitchen!

Don had arrived with a freshly rebuilt engine since the debacle at Pau and only did a few laps in Qualy here to then blow a head gasket. It got repaired overnight by the engine builder while D & J were enjoying the French cuisine somewhere, or other. Saturday, he took up his 22nd spot on the starting grid. The low position was obviously only due to lack of laps on a circuit Don hadn't driven on for 6 years.

Race 1- Saturday



Kim in his Lotus 20/22 running in the top 10

Pierre Tonetti, the quick Italian, was on pole and took the lead. He spun then recovered on about lap 4 to have a drive shaft break and throw him into the tyre wall on the fastest corner of the track - destroyed one BT6, driver battered and bruised, but declared he will be at Brands next weekend in his brother's car. Rossi unpronounceable won from John Fyda and yours truly managed to squeeze in at 9th after qualifying 10th. The fun didn't stop there. Don also had a failed starter motor and had to re-start after the safety car from pit lane so his

race was ruined. He was also still running hot and concerns were growing about his "new" engine.

Scotty Taylor had two of his Coopers here and was having a ball, though he suffered various small maladies in qualifying, just to keep his feet on the ground. He is a real character and well known over here. He often gets "guest" drives in various cars so enjoys his time immensely.

Race 2 - Sunday

Sunday was also weather friendly and we were off at 0900. Well what a race! A front engined Junior exploded it's engine on the top of a blind crest going down to the off-camber left-hander; not the best place and he laid down a huge oil trail, along with assorted engine parts, con-rods, sundry pieces of metal etc! John Dowson, with whom I was dicing, had an enormous lose at the end of the main straight and rotated several times - how he didn't hit anything is beyond me (and him). Anyway, due to the safety car intervention, he caught up and the bugger well passed me on the last lap to leave me

in 8th, but with a smile all over my dial. Don's worst nightmares came a bit closer when the temp gauge reached 230 and he couldn't Rev over 8000 (Remember when that was a lot?). They all Rev to at least 9000 over here; many say 10,000 and the front runners are credited with producing 130+ HP - even allowing for differing dyno's, that is a fair bit, when all is said and done. Glad I'm not picking up the (regular) rebuild bills.



Kim tucked in behind a very similar looking car.



Most of these guys (and girls) will race the next 2 weekends at Brands Hatch GP circuit, then the Silverstone Classic later in July. These meetings will have in excess of 50 FJ's and Silverstone should attract 80+ FJ's as it is the biggest event of the year, if not the best. Goodwood takes that prize for sure. For what it is worth, Peter Denty, the best and best known preparer over here, has a superb Lotus 20, drum brake car for sale. It is his own car and in as close to brand new condition as one could imagine. The engine is fresh, but only about 110 HP. If someone

wanted to, he would replace it with a new Geoff Richardson engine with top HP. As is, he wants 45,000 quid, or, with the new engine installed, add 10,000 quid. In its present form, that is less than AUD\$70,000 - a really good car you could truly hop in race without a worry - Anyone thinking about next season over here??? Then bring it home too!

All in all, a fantastic weekend and now back to 'Ol Blighty to store things until I return for the Nurburgring in August, then Red Bull Ring, Spa and Mugello.....If only the wife will let me do Thruxton, Croft, Mallory etc - Oh, well, you can only hope.

Cheers, Kim Shearn

And a note from Don Thallon

We're just back at our base in Normandie, after our meeting at Circuit Dijon Prenois - "Grand Prix de l'Age d'Or" organised by Patrick Quiniou's PMOrganisation.

Of interest to Group M competitors were 2 races:

- FIA Lurani Trophy for FJ (Over 30 entrants)
- HGPCA Pre 66 GP and Tasman Cars (also over 30 entrants)



Another superb shot by Lady Catherine, of Don just ahead of Duncan Rabagliati. Duncan as Chairman of Formula Junior Historic Racing Association has made this category one of the best classes of Historic racing worldwide. Don is in his MRC Lotus 22, Duncan in his Alexis (7) and is currently the co-leader with John Delane of the USA in the Lurani Series - a Trophy Series over 7 rounds in the UK and Europe, just like the 1960s.

Great circuit (used for F1 about 30 years ago), good cars and plenty of competition. The big car preparers and their transporters almost rival our V8 Teams.

Scotty Taylor was there with 2 cars - both Coopers T45 and T53, Kim Shearn, Lotus 20/22 FJ, and DT, MRC 22 FJ. Kim placed in the top 10, DT could only manage 15th in both races. Obviously need to tune the car up a bit (not the driver!!?)

Attached a few photos

Regards
Don

Our friends down south are having an Historic meeting 12-14 October 2012



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For information visit www.hobartsportingcarclub.org

12th to 14th OCTOBER 2012



Andrew Goldie describes his time in the ex Richard Carter Elfin 600 at Barbagello.

We had a great meeting running the Elfin 600B at "home" for the first time. Since acquiring the car, I'd only run at circuits (Sandown and Mallala) that I hadn't visited before, so apart from getting a feel for the car there was also the not insignificant matter of each circuit to learn. We took a slightly unexpected pole (unexpected given we were not targeting that), and had two wins and a 2nd from the three sprint races. Satisfying given the presence of a few wings and slicks Group Q cars in our mixed "Formula Classic" open wheelers grid....

The run at home gave the first opportunity to make a direct comparison of the characteristics of the car when compared to my late model Formula Ford (a Van Diemen RF95 Stealth in which we were runner-up in last year's WA State Championship). The first observation was that it felt initially strange changing gear at different points and carrying different speed (particularly down the straights) to the Stealth. Handling wise, the balance on the Elfin is fantastic so cornering was done with real confidence. The biggest point of difference is the brakes. A modern Formula Ford is braked with such aggression. With the Elfin, the pedal feel is softer and travel longer, so I certainly don't brake as late (and of course there is the fact we are probably arriving at each of the stops a bit quicker thanks to the twin cam!).

Overall lap time came in around a second quicker than we'd typically run in the Stealth. That makes sense given Barbagallo is a shorter lap and doesn't have the long straights of a Sandown or Phillip Island to stretch the twin cam, but the extra outright speed is moderated by the braking potential. There is probably some time to come with a bit of tinkering with the gearing. Being our first run it was a bit of an educated guess on ratios, based on what circuit was nearest on a comparison with Formula Ford (as it happened, Oran Park was the benchmark for that). We'll certainly try



Time November 2008, venue Eastern Creek, the occasion 2008 Tasman Revival photographer Peter Schell. Andrew's car then in the hands of Richard Carter chasing the Graham Adelman Ferrari driven by Rob Hall.

out some changes as there were two points at which it was hanging on a bit and we needed to short shift to compromise (exiting the main Turn 1 and prior to the Turn 5 right hander).

The Elfin attracted a fair bit of attention on its first outing. Very nice to have the compliments and obvious admiration in the paddock for what is a very fine racing car. The plan from here is to get a bit more familiar with the car and then look forward to coming back to the East Coast for Historic Sandown, the Tasman Revival, and Phillip Island Classic.

Pit Gossip ...

Robert Tweedie's Lola T60 F2 car of 1965

This car has a terrific history once being part of the Midlands Racing Partnership. It is extremely competitive in Tom Tweedie's hands and in fact has just lowered the under 1100cc lap record at Eastern Creek usurping that of Simon Pymble in his Brabham BT6 of 15 years standing. In the last Tasman Revival this car was included in the Formula Junior and Formula 3 fields and Robert has asked that this be done again this year. Robert went on to explain that the car is

only 997cc and that it is comparable to the Juniors and the F3 cars.

Formula Junior is a worldwide phenomenon and the cars are bound by certain rules, and a control L section Dunlop tyre, The Formula 3 cars also are bound by rules and although they can use a later M section tyre, they are limited to a 4 speed gearbox. Tom's car is powered by an SCA engine and has a 6 speed

gearbox, so unfortunately this time it will have to compete alongside the other M cars and not in the Formula Junior / Formula 3 races. But as Tom has proved, if anyone hiccups in a larger capacity car then Tom will be right there!

Peter Johnson on track for the Tasman Revival with his Elfin Catalina Formula Junior.

Peter sent a photo of the bare chassis now in factory yellow. He has started on initial assembly and is looking good to have it finished in time for the Tasman.





Just got the AFJA newsletter - plenty of great Formula Juniors for sale there. Go to <http://www.australianformulajunior.com/current.pdf> to have a look. These AFJA guys have an absolute ball and will of course get a grid to themselves with the F3 cars at the Tasman Revival meeting as they have in the past. *Rumour has it they are already approaching grid density of 46 cars for the Tasman events.*

Eastern Creek has been renamed Sydney Motorsport Park. After almost 22 years of being Eastern Creek International Raceway, the complex opened in November 1990 has been renamed. This was a relatively low key affair and coincides with the opening of the track extensions running away from and back to the Corporate Hill area. Those that have driven the new section of track say it will suit Club level motor sport, but for the larger events such as the Tasman Revival, it may prove a little tight, and although no decision has yet been made as to the Tasman itself, the HSRCA winter meeting was transferred to the GP circuit away from the long circuit as a result.



A few guys are wasting some afternoons from 1500 to 1630 – watching Motor Mate on free to air channel 73. Some great stories about everything from F1 to Ferraris and from Minis to Motorbikes.

Some guys have replied asking for a permanent number, but only a few of you so far – so if you have a special number you want please let me know and I will notate it – will list them in the next newsletter if we get enough replies.

Found an interesting website dealing with old photographs that is off the mainstream. Go to Old race photos ... <http://forums.biante.com.au/showthread.php?11825-Old-Race-Photos&highlight=cortina> a lot of tourings cars – but some single seaters too in the 159 pages. AND Peter Schell advises another at www.olderacephotos.com.

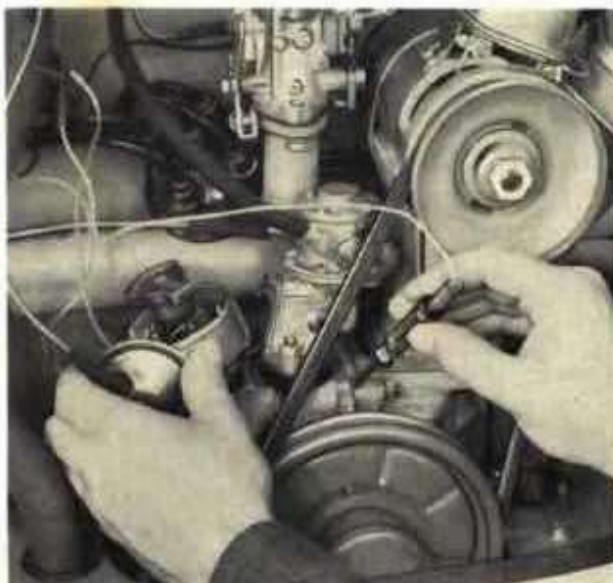
It was great to see Norm Falkiner out in the Elfin Mono at Winton. The car is absolutely stunning, a great stable mate to the Stranguellini. The photo here is by Sid Evans <http://www.scephoto.com/historicwinton12cars/>



Came across a VW engine repair manual recently – heard years ago that not a good idea to use a VW dizzy as one of the lobes is 4 degree different to the other three. Thought it was a myth till I read this ..

The ignition may only be set when the piston of No. 1 cylinder is at TDC. on firing stroke. The timing of No. 3 cylinder on some engines is 4° crankshaft degrees later in relation to No. 1 cylinder.

- 2 - Loosen clamp screw on distributor retainer.
- 3 - Connect one lead of test lamp to terminal 1 of ignition coil and the other to ground.
- 4 - Switch on ignition.
- 5 - Rotate the distributor body clockwise until the contact points are closed and then slowly counter-clockwise until the breaker points just begin to open and the test lamp lights up.



XX

Who remembers this ... and what year?

- 6 -

Historic Racing - Cran Park, August 3 - by Graham Howard

The Historic Racing Register was offered two races by the Cran Park promoters for this meeting; entry was mainly N.S.W., and of this no less than three cars were presented by CLA member John Dawson Damer. Col Bond had a typically Bond win with JDD's Grand Prix Lotus 16 in the scratch race, fell victim to confused lap-scoring in the handicap, and then turned round and brained 'em in a hurriedly-staged two-lap match race against Max Stewart in a Formula 5000 Lola 400. Given 20 secs. start, Bondie eased up in the closing stages to win by a whisker, indicating that the handicap of about 0.66 secs/per year/per lap was more than enough.

John had bad luck himself, driving his magnificent 1947 two-stage supercharged Grand Prix Alta. The car got very hot waiting for the start of its first race, and cooked its internal sealing.

Ross Hodgson's son runs his dad's old TC at GEAR and drives just like his dad.

Photos by Phil Sim.

A few newsletters back, one might remember Ross Hodgson skating off the track at Eastern Creek with a broken rear upright in David Medley's green Group O Alfa powered Elfin 600. Well before the Elfin days Ross was very quick in his

Birrana, and in the middle 80's used to run his black MG TC special in Group L racing at Amaroo and Oran Park. Anyone that was around in those days will remember Ross driving it with great verve, sideways everywhere, but quick, in fact very quick.

Well these days the TC doesn't get much time on the track, so it was terrific to see Ross's son, Robert, mixing it with cars eligible to run in Group L and Group M – and just like a chip off the old block. Robert had the tail out everywhere too. It was terrific to see the car mixing it with Greg Mackie's Porsche powered and Lukey built car of the late 50s in the style of Coopers of the time, and the 1963 Holden powered BHS of GEAR president Barry Parsons amongst others.



Dad, Ross in the hat and the TC on its way out for a run



"a chip off the old block" Robert with the tail out & wheel in the air – a great photo by Phil Sim

CELEBRATING MOTOR RACING HISTORY **TASMAN REVIVAL**

A celebration of Australian Motorsport History with an emphasis on the wonderful age of the Tasman Series of the 60's and 70's.

And just like then, all the support categories such as Formula Junior, Formula Ford, Sports Racing, Touring and Production Sports Cars, including as well, the earlier and later Historic categories that now make up the worldwide phenomenon that is Historic Racing, where the cars are the stars. A total entry in excess of 450 including more than 50 internationals is expected.

Eastern Creek International Raceway

November 23, 24, 25 November 2012



If you would like to compete at the Tasman Revival or for more information contact:

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2012 Tasman Revival Update.

The time for overseas entrants to confirm their intention to bring their cars downunder is rapidly approaching. One car that is eagerly awaited is the Lotus 32 twincam of Peter Studer of Switzerland. The car will come to Australia in one of the containers from the UK. Most enthusiasts will remember the car in Leo Geoghegan's hands with its distinctive and very attractive white with blue and red flashes. The car looks stunning as it is again in these colours as these photos show. We are expecting 2 containers from the UK, 1 from Japan, 2 from the USA and quite a few from NZ. Some cars will come via WA for the Barbagello meeting there 2 weeks before the Tasman and some will continue on to NZ for the Denny Hulme Festival before returning home.



Peter Studer and the ex Leo Geoghegan Lotus 32 returning to our shores from Switzerland.



Another car we are looking forward to seeing again, is **Roger Newman's Brabham BT14**. This car is a bit of a veteran at Tasman Revival meetings, being here in 2006, 2008 and now 2012. This time Roger is contemplating having son Matthew drive the car. Like a lot of UK cars this one has competed at all the "big" circuits in the UK and Europe. Roger also races a beautiful E type and Matthew shares this often with his dad. When not competing in these, Matthew has his own Lotus 23 to enjoy and a rather fast road car for the other times !



Roger and the BT14 one of only 2 UK based cars to make it to the circuit for the 2006 Tasman Revival when the boat docked 26 days late. Peter Schell photo

1960s DeTomaso F1 car for sale.

Aaron Lewis has a contact in the USA who has for sale a DeTomaso F1 car from the 1950's that ran with a Alfa 1.5 litre twincam engine in F1 in the 1.5 litre era. The contact there is Mike Schaub The car needs restoring but would make an interesting project. mike@extrememotorsunlimited.com Some pics here from many Mike sent through .



As always – that parting shot.

This time a Steve Koen photo of 3 of his photographer mates. Centre is Steve Oom, and right is Peter Schell. These along with their colleagues allow this newsletter to come alive, allowing their photos to tell the story.



There has been some great contributions to this newsletter, and it may well be the biggest so far, and as it is OUR newsletter, it is terrific to see competitors and those interested getting behind it to tell the story of the 1960s racing cars being used in Histories here and afield.

Lastly a thank you to those volunteers who help with the race meetings themselves, without whom there would be no racing, thankyou from all of us in M and O racing.