



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 23 – July 2013
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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 necessarily those of the editor. The newsletter exists for the benefit of all those who have an interest in the 1960s racing cars, and especially the owners and drivers of these wonderful machines.

They say behind every great man there is a great woman ... Jan Neal, Herb's wife doing her knitting whilst Herb gets the Neal Ford Mk2 he built back in 1968 ready for the next race. Jan has been going with Herb to race meetings for nigh on 50 years. With the weather on the weekend maybe Jan had the right idea!

Herb you are a lucky man.

Photo taken at Sydney Motorsport Park over that wet weekend.



Sydney Motorsport Park HSRCA Winter meeting – 29 / 30 June 2013

Photos by Peter Schell schellpm@bigpond.com

The 2 days of this meeting corresponded with the 24th and 25th consecutive days of rain in the Sydney basin. All of the M and O events were rain affected. Many of the photographers were getting around in gumboots, the off track areas being so sodden that trying to drive or control a car on them was impossible, and more than one car was bogged trying to regain the track after an off. Added to this was our first use of the longer Brabham circuit incorporating a series of slow S-bends, a hairpin, and a climbing rather tight right hander all this replacing one of the best corners on the GP circuit, the blind sweeper around Corporate Hill. Of the scheduled 24 plus 8 for practice, 32 + laps we ended up with only 16 which was not a good situation and something that Club committee is very aware of. Expect to see some extra track time for our next visit to Sydney Motorsport Park in November .



Steve Weller should well be happy with his car over the weekend. The Elfin 600 twincam prepared by Herb Neal.

So that's the bad bits, now to the good bits – well there weren't many unfortunately, driving in these conditions here in Australia is not a lot of fun. Take my hat off to the UK and Europeans who seem to cope with it much better in their respective countries.



Ross Hodgson in his Elfin 600 early in the weekend.

Qualifying was a hap-hazard affair. The event was red flagged after a lap or so when a car was stuck in a dangerous position and the rest returned to the pit road. With a short delay we were out again, but the session was given the chequered flag after just 2 more laps except for Richard Carter who managed to squeeze one extra in and then set pole with the only sub 3 minute lap in the Elfin Mono. Next was Ross Hodgson in the immaculate Elfin 600 from Paul

Hamilton also in his Elfin 600. Howard Blight in the Elfin 300 sports-racing car was next and Noel Bryen in the Rennmax BN1 Formula Junior showed a lot of the “big boys” how it should be done. Next was one of the “big boys” Les Wright in the Buick Brabham BT21C then Tony Simmons in another Formula Junior, his BT6 Brabham. Adam Berryman from Victoria in one of the most significant M and O cars around, the Cooper Climax 2.5 ex McLaren/Hill was next from Herb Neal in his own Neal Ford Mk2 then Trevor Booth in his very trusty Nota Sunbeam clubman. Another sport-racer was next Richard Knox in his Olympus Ford from Damon Hancock in the family Brabham BT23C. Tim Kuchel all the way from Adelaide steered the Brabham BT18 into 13th spot ahead of Steve Weller in the recently restored and oh so beautiful Elfin 600, another Herb Neal masterpiece, Then Ed Holly in his Brabham BT21C. Then with just 1 lap under their belts were Max Pearson in the Mildren Waggott, Trevor Parrott in his Brabham BT18, and great to see Trevor return to the group after quite some absence, Jeff Brown in the Brabham BT28 F3 car, Wayne Wilson in the BT29 and Richard Nitschke another interstater from SA in his well campaigned Elfin Catalina.

Race 1 was the 3rd event after lunch and steady rain throughout. The front row consisted of Richard Carter and Ross Hodgson and as the red lights went out the spray started, with a bit of jostling Hamilton moved up into 2nd spot followed



Soon after the start 1st race. Hamilton from Carter then Hodgson Wright, Hancock, Bryen, Kuchel, Blight and Pearson.

by Les Wright and Howard Blight. Wayne Wilson came into view up over the crest from the news section and then commenced a well controlled spin on the track on the approach to old turn 9, unfortunately the end of the spin ended up on the grass and after being momentarily stationary, tried to regain the circuit only to rotate the car ever so gently and then it settled into the soft ground. Damon Hancock was assessing the grip levels and took the 23C from 12th to 5th on the first tour. Ross Hodgson was certainly off his normal pace and after 3 laps returned to the pits. On lap 4 Damon managed to find a way around both Hamilton and Carter to take the lead, on the same lap Max Pearson was seen practicing those ballerina skills he had shown at Wakefield Park with a beautiful pirouette at Turn 2. The rest of the race was rather uneventful, the drivers all showing great respect for the conditions, Finally the flag fell and it was Hancock from Carter , then Hamilton, Wright, Weller, Pearson who drove well to regain a couple of lost spots with the spin, Holly Kuchel Brown and Bryen. First of the Groups M cars was Richard Nitschke from Adam Berryman, although Bryen in the FJ Rennmax was in from of both of these. Missing was Tony Simmons with the BT6 clutch growling badly.



Richard Nitschke does a fine job in the Elfin as does Adam Berryman in the magnificent ex McLaren / Hill Cooper Climax.

Race 2 was first event Sunday morning, scheduled for a 0900 start. Waiting waiting – eventually the 1 minute board came out at 0920 and with a dry-ish track the warm up lap commenced. Certainly there had been little rain overnight and a dry line would quickly have developed – would have developed - because as the form up on the main grid commenced, guess what. More rain. Most had gone with a less wet set-up than the day before so this was most inconvenient, if only we had started on time! The front row for this event consisted of Hancock and Weller, Steve Weller getting a time in the previous race that had earned him that spot, and the car was very well driven to achieve this. After the first lap however Carter had managed to put the relative newcomer behind him, as did Wright. Missing



Tim Kuchel leads Holly and Brown into the new section.

from the action was Hamilton who had an oil leak on warming up the engine in the garage and had sent his pit crew off to source a new O ring. Behind this leading 4 was Kuchel, getting a handle on the new track, from Holly and Pearson who had a spin at turn 2. Behind a clubman came Adam Berryman, not relishing the conditions with the Dunlop L section shod Cooper, but doing very nicely all the same followed by Bryen, Neal and Brown. Nitschke had managed to get himself stationary down into the area of the old drag strip start and well out of the way. On lap 2 Kuchel had a slow rotation at turn 5 and got a cheeky wave from Holly for his troubles. On lap 3 Weller managed to put the Elfin in from of



Great to see Noel bryen in the Rennmax having a trouble free run now with the new Superior Automotive Formula Junior engine.

the Brabham Buick of Wright and was off and after Richard Carter. On lap 4 Pearson's cockpit filled with smoke and he parked the car on the approach to turn 2, a ruptured oil line causing the problem. On the last lap Weller's endeavors were rewarded, well to a degree, Richard Carter had a plug lead come adrift and Steve Weller inherited 2nd spot, back where he started, Carter managed to hold on to the last podium position just ahead of Wright, Holly was rewarded for staying right way round and on the black stuff for the entire race with a 5th, then a couple of sporties to Noel Bryen who had managed to find a way around Adam Berryman, Tim Kuchel was next then Trevor Parrott.



Trevor Parrott was back in the Brabham BT18 after a long absence.

Race 3 This was to be the 2nd last race for us, but one of our Sunday races was removed from the schedule to allow enough time for the Group Sa & Sb feature race to be rerun in conjunction with the Sc feature race thereby ensuring that it would not be curtailed due to darkness as the Sa & Sb event was the night before, so M & O racing concluded 1st race after the lunch break. This race was the only one that was not held with moisture dripping from the sky, nevertheless the track was still very damp with water across it at certain places. With the front row consisting of Hancock then Weller we had 17 hardy guys lined up for the start. Carter in the Elfin Mono managed to assess the grip levels best and was leading first time round with Hancock less than a second adrift, then Weller Wright Hamilton, Kuchel, Holly, Neal, and Brown making up the top 10. Next time around and Wright had made a move on Weller with

the power of the Buick engine at last able to come to the fore and Pearson also using the power of the Waggott 1860cc's to good effect over Kuchel's 1600cc. Holly and Neal were never more than a car length apart with Neal using his



3 wins from 3 starts. Damon Hancock in the family Brabham BT23C uses the FVA power to best advantage whether wet or dry.

considerable experience to very good effect. Third time round and Berryman too was using the Cooper's Climax 2.5 to pull himself into the top 10. On this lap almost at the pit road entrance, the Neal Ford Mk2 suffered what is believed to be a suddenly deflated tyre with the result the car turned right and ended up stranded on the main straight.



Carter led for the first lap

At the driver's briefing the Clerk of the Course, Evan Jones, made it quite clear that any car stranded on the main straight would immediately invoke a red flag which is what happened, so after the 3 driest laps of the weekend it was all over. I don't think anyone would have fronted even if the race was rerun – everyone seemed so have simply had enough and the cars went on their trailers for the journey home. To really add insult to injury, Monday dawned blue skies and it has been that way for the next 8 days – damn.

Now to just enjoy some of Peter Schell's handiwork



A bit muddied – Tim Kuchel in his BT18 Brabham all the way from SA



Paul Hamilton with the recalcitrant oil seal fixed, motoring along rather rapidly in the Elfin 600. Paul has done well over 300 races with this car.



Fresh from a wash – Wayne Wilson's once again immaculate Brabham BT29



Max Pearson in the Mildren Waggott 1860cc of all Australian ingenuity.



More at home at the Brickyard at Indianapolis than a rainy circuit west of Sydney Aaron Lewis's Eagle Indy car



The Brabham BT21C of Les Wright, more than enough power and torque in the testing conditions.



Never misses a meeting – Geoff Vary this time had problems which sidelined the Team Shustring Gryphon



The ex Tim Schenken Brabham BT28 MAE power (1 litre) F3 car of Geoff Brown. Small capacity was no hindrance this weekend.



As proved here where Geoff hung on to Holly, Brabham BT21C and Herb Neal, Neal Ford Mk2 in the last race for a couple of laps.



And as we started with a Neal in the first photo – so we finish with Herb in the Neal Ford Mk2 entering the dipper in the new section.

Thanks Peter for some great shots ...

Lakeside 8-9th June

By Andrew Fellowes

Lord Woftam, the estimable Roger Ealand, organised a FJ only race at Lakeside and invited me to bring out the Lotus 27, this would be its first race in about 40 years. What an appropriate historic venue for a return to the tracks!



Andrew in the delectable Lotus, looking absolutely stunning in its Team Lotus Ron Harris livery.
Photo courtesy Fiona Carmichael/Fifotos.com

This is the second AASA meeting I have done and I rank it as one of the best organized events I have ever attended. Roger had negotiated a special deal with John Tetley for FJs with general practice on Friday, qualifying Saturday followed by two ten lappers and 2 more on Sunday. I had a few issues, Alan Matthews spent Friday curing first a major oil leak and then a blown water hose for me, a Lotus 27 is tiny and any work inside the engine bay close to impossible without taking components off. The engine must have had casting sand still in it because when the pipe came off I got my back covered in very hot black water. Luckily it was just before one of the exits back to the pits and I hit the ignition off switch with inspired speed and coasted back in, black from head to toe!

To set the scene, grids are a maximum of 20 cars, and we had races for FJ, QR Sports & Sedans, Q Racing and two Superkarts, how come karts have pit bunnies and not us? Each group allocated adjacent slots in the somewhat primitive bays, no power or water. Paperwork is economical and efficient, I now have a Clubmans Licence after having assured them I was fit and healthy -ho ho! Drivers briefing was cheerful, amusing and concise, everyone was issued with an intercom, Race Control to Driver, they can yell at you but you are powerless to respond. When you are called to line up for the race by a PA announcement race control call a password that you have to repeat to an official to prove you can hear OK, no radio = no race.





Great lineup of Formula Juniors, with Rob Butcher and the 3 race winning Lotus 18 replica in the foreground.

Move out comes over the intercom and it's a rolling start to minimize noise and there are noise meters connected live to the local council so they can monitor the meeting. Lights are used not flags and concise warnings issued over the radio. 'Car off drivers left Eastern Loop ' and repeated once. I was terrified that a sudden noise in my ear could lead to disaster but it was quite easy though some had problems hearing. Second last lap of the first race I came into the Karrusell and thought I was going bush for a moment, it caught out David Read and Roger Ealand and then race control came on 'Oil Karrusell' but in moments the track was awash in torrential rain. I didn't push the 27, I am way too rusty having not driven for three years, but it turns in nicely, steering a bit too light even with 4.5 degrees caster, and the back end can step out though eminently catchable, -so far!

Delighted to just finish the race 8th out of 20 but way off the pace, I thought a detailed strip down at home would be prudent so parked the car and spectated the second race. What a race, Roy Eaton led till caught by Rob Butcher on the last lap, three cars fought for fourth place, soon to be caught by Roger who had climbed his way through the field and then led the group with some deft overtaking, the four continued inches apart to the flag. Sunday promised to be wet and I really didn't fancy that, so after sharing a glass of wine with those that were camping there set off home euphoric in completing the cars first race. Of course it then didn't rain on Sunday and Roger had the satisfaction of taking out the last race but the weekend really belonged to Rob Butcher.

My thanks to Roger, fun, friendly and run with great efficiency so thanks also to the QR boys who made it all so enjoyable.=



Murray Bryden all the way up from Vic for his first Lakeside!



Roy Eaton from WA having a guest drive in Rogers Rennmax

The 37th Annual Austin 7 Club's Historic Winton May 25 and 26th

Photos by Paul Lewis. paul.lewis33@bigpond.com

As always, the last weekend of Autumn sees one of the most diverse Historic meetings in Australia being run at the picturesque circuit at Winton in northern Victoria. This meeting not only has both cars and bikes, but over the years when there is good weather, it now attracts an enviable number of quality classic cars that mostly make the 2 and a bit hour journey from Melbourne. Spectator numbers too are terrific; the Victorians do support their local events especially in good weather.



Figure 1 Keith Simpson in the Penrite Brabham BT16 getting a little crossed up coming onto the start finish straight.

And good weather it was too, with overnight temperatures just above zero Celsius, light winds and daytime up to almost 20 degrees, the stage was set for some great racing. This year the M and O cars, both racing and sports racing were very kindly given their own grids, which is much appreciated by the owners and drivers of these cars. The event was run under a AASA Permit as has been the norm at Winton in recent years. The meeting was the first running of a Historic event after the passing of Mick Ronke who was the Chief Executive of the Winton Motor Raceway. Mick was the driving force behind the circuit having worked there since he was 18 years old, Mick was 66.



Richard Nitscke in his Elfin from SA with Robert McConville following.

18 competitors lined up for the practice event, the 6th on the programme with 4 bike and a regularity event preceding it. With a temperature hovering around the low teens, the track was never going to be blisteringly fast, and this suited local Victorian Keith Simpson in the well used Penrite liveried Brabham BT16 right down to the ground who put in a 1:2.04 showing a clean pair of heels to Laurie Bennett in his well travelled Elfin 600B a full second slower. Then came Richard

Carter in his Elfin Mono from Ed Holly in the Brabham BT21C, less than a half second covering the latter 3. First of the sports-racers was Steve Fryer in his MRC Lotus 23. First of the Formula Juniors was Tony Simmons in another well travelled car, his Brabham BT6, then Robert McConville driving his Dad's Cooper T75 Alfa. Next another sporty, long time competitor, Trevor Booth in his Nota Sunbeam Clubman from Richard Nitschkie in his well driven Elfin Catalina. Next of



"Regressing to a younger age" Ealand in the BN1 Rennmax followed by "Mr Elfin" Hemming in his Elfin FJ with John Evans Lotus 7

the Juniors was Roger Ealand in his Rennmax BN1-2 FJ car. Roger is definitely regressing to a much younger age as he not only had the Formula Junior there (Roger IS one of the driving forces behind this incredible formula) he also had his AJS 350 racer there and was constantly changing from driving suit to leathers – not a pretty sight ! Next was John Evans in his Lotus Super 7 from David Kent in his Srs 1 Lotus Elan reappearing after a long absence due to recently selling his BT29. Tony Burrage was next in another Lotus 23 type built by Bobby Britton, his Rennmax 23 then James Calder in his Lotus Super 7 . Bill Hemming was a bit off his usual pace in the very well traveled Elfin FJ from Murray Bryden also a bit off pace. Then came Rod Swadling in the ARA Clubman and the rare Elfin Mallala of Graeme Wright.

Race 1 was mid afternoon and by now the temperature had reached it's maximum for the day, around 19. There was one car that missed practice, the very historic ex Max Stewart Mildren Waggott owned and driven by Max Pearson. The car had an oil leak which had been hastily repaired and Max started from the rear of the grid, making a total of 19 starters. At the flag drop, Bennett got a great start and led pole sitter Simpson into the first corner with Holly and Carter side by side as was the case for turn 2 Carter managed to take 3rd spot on the run to the sweeper and was off after



Mid race and Carter has deposed of Simpson and has his sights on Bennett.

Simpson. Further back Nitschke was the big mover, going from 9th to 6th on the first lap. Pearson too was moving forward from 19th to 13th Just over half race distance and Tony Simmon's Brabham decided it wanted a holiday and took no further part in the weekend's activities, the ex Scuderia Veloce Brabham returning to the trailer for the long trip home to Sydney after the race. On lap 3 Carter managed to find his way around the white Elfin of Bennett to take the

race win by just over a second from Bennett, then Simpson about the same distance adrift again. Holly ended up 4th by a bit of a margin from Fryer, then McConville who was definitely being pressed by Nitschke with Pearson, Booth and Ealand making up the top 10.

The Sunday morning race was the first after the Regularity event, so everyone got the tyre warmers out. I couldn't find mine must have been still back in Sydney so definitely started with a disadvantage. The closed up gridding system used at Winton sure does feel up close and personal after the spread out grids that are the norm now. At the flag drop Bennett got a terrific start convincingly beating pole sitter Carter into the first corner with Simpson and Holly maintain



Fryer pressing Holly for the entire race distance.

their respective spots, as was Fryer in the MRC Lotus 23. Pearson was using the power of the Waggott to good effect and moved up 2 spots on the first lap at the expense of McConville and Nitschke. Carter was definitely on a mission, and Bennett knew it, but Laurie managed to keep the lead for 2 laps when Carter found his was to the front. Simpson was content to watch the battle royal in front but still managed to shake off Holly who had his mirrors filled by Fryer and that pesky white MRC Lotus 23. Steve drove a terrific race and was never more than a few feet behind Holly's blue Brabham. Further back Bryden was hitting his straps and had moved up to 11th beating the other 2 Juniors by just enough. But it was Richard Nitschke who really shone, taking the Group M Elfin back past the Mildren Waggott to finish a fine 6th just 0.3 second in front of the beautiful yellow ex Stewart car.



Max Pearson in the Mildren Waggott

Final and main race of the weekend straight after the Regularity event after lunch. Fryer was heard to rather fancy his chances after the duel in the previous race, but all that was thwarted when Carter bogged down heavily at the start balking all those directly behind with the closed up grid used by the Historic Winton organizers. So it was Bennett who

led into the first corner from Holly who managed to get a blinder of a start, then Simpson with Carter finally getting under way with Fryer left wondering what might have been. Then came Nitschke and McConville doing a great job with the 1300cc Alfa Cooper followed by the rest of the field. With at least 2 out of their normal order, the action was always going to be at the front, but Holly was unable to hang on to Bennett who was disappearing at about a second and a half a lap, Simpson was trying to find a way around the second place holder and on the 4th lap managed to squeeze past on the run to the sweeper, Carter took the cue and did the same on the next lap and set off after Simpson with Bennett now holding what looked like a commanding lead. It only took another lap and Carter was up to second spot and really cracking along to catch Bennett. With a last lap lunge, Carter managed to get within a half second of Bennett, but with both of them into the 1:01.7's it was going to be a tall order for Carter to find a way past. Further back Simpson and Holly ended up a bit further back. Fryer ended up with a bit of a lonely race to be the first sporty car home. Then came Nitschke and McConville, the pair never too far apart with lap times almost identical. A bit of an off cost the Mildren Waggott a bit of time and put Pearson into 8th. First of the Formula Juniors was Murray Bryden's Lotus 20 but this time driven by Jamie Larner who got the 1100cc car down to a very respectable 1:11.3 Bill Hemming was a bit further back amongst a couple of Clubmans driven by James Calder and Trevor Booth, then came Tony Burrage, John Evans and Graeme Wright.



Carter managed to get close at race end – but in the end was denied the win by Bennett.

So finished another terrific Winton meeting run by the Austin 7 Club, a well rehearsed exercise as this one was the 37th time they had put the show on.



Tony Simmons early in the weekend



Murray Bryden and David Kent

Mallala Historics Easter 30 – 31 March

Photos by Bob Taylor - bobtee@airnet.com.au

A report from Antony Wood – friend of John Macey

I was asked to write this piece a couple of weeks after the event and so I did not spend the time going round the paddock getting everyone's story as a conscientious reporter should have done. Instead, this is a combination of impressions and a few facts. I know that I have left out a lot of detail about what individuals achieved (or did not as the case may be) and I apologize to them in advance.

Two people from New South Wales took Group M and O cars to Mallala, John Macey with his Brabham BT18 and Geoff Varey with his Gryphon. It was the first time any of us had been there and we were made welcome by Glen Dix (the chequered flag man), who showed us to our garages and dusted them because "the young blokes don't do it properly". We then had a look around the track to see which way the corners went and were warned of a couple of dips which were not obvious until you hit them.



John in the Brabham BT18 with Mallala regular Steve Fryer in the MRC Lotus 23 very close behind.

Friday was an unofficial practice day and John steadily got his lap times down to something near competitive, and by the end of the meeting was lapping very respectably in the 1m 18s band. Unfortunately, Geoff holed a piston on the Friday and that was him out for the rest of meeting.

Just about the whole of South Australia closes on Good Friday and so the Sporting Car Club of South Australia organized a dinner at their clubrooms in Adelaide. They were featuring historic sports sedans and arranged an interview on stage with Simon Aram, which was fascinating. He didn't just talk about sports sedans but also mentioned, amongst other things, a fundamental error in the front suspension geometry of the Elfin 600, but without saying what it was. Laurie Bennett nodded wisely, confirming that his car understeers and is bit of a handful in the tight stuff but is fine on fast corners. The next day all Simon would say was that the necessary modifications would not get past the eligibility folk. I don't think Laurie is any wiser now than he was before.

Saturday started for us with qualifying and Laurie Bennett kept the Group O flag flying by qualifying on pole in his Elfin 600B. Given that Malalla has some very tight corners (and a long curve masquerading as a straight) that seems to go against the form book, but I can only report the facts. After him came Tim Kuchel in a Brabham BT18, followed by a bunch of Formula Fords and the next Group O car being Norman Falkner in an Elfin Mono in 10th place. Unfortunately, Laurie had broken a universal joint in the half shaft which had taken out a suspension arm so he didn't appear for the first race and he was out for the rest of the meeting.



With his home track being Mallala Tim Kuchel took the honors in the first race, but thing went awry after that unfortunately for Tim.

In total we got five races of either five or six laps each, the first of which was won by Tim Kuchel and then Norman Falkner in 8th and John Macey in 9th. That was the last time there was a Group M or O car at the front. From then on it was all about Samantha Reid in a Formula Ford until the last race when she had a problem and retired.

In the second race the best our group could manage was Norman Falkner in 7th, Bill Hemming in an Elfin 300 in 9th and John Macey in 10th. (Tim Kuchel retired in this race and we never saw him out on the track again.) The third race saw Bill Hemming in 7th, Stephen Fryer in an MRC Lotus 23 in 8th and Norman Falkner in 9th. The next race saw Stephen Fryer move up a notch to 5th, Norman Falkner in 7th and John Macey in 8th. Stephen Fryer really got the bit between his teeth in the last race and got up to second with Falkner 6th and Macey 7th.

On Sunday morning the ever hospitable South Australians put on a free breakfast at the track for all the competitors, officials and hangers on such as myself. Then at lunchtime it was a privilege to witness a celebration of 60 years in motor sport for Glen Dix. It was obviously an emotional moment for him as he was driven slowly along the start/finish straight in a hot rod, wearing his trade mark gold jacket and with most of the competitors lined up beside the track giving him a rousing ovation. Naturally he had a chequered flag and got on the tarmac and gave a demonstration of his flamboyant style, and then, by popular demand, several encores. Well done Glen, a true enthusiast who still gives a lot to the sport at a grass roots level.

Perhaps, the best example I saw of the co-operative attitude of the organizers, was a young lad with a Formula Vee running with Groups K & L. Apparently he had wanted to enter and rather than knock him back they had looked at his lap times and let him have a go in the group where he would best fit. I know there are some purists who would

disapprove, but if it encourages a young lad to get involved and he enjoys it, then, as far as I am concerned, that is great. This was an event run for the benefit of the competitors, and let's not kid ourselves, there are no spectators to worry about either in South Australia or New South Wales.



Norm Faulkner from Victoria has really settled into the Elfin Mono in recent times.



John Macey in a Sports Racing sandwich, Bill Hemming Elfin 300 in front and Steve Fryer behind.

Morgan Park 13 & 14 July 2013

Photos courtesy Ian Welsh of SHIFTING FOCUS <http://www.shiftingfocus.com.au/>

Results are at MYLAPS <http://www.mylaps.com/en/events/925742>

The recent Morgan Park meeting was well attended by the Formula Junior brigade at others. News just in via Tony Simmons who as the star of the show got the request for a report !

After the crook weather at Eastern Creek 2 weeks before, it was a joy to run at Morgan Park in GLORIOUS SUNSHINE !



Tony Simmons (70) leads the pack from Roger Ealand (71) Kim Shearn (8) then Bill Hemming (23) and David Reid (16)

The lengthened Morgan Park circuit is challenging and fun and enjoyed by. all. Some found the track bumpy in places but it was possible to navigate a smooth course through the worst bits.



Paul Hamilton (64) in the well used Elfin 600 in company with Robert Hawley.

Group O Racing was dominated by one Richard Carter in his Elfin Mono, finishing in 3rd place outright in the

Group O, Q and R races . Paul Hamilton (Elfin 600) was Group O runner up. Max Pearson ran his stunning Mildren Waggott and total enthusiast Geoff Varey completed the Group O racing runners in his faithful Gryphon.



FJ President Roger Ealand followed by a Formula Vee then Murray Bryden (7) Murray has been a long time supporter of FJ.

In M Racing, with Formula Vees included, Formula Juniors were at the head of the field and yours truly managed to pick up a trio of wins in the Brabham BT6, with heavy pressure being applied by Kim Shearn from Vic. in his Lotus 22/20 and David Reid (Qld) in his Cooper T59. Hong Kong resident Grant Craft gave his ex Graeme Brown Brabham BT2 its first run in his hands and despite a number of problems, gave indications that he will soon be moving forward up the grid. A very significant "new" car at Morgan Park was Andrew



Murray again, this time leading a bunch with the ex Graham Brown Brabham BT2 tucked in behind and Andrew Fellowes (27) of course.

Fellowes' delectable Lotus 27 F. Jr which, after much fact finding, is now confirmed as an ex Ron Harris Team Lotus car. Murray Bryden , all the way from Victoria., had gearbox problems which was rotten luck after such a voyage.

WARM regards from the WA guys now in the UK

Photos courtesy Beverley Boel unless otherwise noted. b_pboel@bigpond.net.au

As most would know there is a huge contingent of West Australians in the UK having an absolute ball over there.



Have heard from Neil McCrudden and he passes on this note, and Kevin Taylor has prepared some splendid reports and listed them on the WARM website. Rather than repeat them, the links are listed below – the site and reports ARE very impressive and the tour these guys are doing is no less so. Re Neil's note below - it is early days yet re the timing of various events at the end of 2014, but this is what Neil wrote and what he would like to see happen. Timing for the next Tasman Revival or its equivalent might be a tad difficult 1 week after Sandown, but rest assured the HSRCA are working on firming up a date.

Neil writes :- As we will be away till September we thought it would be opportune to lobby those M and O type car owners to come to Australia at the end of 2014 for the next Australian series. To make it work as a National series the West Australian Sports Car Club has preliminary allocated the WA event to be two weeks before Sandown. John Clark (General Manager) and Simon Sterner (competition manager) from the WASCC are organizing the logistics in W.A. If the NSW event was held a week after Sandown it would make great sense in attracting more overseas competitors and perhaps a few extra from Western Australia. From Sydney the cars could then head to New Zealand for the next leg of the Tasman.

<http://www.warm.org.au/race-reports/warm-in-europe-2013/>

<http://www.warm.org.au/race-reports/warm-in-europe-2013/cadwell-park-2013/>

How's this for a setting



WARM in Europe 2013

This story from Peter Boel June 2013

If you're asking – no it's not. Despite summer being declared some weeks ago it's still bloody cold here in the UK. However despite the weather the West Australian Race Museum team members have big smiles on their faces as they sample the delights of the UK race circuits. Our eight cars range from a late 50's Cooper Climax to 1960's F2 and Formula Junior cars (in CAMS parlance Group L,M,O, and P cars) all transported here in one 40 foot container specially built for the purpose by team leader Neil McCrudden.

We've had the good fortune to have all the cars housed together in a large shed belonging to new start-up race car fettling enterprise, Absolute Race Engineering (yes an un-ashamed plug for them if you're thinking of also doing this) in Kim Bolton Bedfordshire fairly central to many UK circuits and adjacent to a number of useful industrial enterprises including Richardson Engines. Early activity had us buying motor homes, vans and car trailers to get us and cars about plus modifying our cars to comply with a number of UK/European safety and Group specifications. Differences from Australian regulations required the fitting of on-board fire extinguisher systems, rebuilding roll-over bars, replacing Avons with Dunlops on smaller compliant wheels and a plethora of other minor technicalities. Having us all together in one site in Kimbolton simplified the work and Demon Tweaks profit line and the UK economy generally will no doubt reflect our input.



Peter in the Mk5 Lola at Donington. Photo from the Lola Heritage site and Peter Collins. <http://www.lolaheritage.co.uk/scrapbook/199/199.htm>

Donnington in early May was my first event in my Lola Formula Junior with Marty Bullock also competing there in Historic F2 in his Chevron B17C. The circuit looks quite straight forward on paper but the large elevation changes have you entering some corners blind so take some learning. I was running my spare engine after damaging my number one engine in New Zealand on the way to the UK and had some difficulty getting it running nicely. Despite that qualifying went well without scaring any of the regular runners in the UK Formula Junior Championship. From there on however it was all down hill. I had an engine fire on start up for the first race which luckily did little damage but prevented me from running in the race. The second race started well but then the throttle stuck wide open into the chicane onto the front straight. Fortunately there is a large run-off there and after several rotations while engine fought brake for control I came to smoking stop. It transpired that the plastic sleeve in the throttle cable had melted a little in the fire jamming the

inner cable. So a less than auspicious start to my campaign. Marty however upheld Aussie pride finishing creditably in some hotly contested F2 races.

Silverstone two weeks later on the full Grand Prix circuit was the next event. Other team members Neil McCrudden (Macon), Lance Carwardine (Jane Brabham), Henry Oosterbaan (Alton), and David Watkins (BrabhamBT21) joined us here competing in Classic Racing Car class. All our cars were resplendent with bright shiny new mufflers as we'd been warned that cars would be individually tested for noise compliance prior to each race. The test requires the driver to rev to race RPM while a noise meter is held 1 metre from the exhaust. Surprisingly low revving all our cars. The modern Silverstone circuit is long and complicated and nothing like the circuit I'd raced on in the 1970's. None of us had quite come to grips with the circuit by the end of the meeting but we had fun trying. All the cars ran well with no major disasters.



Henry in the Alton at Snetterton photo from WARM

Brian Searles joined us for Snetterton driving Neil's Lotus 20/22 Formula Junior. Although also much changed in recent times, Snetterton was much easier to learn than previous circuits. Lance Cawardine, Neil McCrudden and David Watkins were all amongst the top runners finishing their Classic Racing Car events in the top ten. My Lola FJ developed gearbox problems in practice so I changed to Neil's Twincam Alexis F2 car and once I got familiar with the car worked my way up the field. More importantly we all had a ball and returned to Kimbolton with big smiles all round. In between Silverstone and Snetterton I pit crewed for John Rowe who was running his Cooper Climax at Brands Hatch in the Masters Series. There I met up with antipodeans' friends Don Thallon and Kim Shearn also over this way for the summer. Don's Cooper Climax sadly developed engine problems early on and took no further part in proceedings and his Formula Junior required an engine change in between Saturday and Sunday races but otherwise went well. Kim's Lotus 18 FJ had got lost on the high seas missing the Friday practice and Saturday qualifying and race. The car was flown in from Singapore courtesy of the offending shipper to at least make the Sunday race. Glad I didn't have to pay that bill.

As I write this I'm waiting in Scotland to catch the ferry over to Northern Ireland for the meeting at Kirkistown next weekend. Kirkistown wasn't initially on our schedule but present Crossle owner, Paul McMorran who was competing with us in New Zealand earlier this year, persuaded us to include the meeting. It is the 60th anniversary of the circuit and there are lots of special activities including a dinner at Stormont planned. Given the usual Irish hospitality (and lots of Guinness) we should be in for a spectacular time.

Vale Robert Hodgson.

Back in Newsletter 19, this photo was included of Robert driving his Dad, Ross's, MGTC at Wakefield Park. At the time Robert was battling with a severe medical problem but that didn't stop him from having a red hot go just as Ross has done in that car for many years.



That Robert would have been a front runner in the M and O brigade there is no doubt, as he proved at the March meeting of 2nd GEAR when he drove the family's Group O Elfin 600. Our sincere condolences go to the Ross and Alison and the Hodgson family.



Robert in the Elfin 600 at Wakefield Park in March.

Both photos courtesy of Phil Sim.

An evening with John Harvey at the May HSRCA meeting 29th May.

Gary Simkin the social secretary for the HSRCA has organized some great speakers since coming to office last time around. The May social meeting was delayed a couple of weeks in order than Johnny Harvey could be our guest speaker. Around double the numbers for a normal meeting turned up and were entertained by John for almost 2 hours.

Harves spoke candidly of his time at the Sydney Speedway at the Showground at Moore Park, where as a youngster I hardly missed a meeting. John drove an Offenhauser midget with the No.76 on the side and his team-mate was Geoff Freeman. Must admit I barracked for a guy called Johnny Stewart back then as his car was Holden powered, not one of those prissy Yank jobs. John went on to tell the story about working for RC Phillips Sports Car World on Parramatta Rd just up the hill from where I lived – and that Ron Phillips came along one Saturday night and seen the dangers involved and said to John I want you to try motor racing and leave the Speedway. This was not that easy as John was 3 times Australian Champion and the 4th titles weren't far away. So Ron Phillips bought a Mini for John to race – an Austin Cooper S not a Morris as normally was seen. Ron got in touch with Brian Foley and with an E-type from the yard they went over to see if Brian would prepare the car – which Foley was only too pleased to do. After the bills – no back to the Speedway for a moment – on the week before the Australian Titles Harvey had an altercation with an official which the official assumed he had it over John because of – well the poor official not only got a good serve but was then without one of his stars the next week as it was the final straw and John just walked away from the Speedway from that night on.

Back to the Mini and Foley – the bills were really mounting up so Ron Phillips being the astute businessman managed to convince the ace race car preparer to come and work for him – that ace race preparer was none other than Peter Molloy. Peter, Ron and John all got on terrifically well and in time John of course went on to pilot some of the fastest racing cars in Australia. Still under the R.C.Phillips sponsorship, John competed in a BT14 Brabham in the 1.5 litre class winning the championship in 1966. John was one of those very versatile drivers racing everything from Minis to F5000's in his chequered career. Later he teamed up with Victorian Bob Jane and drove some very quick cars and won the Australian Sports Car championship in 71 and 72. With the coming to prominence of the Touring Car John then competed in the Holden Dealer team again with impressive results.

The evening was over all too quick, the whole of the HSRCA membership in attendance being thoroughly entertained by a wonderful competitor of 2 disciplines of motor sport. Leo Geoghegan reckons that Harves was the best, he always managed to find a drive without owning a car!



A couple of old mates – Peter Molly and John Harvey.

Gary Hancock photo.



M A C A U



INAUGURAL MACAU GRAND PRIX TROPHY STARS AT SYDNEY EXHIBITION

The decision by the Macau Government Tourist Office Australia to host an exhibition to commemorate the upcoming 60th Macau Grand Prix proved a big winner – in more ways than one. Not only did the event – **Macau Grand Prix: 60 Years of Motorsport History** – attract many past drivers, some winners to the Sydney Town Hall venue over the four days.

Making a special appearance was the inaugural 1954 trophy claimed by Eduardo de Carvalho who, along with his family, emigrated from Macau to Australia in 1965. Now a family heirloom, the giant silver trophy was unwrapped for all to marvel when members of the de Carvalho made a special call on the final day. And there to join the extended family was legendary Australian driver Brian Lewis who raced for Eduardo de Carvalho's team in Macau in the 1960s. "It was a real pleasure to catch up with the family," said Brian who after hearing of their intended Sunday visit decided to make a second call on the exhibition," he said. "We must make sure that the next time we gather it should be in Macau for the Diamond Jubilee event in November," he said.

Six decades of action packed motor racing was on show at the free exhibition from May 23-26, which focused on the upcoming 2013 two-weekend carnival. The Lower Exhibition Hall at Sydney Town Hall was decorated with a series of historic photographs, fascinating posters from bygone days, old newspaper clippings, along with video coverage of Macau Grand Prix meetings.

To add a splash of colour to the event, three Australian-based racing cars of different vintages took pride of place:



2Paul Hamilton's Elfin 600 one of the stars of the Macau Grand Prix Exhibition. Unfortunately Paul was away in the UK for an FIA meeting.

They were: Elfin 600 F2 which came a controversial second in the 1968 race with Hengkie Iriawan behind the wheel (the car also took part in the Macau GP in 1970 and 1971 but failed to finish with Australian Tony Maw behind the wheel); A

1973 Cheetah (Formula 3) built for Australian racing with intentions of going to Macau; Late model F3 car still competing in Australia for NSW title holders AGI racing team

In Sydney to launch the 60th Macau Grand exhibition at an invitation-only presentation were Australian motor racing legends and Macau Grand Prix winners Kevin Bartlett and Vern Schuppan along with a sprightly Fernanda Robeiro, who took out the first Macau Ladies Race in 1956. "My recollections of Macau in the sixties are among my most treasured and favorite parts of my racing career," said Bartlett. "Up until that time my travel had been confined to the Southern Hemisphere and to arrive on a local liner (the Fat San) into a different way of doing things," he said.



Our own KB amongst the other celebrities with Paul's Elfin as the backdrop.

DETAILS: Macau Government Tourist Office Australia and NZ, phone (02) 9264 1488, www.macautourism.gov.mo

Media information: Mike Smith, Public relations manager of MGTO (Australia and NZ), phone (02) 9264 1488 or email mike.smith@worldtradetravel.com



Kim Shearn's report on Monza and Dijon.

This time, David and I set out to arrive in the UK in time for the 3rd round of the Lurani Formula Junior Championship which is held over 7 race meetings this year, in Italy, France, UK, Spain, Portugal, Germany and Holland.

We collected "Joyce", our trusty and reliable motor home in Manchester and were ready to pick up the Lotus 18 race car when we were informed that it was still in Singapore! With only 6 days until our first race *we weren't happy Jan.* After lots of grief, the freight company Air freighted it and it arrived at 10:00 PM on the Saturday night and in our hands at 10:30 AM the next morning. Thanks to Duncan Rabagliati's smoothing the way, we were able to qualify with another group of cars. Without Duncan's help, things would not be anywhere near as possible - Formula Junior at its best, I reckon. As it was a long weekend over here, we got in one race on the Monday - at least it was some consolation. We started back of the grid in 28th and managed to climb to 14th - we're a bit happier now. Don Thallon had both gearbox and engine problems in his Cooper F1 car and the Junior didn't run well either - disappointing after his two 6th place finishes in Pau the week prior.

After the meeting we (David) changed our gearbox for a higher ratio in preparation for Monza the following weekend (Italy for the uninitiated). This proved to be only a 4 stubby event for Dave as he getting good at the changeover. After a 170 pound crossing of the channel (usually 60 quid!) we made tracks and camped inside Monza at the Parabolica - Almost the holy grail for petrol heads.

Free Practice (only \$250 for 20 minutes) car was going well. Q1, on Saturday morning was the pits as after only 3 laps we nipped up a fresh motor and discovered cylinders 2 and 3 were history. We changed the transaxle as well because it was jumping out of 2nd and 3rd. By now, Patrick had arrived from the South of France (Patrick is my adopted Father in France - only joking Pat!) and he helped David minimize his consumption to only 6 stobbies and 2 litres of Rose not sure how much Patrick had, but he did collapse in the trailer and sleep for 10 hours.

First race we started 7th and finished 8th, now with a new problem of the rev limiter cutting my revs every lap to finally only going to 8000 RPM. Removed limiter for the next race, but no improvement as the car kept losing revs and finished with me only achieving 7600 on the long straights - not ideal for a track like Monza. A real thrill to race here at one the oldest and most famous GP tracks still, largely, in its original guise. The Italians put on a great dinner at a local restaurant on Friday night and were very hospitable and helpful all the way. Did I mention that in the second race I also broke the CWP on the second last lap and whilst I finished, it was well down the order - I did finish. Dave changed boxes again and only had 10 stobbies, 1 litre of Rose and then he collapsed too. I was busy with important administrative and media things of course! As class B winner for the weekend, I got to stand on the podium in first place at Monza and that is something I will remember (and remind others of) for a while to come.

Our next race is at Dijon in 10 days time so David and I are taking time out in Torino where there is a fantastic car museum - one of the best I've seen. The displays are terrific. the city is a treat and the weather is good as well.

With 2 gearboxes back in the UK being repaired and only one engine with us, we are hoping for a good run in France. Cheery Dave Methley in the UK is helping us get the buggered engine back in shape for future rounds, so all should pan out OK in the fullness of time - We'll See, Huh?

2nd letter

After a few days around Torino it was time to head off to Dijon. We were invited to stay at the Thallons' Chateau for a couple of days and we helped Don load up his car as he explained the outcome of his troubles. The Cooper needed work on the engine and gearbox and the MRC Junior is to receive a new Richardson engine.

David and I camped somewhere the following night and the bottle of Limoncello (?) in the cupboard seemed innocent enough, so I decided to have a tippie. After the contents of the bottle mysteriously disappeared down my throat I awoke with a sigh, bemoaning the demon drink! My first "drink" for nearly 10 years wasn't what I'd planned as David casually finished off about 300 stubbies without any adverse signs at the same time.

The weather at Dijon was great except for Thursday night when a short lived gale just about destroyed most tents and awnings in the pits. Luckily, we escaped the damage but it was fine and warm from then on. David installed a fresh gearbox in the 18 (he is now pacing himself to 10 stubbies, a litre of Rose and 4 red wines.) and we were ready for practice. Things went well. We were as fast in Qualifying as I was in the 20/22 last year - pleasing really.

Don and Jeanette Thallon arrived with his #2 engine in the Junior, but with fresh motor et al in the Cooper. Things didn't go well for him as the new motor wasn't performing due to unknown problems - not a nice way to commence on a brand new bit of kit. However, his FJ was flying and he acquitted himself really well with top 10 finishes in strong, competitive company. He looks like he'll be insufferable when he gets the new engine in that car!

Friday night was the now traditional FJ BBQ in the pits and it was a great night. I stayed off the drink, unlike many. Tales of trials and tribulations were exchanged along with the usual "if only.." stories. They are a fantastic group of people who know how to party and enjoy themselves and the night is a highlight for everyone in my view. About half of them camp in the pits and the rest stay in local B & B's and hotels.

A strong field of 38 FJ cars were there and the competition was awesome. Plenty of action all through the field. John Delane was outstanding in his fabulous Lotus 18 and James Owen went well in his Elva 200 to keep him in the hunt for the Lurani Trophy which is the FIA, FJ championship series we run in. Manfredo Rossi won, but didn't have it all his own way. Dave Methley shot a rod through the block in Qualy so he couldn't take part. This was a pity because he would have been right up there, probably fastest of them all.

Me, well, another vexed weekend. We cured the gear box issues, but now the clutch pressure plate was giving out and I slowly dropped back through the field in race one. David again removed the trans axle (9 stubbies 4 ... bugger I've lost count) and we did the best we could with the clutch after discovering a small gearbox seal oil leak. A drain hole was inserted through the bell housing to run off the offending oil and away we went in race two. the mysterious "miss fire" at high revs also returned, so we installed a new battery as well. I had 12 fun laps then the clutch went again for the last few laps, once more dropping me down the order of things. The battery didn't fix the miss, so that will need more investigation. Anyway, the weekend was good fun and we are now back in the UK.

Dave Owen has kindly taken the 3rd gearbox for repairs and we dropped our spare engine and car at Dave Methley's for remedial work a-plenty. All of this would be extremely hard without his generous help and that of his good lady, LA. We stayed the night with them, went out for a super meal and are making our way back to Denis Welch's place in Manchester to park Joyce and prepare for our flight home for a few weeks before attacking the rest of the season.

We return for Nurburgring in early August, then Zandvoort, Spa, Jerez and Portimao. Should be fun, Looking forward to seeing everyone at home.

Is Roger Ealand back from his Motor bike tour of India yet? Not that we care, just wanted to hear how much he wanted for slightly used Royal Enfield. Anyone interested?

Cheers,
Kim & David

A Rags to Riches story- a story about a lot of detail.

As many of you would know I have spent around 20 months restoring one of the last built Lotus Elevens and the only one delivered new into Australia. I bought the car from John Partridge who had owned it since 1965, raced it until early 70's and then started a restoration which never got beyond the pulling completely apart stage and that is how John sold it, completely apart, in a way the best way to take on a project.



The car was first driven in January 2012 in an unpainted bare alloy state and basically stayed that way until late last year. A local painter was commissioned to spray the car, and although it was beautifully and glossy, it had quite a bit of orange peel. With the Lotus National biennial event coming up over the Anzac weekend, the painter agreed to get rid of the orange peel by blocking it back and buffing. However after about 8 hours he gave up and left the car pretty much without orange peel but without much gloss either. I then tried different potions on a small area and after about an hour of using the various concoctions I couldn't see any difference.

A good mate of mine had a look at the paint and said to me – Nathan can fix that. Somewhat skeptically I said oh yeah .. But he was adamant so he contacts Nathan and after he has had a look at it said yep, I can fix that. Nathan's hobby is polishing cars, and believe it or not there are quite a number of these guys who do this for fun. The next weekend Nathan puts in a whole 8 hours on the Saturday and another 10 hours on the Sunday. The result is the bonnet and scuttle are now better than a mirror finish. The process is to mask off about a foot square and do their magic stuff with many different compound and polishing mops in a gradual process that buffs away the scratches and blemishes but hardly removes any paint at all. They have an electronic paint depth gauge that tells how thick the paint is in any one spot.

The next weekend Nathan plus 2 mates arrive and after another all day session the whole car has an absolutely incredible shine. The last process is a wax that takes about an hour to set before final polish and it seals all the work done before. From the photos you can see the results Nathan achieved. Incredibly Nathan says that so long as the paint is there they can achieve these results on any car, whether 2 pack (which this was) or acrylic or the more modern water

based paints. They also know which of the manufacturers use more hardener in their paints etc. I know it is an insult to them to say the car has a showroom shine – no showroom car would ever be as good as the results these guys get, the dealers simply do not have the wherewithal to achieve the finish.

So the car did make it to the Lotus National meeting, the sporting event was the day before the concourse and the little

From This



Eleven got down into the 19's which I thought was pretty good at Wakefield. Nathan drove down from Sydney the morning of the concourse to get rid of the track day dust and detailed it to perfection. The result was the car was awarded the overall concourse win, something that would never have happened without Nathan's knowledge and dedication. If you ever want to have your car detailed to perfection Nathan's number is 0432 851785.

There is a thread on the Detail Paradise website:-

<http://www.detailparadise.com.au/showthread.php?9480-1958-Lotus-Eleven-Correction&highlight=lotus>

To this



THE “ILL WIND THAT *BLOW’S A DEGREE OF GOOD FORTUNE*”!

A story from Max Pearson

VENUE; MORGAN PARK 23rd - 24th APRIL 2013: the Autumn meeting.

I can never understand the criticism of member’s folly to take up ones incomplete entry advantages to pack-up and leave a successful meeting on the last days of most meetings. Especially when we all experience limited entry numbers in the first instance. BUT that’s another discussion.



Max at Wakefield Park earlier in the year in the pristine Brabham BT29

However loving the fine weather, enjoying the thrill of the chase and just having my entire family there to share this very special opportunity competing with a well prepared car and mixing some old fashion desires and skill I lined up for the last race of the meeting in my class. The classes for the weekend “M-O & Q racing” were a mixed bag in the first instance AND with care and attention by all officials we were ALL lined up on the DUMMY grid knowing the *progressive starting grid* would be well defined. Fastest to the front and slowest to the rear. Anticipating the first couple of laps sort out the field naturally, allowing for all participants from the inexperienced to the slick a reasonable degree of protection, that necessarily sorts out the induced adrenaline madness some/most of us inherit.

However the last grid for the weekend was short of starters: due to some delays experience during the day in both the “RACING and the SPORTS classes” particularly. It was determined to indulge the diminished numbers of the sports categories to be into mixed onto the racing class grid. BUT the scary part was all be the assembly of the dummy grid was adopted as the “Starting Grid”.

Prior to the race some of the older-wiser racers had opted to retire, one particular friendly member offered “*hang back on the start Max, let them sort themselves out*”. I took the advice and cleared the mayhem of the first lap. And whilst entering the pit straight on the 2nd pass I again hung back to brake early and stay on the outside of the circuit. However entering the turn one towards the rear of the about 14 cars I found myself in a position where “*I had NO-WHERE to GO*”!

The car launched into the air some 20 odd feet, rolled laterally landing on the front left wheel that snapped off with some extraordinary force in tow It finished some 60-70 feet away from the final resting place. I had my eyes open through all of the horror of the incident. I saw the face behind the helmet visor of the driver I collided with, I looked back along the front of the car to only see “Blue Sky immediately at the end of the cars nose” at which time the milli-second of my mind flash only to advise me “*this is going to hurt*”!



Yet when the car hit the ground on the first instance the force belted my right knee against the right vertical bar support for the steering/instrument support and the 1st advise dawned correct "it did hurt". The car then continued to slide digging into the land rolling over to the left and continuing to slide further, at which time I simply closed my eyes the mind again suggesting "Oh NO not again". It continued the roll as I remember in all full detail my head being pushed into my body and still holding onto the steering wheel for grim death. The car eventually came to a stop and incredibly the last part of the roll seemed very slow but determinedly the right way up



I sat for a few more seconds till the brain took an inspired second to discuss and determine "well do we open our eyes to see if we are alive or NOT?.... Now how stupid can that be If you're thinking these outlandish statements CAUSE your alive"! The conclusion is history I opened my eyes to see the brightest of skies, the trees and "Oh SHIT look at my beautiful BT29, what the F... is Dave going the say"?

This event was just the second meeting I had worn my "HANS DEVICE" *thank the heavens!*

However our own **WORLDLY EXPERT Mr Michael HENDERSON** inspected my anchor points at WAKEFIELD suggesting I alter in the correct manner to fit the sash belts so they wrap around the device caring for the nearest of angles as recommended. I took all of his information to alter my Belt settings for MORGAN PARK in the BT29 and later the MILDREN at WINTON. And I firmly believe that my salvation was NOT to have fractured my neck at MORGAN PARK as a result!

Folk I have vivid memory of the whole incident and I can testify I felt the helmet with my head in it violently moving from the end of the restraint lanyard to the other side end several times resulting in a very sore and tender left shoulder, neck and of course my right knee in total satisfaction of the NEED for us all to employ and deploy **EVERY CONCEIVED POSSIBILITY AND OR SAFETY PROVERN device to take good advice when offered to assist yourself in the first instance.**

Dare to be smart and logical at all times... these instruments that the professional use as tools of trade SHOULD BE MANITORY for ALL PARTICIPANTS all the way down through all classes of motor racing by CAMS and all participation promoters.

They are AS ESSENTIAL AS SEAT BELTS AND HELMETS, and...
are AS COMPARABLY SAFE AS TYRES and BRAKES!

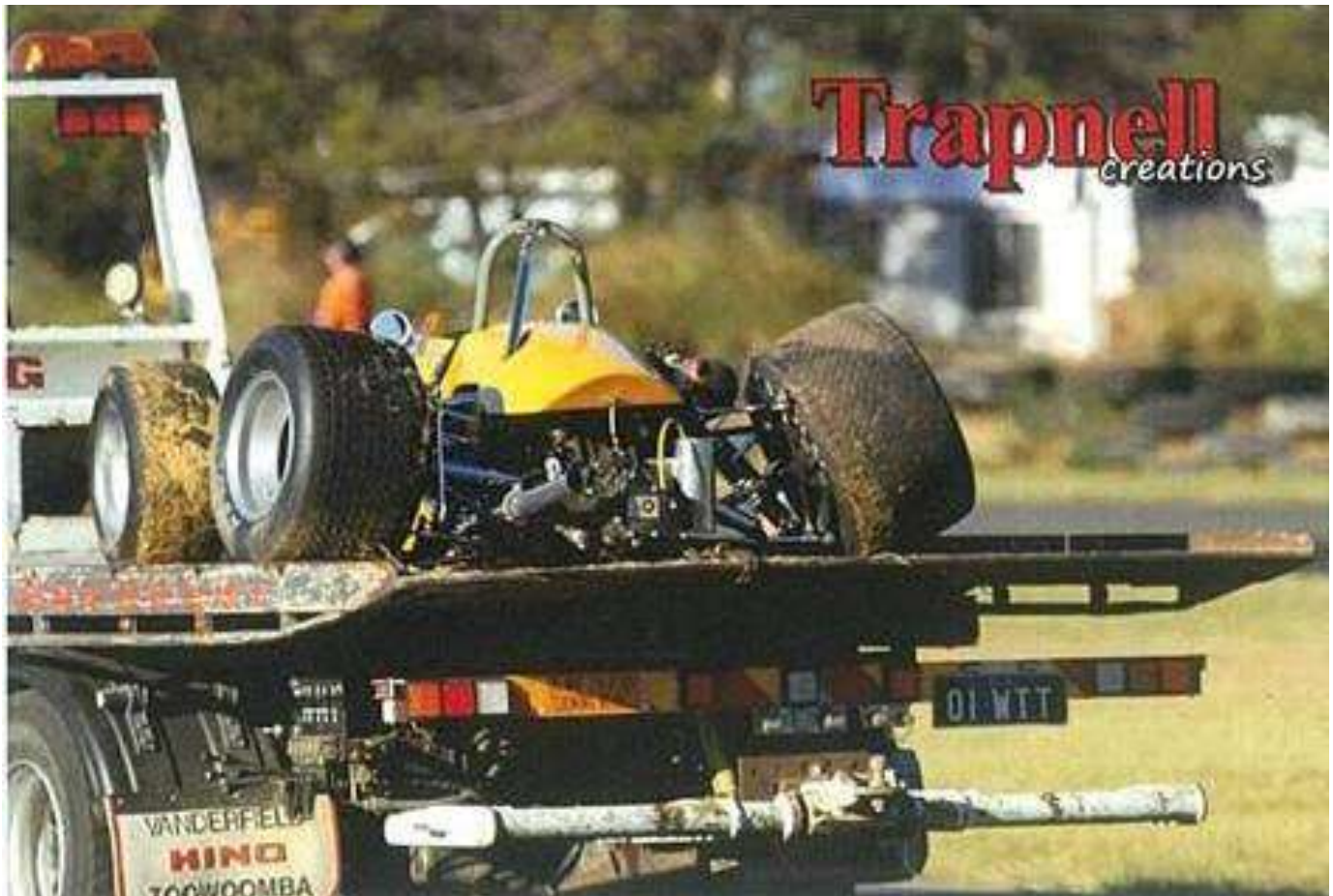
FOOTNOTE;

I have investigated and actually purchased a NEWER head restraint, introduced to me by Bruce AYERS (Lionel's son). This device **offers additional 30 degree side impact protection** and is proven and accepted in most other parts of the world.

It's called the **"NECKSGEN"** it has taken the HANS DEVICE to another sphere, it's cheaper and it more comfortable to wear.

"DO YOURSELF A FAVOUR – PROTECT YOURSELF"!

Your head is NOT like a WHEEL broken off the BODY



Pit Gossip.

Have had some correspondence with John Bowers and the ex Clark Lotus 25 is having a wonderful year in the UK. As this is the 50th year since the car 25R4 won the Formula 1 Championship with Jim Clark the car is a star attraction and events such as this are keeping John and the car busy. However John says he is conscious of the car's history down here and there is a chance we will see it at the 2014 Tasman Revival. I am sure JDD would be very happy, as it would all of us too if John brought it back for a visit.

To see the article below go to:-

<http://www.telegraph.co.uk/motoring/motorsport/10053683/David-Coulthard-drives-Jim-Clarks-Lotus-25.html>

David Coulthard drives Jim Clark's Lotus 25

David Coulthard fulfilled a childhood ambition when he drove Jim Clark's 1963 Lotus 25.



David Coulthard gets to grips with the Lotus 25's narrow, exposed cockpit. Photo: Felix Bloomfield

[illegible]

Just for a change of pace, Damon Hancock was seen in Mal Brewster's HDL Special at a recent GEAR meeting at Wakefield Park. Sure would be a bit different than a Brabham BT23 ! Speaking of which Damon has given some footage taken from the Brabham at the Phillip Island Classic earlier in the year, and by the time this newsletter hits the bookstalls it should be on our HSRCA website. Damon of course took 3 wins from 3 starts at that meeting.

[illegible]

Drive



FREQUENTLY UNASKED QUESTIONS TONY DAVIS

DO OLD RACETRACKS HAVE GHOSTS?

What if the Monaco Grand Prix circuit was abandoned, and nature allowed to fight back? Imagine waist-height grass pushing through the bitumen that sweeps into Beau Rivage and Tabac Corner, moisture streaming through the mossy, vine-filled tunnel.

Picture a massive tree poking through the collapsed seats of the crumbling St Devote Square grandstand, the edge of the track along the Piscine falling away into the harbour, the ghostly presence of long-gone drivers lurking at every bend.

It won't be any time soon, one hopes. Though some of us would like to see unchecked vegetation do its stuff on the surrounding casinos and gauche mansions of tax exiles.

A tiny hint of the above scenario can be seen at Katoomba in the Blue Mountains, about 90 minutes west of Sydney.

There, one can still walk a full lap of Catalina Park, last used for serious racing in the 1970s and now intact but thoroughly overgrown.

Similarities between Catalina Park and the Circuit de Monaco are



Haunting: Trees grow through the abandoned Catalina Park. Photo: Tony Davis

slight, other than both being very narrow and, at times, fatally dangerous. At Catalina, foliage is pushing inwards from both sides, leaving only a car width or so in the centre of the track and completely wrecking the cornering lines.

In some places trees are growing through the bitumen, which would make it hard to hit some apexes without also hitting a solid piece of eucalyptus.

Today's lap time would be somewhat lower than the 141km/h average once achieved around the tight, hilly 2.1-kilometre track by Frank Match.

Yes, there is always something haunting about abandoned race circuits. I felt it yet again while walking Catalina.

Every distant car or truck sounds like the approaching wail of a racing engine.

At least three drivers died at Catalina. There's a story of Aboriginal dispossession too, now afforded far more prominence on the official signage than any glorious feats behind the wheel.

The track was officially opened in the early 1960s in a place known as The Gully.

Bizarrely, it was just a few hundred metres from the centre of Katoomba.

Did not one realise how much noise 20 open-wheelers would make in a rock-lined natural amphitheatre? With houses so close, the surprise is that the track lasted so long.

It was built by volunteers from the Blue Mountains Sporting Drivers Club and incorporated design suggestions from Jack Brabham, though none from the local Aboriginal community, whose principal suggestion was to go away and build the track elsewhere (though they possibly did not use those words).

Most of Catalina's outer fencing was solid wood. It's still there, though the advertisements for cigarettes and Cinzano have largely

faded. Some red-rusted Atmco line the interior in places. Elsewhere, solid rock faces did the job. As barriers went, sandstone wasn't terribly forgiving, but it sure as hell was durable.

In the 1970s, the track was adapted for rallycross, using the ample mud and water always to be found in the infield.

Much of the water is now running along the track, causing some of the surface to collapse and making a couple of downhill sections frighteningly messy and slippery even on foot.

In 2002, civic authorities declared the land an Aboriginal Place. It was a permanent residence for some Gundungurra, Darug and non-Aboriginal people, according to the signs.

Trees have been planted and raised walkways erected along the sedge grasses in the infield.

But, surprisingly perhaps, authorities have chosen to leave the circuit in elegant decay.

Perhaps in a century or two archaeologists will dig it back up and restore it like a Blue Mountains Circus Maximus.

FCN Drive group editor Jaime Pimentel (02) 9588 8730. Advertising sales representative Jacob Ashhurst, (02) 9588 8819. Drive writers abide by a code of ethics. Read it at drive.com.au/ethics.

Robert and Tom Tweedie's Lola T60 has been sold to a UK purchaser – expect to see it if you go to the Goodwood Revival this year. The beautiful little F2 car will fit in very nicely over there with its SCA 1000cc engine; unfortunately it was a bit of an orphan here in Australia as most cars were either ANF 1500 or FJ / F3 in the period it did race.

Wayne Wilson's Rennmax BN2 has been sold to a local here in Sydney. Hopefully we will get to see it out on the track pretty soon; I think the new owner is aiming for our Spring meeting at SMSP. Also David Kent's Brabham BT29 has been sold interstate, and David has just deserted our ranks with the purchase of a Chevron Group Q car. He maintains his Group O Elan however.

Frank Matich was to be the guest speaker at the HSRCA meeting on the 17th July. However Frank was unable to attend due to a health related problem, so we look forward to seeing him at a social meeting not too far into the future.

[illegible][illegible][illegible]

A light blue Lotus 49 Formula 1 car, number 17, is shown on a race track. The driver, wearing a white helmet, is visible in the cockpit. The car is a classic open-wheel design with a prominent front wing and large rear wing. The track is asphalt, and there is a grassy area and a blue and white striped curb in the background.

Ed's Brabham BT21C for sale – photo from recent Sydney Motorsport Park meeting by Peter Schell.

Classic Look Overalls

Don't get left out, at all of those classic and vintage events!!

Overalls Styled from the 50's and 60's

- Button up front
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- Belt included.

These have been developed and made in NZ to look right! and Nice to wear.

100% cotton so they have been designed for the mechanic's and spectators of the classic and vintage racing world.

The mechanic's old English white overalls are currently selling for \$110au (\$150nz) plus post and a small fee for the branding of your choice.

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Don't forget our next meeting at Wakefield Park

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Jim Barclay's next extravaganza features Ferrari. Of course it is the non-Tasman year so not much opportunity for our types of cars.

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24-26
JANUARY
2014**



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Technical stuff

As mentioned in the last newsletter, I have developed a passion for making model aero engines. Trolling through various websites looking at various tips about machining etc came across these few things that might be of interest

Crankshaft forming. In the railways, this is how they used to make some 90 degree bends for a non flat plane crank ! Yes they did make the bend this way !

If you want to see the website it is <http://www.practicalmachinist.com/vb/antique-machinery-history/crank-twisting-machining-170860/>



Superglue care required. A lot of guys use super glue to attach small object to a mandrel to machine then heat it up to break the bond. Care needs to be exercised when doing this as the vapors are quite nasty and there are reports that they can stick your eyelids together. Superglue fumes are used to lift fingerprints these days too.

Titanium. Not many of us will use this stuff – but if you are doing very fine cuts on a lathe etc – it can - if the tool is a bit blunt - catch fire the same as magnesium. Hard to believe but true. Also Titanium powder is explosive. When exposed to elevated temperatures in air, titanium readily reacts with oxygen. This occurs at 1,200 °C (2,190 °F) in air, and at 610 °C (1,130 °F) in pure oxygen, forming titanium dioxide. As a result, the metal cannot be melted in open air since it burns before the melting point is reached. Melting is only possible in an inert atmosphere or in a vacuum.

Lathe chucks usually have a master pinion to better centre the work when tightening. On learning this, I tried this on my lathe and the chuck key centers the work best when tightened by the pinion adjacent to the maker's name.

Lubricating sealed bearings ... a pretty slick way (pun intended) of lubricating sealed bearings. It is so simple and non destructive. The bearings are placed in a container just big enough to hold them. In this case, a little plastic cup. Oil is poured over them until they are completely submerged. Normally use 90W gear oil. Then the cup is placed under a bell jar on the vacuum table, and a vacuum pulled which extracts the air. As you watch you can see the air being pulled out of the bearings and bubbling up through the oil. After a moment or so release the vacuum and oil will be sucked into the bearings to replace the missing air.

Broken Tap Removal To remove a broken tap from aluminum use nitric acid. Just put a drop in the hole, wait, clean and then another drop until you can remove the tap. It usually dissolves the tap in 10 minutes enough to extract it. Nitric acid doesn't attack aluminum, but literally boils steel!



The Owen Mate (left) next to a genuine Oliver Tiger.

Speaking of model aero engines, I know a lot of us used to fly control line when we were a bit younger so no apologies for including this here. The Bollaero mentioned in the last newsletter did start ok and run quite nicely, which then spurred me on to make another - the second engine is called the Owen Mate (designed by David Owen of Wollongong) this has also been made and run. This engine is designed along the lines of that iconic 1950s engine the Oliver Tiger 2.5 which won many Team Race championships back then and just like an "Ollie" the Owen Mate is very powerful and easy to handle. Have already started on a 3rd engine – another iconic engine of the 50s a replica Mills 1.3. Guess I will have to stamp an R on it somewhere ! Back to the Oliver Tiger – they were going on 20 pounds as a kid – my Taipan was just 2 pounds ten shillings as a

comparison and that was nearly 6 months pocket money. Was lucky enough for an Ollie to come up on Ebay recently in ceased condition, bought it for quite a sum and managed to fix it – now takes pride of place on the shelf. Time to build the Owen Mate was about 80 hours.



Who remembers the Mills 1.3 ? Finished here and running but frozen by the super quick shutter speed when used with the flash.

Finally, Once again a huge “thank you” to all the officials who devote so much of their time to allow us the privilege to put on a helmet and enjoy our cars. A big “thank you” too to all of the contributors to this newsletter – it is much appreciated.



Robert Hodgson