



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 25 – December 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.

Newsletter No.25, maybe a bit of a milestone, this means 6 and a bit years of reporting on our wonderful past-time so maybe a reflection or two is warranted somewhere in this edition.

We will start with the HSRCA meeting at Eastern Creek or as it is now known, Sydney Motorsport Park 23/24 November.

With the last Tasman now 12 months almost to the day behind us, it was very encouraging to see a very good turnout of M and O cars at this event. In all there were 30 cars that presented for qualifying spread pretty evenly between M and O with Formula Juniors making up 9 of the 13 cars in M. There were a couple of invited cars from later Groups and sadly only 3 Sports cars being all Clubman type cars. Where have all the wonderful M and O sports cars gone?



Dominating the top rung of the podium all weekend, Damon Hancock in the family Brabham BT23C Ed Holly photo.

Qualifying was on a damp track and interrupted with a red flag. Some cars did not venture back out after the red flag and as it turned out the track was wetter in what effectively became the second session. It was a pity that the cars were held for an extended delay on the dummy grid, as if we had gone out on time then the track would have been dry. Oh well these things are set to try us ! Even with the dampish conditions, those at the pointy end were only about 5 seconds off the pace. The top half dozen of the 12 Group O cars were Damon Hancock Brabham BT23C, Laurie Bennett Elfin 600B, Phil Harris Brabham BT23C, Aaron Lewis Eagle Indy, Paul Hamilton Elfin 600, Steve Weller Elfin 600. Robert McConville in his dad's Brabham BT29 was in this Group as a Group Q car. Of the Group M cars, Grant Craft was

revelling in the conditions with his Brabham BT2 FJ, then Peter Strauss in the Climax 2.5 Brabham BT11, Kim Shearn in his Lotus 20/22 FJ, Tony Simmons in the BT6 FJ, Ed Holly in the 1.5 Brabham BT6, then a gaggle (if that is the right word) of Formula Juniors all around the 2:01 mark – Roger Ealand Lotus 18, Andrew Fellowes Lotus 27, Greg Thornton Lynx and Noel Bryen Rennmax BN1.



The fight going on behind the pale blue Brabham, Phil Harris, Brabham BT23c (71), Laurie Bennett Elfin 600 (53), Aaron Lewis Eagle Indy (36) and Paul Hamilton Elfin 600 (64) Steve Oom photo

Then the weather improved dramatically for the rest of the weekend – in fact not one more rain drop fell, so there were smiles all around. Once again rather than try to describe every race, we will let the photos taken by the various photographers do the telling. However to be fair there were a couple of important races on the weekend for the HSRCA's major annual trophies as well as the running of the John Dawson-Damer event so a brief description of these is warranted.



Robert McConville in the family Brabham BT29 Steve Oom photo



Peter Strauss getting the hurry up from Steve Weller Peter Shell photo.

As seems to be the trend at a lot of Historic meetings these days, the races were assigned a time factor rather than an allotment of laps. This worked well, however with the Dawson-Damer race a mid-field competitor had a problem and vacated their starting slot on the main grid, rightly the starter would not start the race and the grid was sent off for another warm-up lap to allow time to sort out the problem and remove the car if necessary. As it turned out the problem was rectified and the race was started about 5 minutes into the allotted time, reducing the event to just 5 laps. In speaking with the race committee, this should not happen again, when there is a feature race, as the DD Trophy race was, it may be shortened to a



A great Peter Schell shot of Wayne Wilson in the Brabham BT29

predetermined minimum laps, but not lopped off as much as this one was. In speaking with other competitors, the time rather than laps assignment of track-time was received well.



Steve Oom captures Kim Shearn in the very well travelled and very competitive Lotus 20/22

Ok, so the main races reports. Firstly the John Dawson-Damer trophy race. Run over 5 laps in lieu of the 16 minutes in the programme and immediately before the lunch break, it was a run away win in the Group O category for Damon Hancock in the family Brabham BT23C. The minor placings however were hard fought and Phil, Harris, Laurie Bennett,



Tony Simmons in his BT6, another well travelled Formula Junior. Peter Schell photo Simmo had the gremlins attack before the weekend was out unfortunately



Robert Buckley in the very pretty GolfFord special. Peter Schell photo.

Aaron Lewis and Steve Weller all crossed the line within a couple of seconds of each other. Missing from the pack was Paul Hamilton who had a throttle jamb on the approach to turn 6 on the first lap. There was quite a bit of passing in the 2nd to 5th places, with Phil Harris using the FVA to advantage over the very healthy twincams of Bennett and Weller. The surprise of the meeting was Aaron Lewis driving the quad cam 4.2 litre Eagle Indy Car right up at the sharp end. My spies tell me that a slight detune to make power over a wider rev-range has seen the car much more driveable on the circuits we use today, rather than that big Oval it was built for. In Group M the honours went to Ed Holly in the Brabham BT6 by 6/100ths second to Peter Strauss. Next was Grant Craft 2/100ths second over Kim Shearn both with an incredible drives in the Formula Juniors only 3 seconds adrift from the leaders.



Ed Holly went ok after not having a drive since Winton, had some great dices with Peter Strauss and later Herb Neal. Peter Schell photo

Last race of the day was for the annual trophies, the Leo Geoghegan Trophy for Group O racing cars and the (Sir) Jack Brabham trophy for Group M racing cars. Normally these trophies are awarded to the last race before lunch, to be fair to



The delectable Ron Harris Team Lotus 27 with Andrew Fellowes. Steve Oom photo

those interstate competitors who want to get away a little early. However this year it was decided to make the annual trophy races the last event of the programme, unfortunately robbing the grid of some of the cars that would have been in contention. I know Peter Strauss's BT11 Brabham was probably about Mittagong by the time the race started.



Master of things Formula Junior, Roger Ealand in the very rapid Lotus 18. Wasn't long ago that Lotus 18's weren't in favour as they were from the Group L period but as they were of a modern character, CAMS put them into Group M. Roger shows why ! Steve Oom photo.



The Silver Fox in the car he built in 1968, Herb Neal in the Neal Ford Mk2. Peter Schell photo.



All the way from the UK, and more used to F1 and F5000 cars, Greg Thornton in Ian Bailey's Lynx shows the way to David Reid EH photo

Hopefully next time the very hard working and in no way is this a criticism - race committee might involve the various Registrars before assigning which events are to be featured. In the end just 16 cars fronted for the race, made up of 6 O



Richard Nitschke manages to keep Ron Coarth (21) and Noel Bryen at bay. Ed Holly photo.

cars and 6 M cars plus Sportcars and invited cars. Once again in Group O it was Damon Hancock who took the honours with a car length win over Melbournian stalwart Laurie Bennett, next was Aaron Lewis who must have been very happy



Grant Craft put in giant killing performances in the ex Gavin Youl Brabham BT2. This incredibly quick Formula Junior now holds a number of lap records around the country in this class, and set the benchmark well and truly at SMSP this weekend. Steve Oom photo.



Ian Henderson is having a ball in his Brabham BT6 Formula Junior. Peter Schell photos.



As does Geoff Varey, although the blown FIAT engine did cause a dnf by the weekend's end.

with his and the Eagle's performance over the weekend. In Group M Ed Holly took the honours with Grant Craft never too far behind, that is until the last corner when he disappeared from Ed's mirrors, the little Formula Junior engine causing a dnf. Grant should be thoroughly pleased with his weekend however as he showed what a Junior is capable of and lowered the lap record for FJ along the way taking it down to a 1:46.95 Second was Noel Bryen who is having a ball in the Rennmax and third all the way from SA was Richard Nitschke in the Elfin 1500.



Bill Hemming in yet another well travelled Formula Junior, his Elfin. In Melbourne, Bill runs the Elfin Heritage Centre. Steve Oom photo.

So ended a great weekend of racing – lots of smiles – good hard and safe racing and fine weather.



Also having a ball all weekend, Richard Longes & Alan Telfer . Peter Schell.

There is one other thing that I think should be mentioned. Some time ago CAMS gave a Group O logbook to a very special Ford Mustang, a car with a terrific history in the USA that has recently been brought to Australia by a very dedicated Historic competitor. When it was accepted into the Group M and O field and came to the attention of the other competitors, a discussion was started on the newly created M and O forum where a lot of views were aired. Pleasingly the discussion was to the point but always in a constructive way. After reading the feedback on the Forum, to which the competitor subscribes, he agreed to be accommodated in another category and I know we would all like to thank him very much for that.

Sandown 9th and 10th November.

M & O Sandown Report.

Report By Norm Falkiner – photos by Jim Jones.

We practised with the Formula Fords on the Friday with the weather all over the place and the second session being red flagged.



Author Norm Falkiner in the very pretty Elfin Mono, on his way to a 4th place in the 1st race.

Saturday's qualifying was a mess with the M & O's sent out with the Q & R's. This was not meant to happen as the race schedule had been changed and the competitors not notified.



Grant Craft in his Brabham BT2 just ahead of Melinda Price in the Lotus 20/22

We were rescheduled a little later, with Keith Simpson in the Penrite Brabham BT16 fastest, one tenth of a second ahead of Paul Stubber. Laurie Bennett was third in the McLaren but had overheating problems so took no further part in the meeting.



Keith Simpson in the Penrite Brabham BT16 on his way to one of three wins on the weekend.

All three races were won by Keith with Peter Strauss second in races 1 and 3 with Bill Hemming spoiling things with a 2nd place in race 2. Paul Stubber had problems early in race 1 and retired from the meeting.



Richard Longes with his Brabham BT14 was the only competitor from NSW to compete in M and O racing.

The standout of all three races was Grant Craft in the BT2 Brabham F.J. (ex Graham Brown) with two fourths and a fifth. He is certainly a great addition to the pointy end of Formula Junior.



Peter Strauss in his magnificent Brabham BT31. This car has to be one of the ultimate Group O machines.

Many drivers and others commented on the number of red flags used. One quipped that there were "more red flags than at Chairman Mao's funeral" It certainly did appear that there were a number of occasions where a yellow would have been used in previous meetings.



Geoff Burton in the McConville Brabham BT29

As an aside. Bill Hemming graciously gave Ian Garmey from New Zealand his pretty Elfin Mallala to drive in regularity. (getting "pretty" and "Bill Hemming" in the same sentence was a challenge).



Barry Murphy in the Wayne Ford Special

Ian was black flagged first time out and was told he was in the wrong group. On going out again in the other group he was again black flagged for the same reason!!! They are not called the All Blacks for nothing.



Ian Henderson in his Brabham BT6.



Another look at the BT31 of Peter Strauss's.

A big thank you to both Norm and to Jim for their contribution

A clarification of the main events in NSW for 2014 – from an M and O perspective

There seems to be some confusion about the **Sydney Motorsport Park** events for 2014. The Tasman Revival is not being run in May, and a smaller scale version of this important meeting will continue at its traditional time of the year being November.

The May meeting is something entirely new, the ARDC, who run and control SMSP and has been the HSRCA's partner for the last few Tasman Revivals has suggested to the HSRCA that they would prefer to transfer this partnership to a meeting where Historic Racing in its entirety will be showcased. The HSRCA committee has embraced this idea and planning is now well advanced on just how this might work. One thing is for sure - it will definitely be a Sydney meeting not to be missed, with a lot of innovation learned from the ARDC's running of the Top Gear event last year (and its on again this year) being put into the May event. I am told there will be a strong TV presence, lots of in-car cameras and a large TV screens and a festival atmosphere the likes of which we have never seen before at a Historic meeting. The HSRCA and the ARDC are both very keen to see that the racing programme is very full with all categories getting an equal billing. As a first for some time Groups C and A have thrown their support behind the concept, and I don't think anyone will disagree, that is where a major drawcard to attract a younger gate may now lie. But rest assured the single seater / traditional C of D brigade will get the same billing. To give the meeting the status it deserves for Groups M and O, early planning sees the John Dawson-Damer trophy being awarded for the main race at this event. The Formula Junior division has also agreed to make it a point-scoring round so with just one grid available, getting an entry in early would be a good idea. In the end, the partnership is working on making the May event a real festival attracting a large spectator base. May in Sydney is a lovely time of the year, the humidity of the prior months has dissipated, the days are warm not hot and the nights are cool, generally the weather is kind and May is a quiet time of the year that many prospective spectators are looking for something to do. It really has a lot going for it. We can expect practice and 2 races Saturday and 2 longer races Sunday.

So where does that leave us with the Tasman Revival as we know it? Firstly as the ARDC will no longer be our partner, the cost of the meeting will be borne solely by the HSRCA. That will mean that the event will have to be a little less extravagant. This meeting will continue to see a focus on the C of D cars as a whole, but not to the extent that we have enjoyed every 2nd year for the last 8 years. It is most unlikely that we will see the marquees as we have in the past and that will be a huge saving in costs, the event will be run over the traditional 3 days including private practice Friday – not 4 days as in the past and the driver's briefing will be on the Saturday morning rather than the Thursday evening. The cost of entry will be no more than an ordinary meeting. The main event will be called the Tasman Cup race for M and O cars and the HSRCA will still make very welcome any overseas competitors that make the journey to a warmer place than where they are likely to come from. Plans are afoot to try to coordinate another meeting or meetings in other states and for the opportunity then for the cars to go on to New Zealand for a race series over there.

If you own a Historic Racing or Sports-Racing car then both of these meetings are a must-do. I have to say that as one that has had a lot to do with the Tasman Revival – that I am very excited about what the HSRCA is trying to do with the May meeting, and I do hope we all give our support to it, it has all the hallmarks of being a new chapter for Historic Racing in Australia, but I would also hope that the November meeting also gets our support and keeps the tradition we have tried so hard to create in the 4 events 2006, 2008, 2010, and 2012 going.



[Who remembers the first Tasman Revival programme ?](#)

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A note on SHOCK-ABSORBERS for our cars from the Historic Eligibility Commission written by Paul Hamilton.

Acceptable Shock Absorbers for Group M and O Cars

The Historic Commission has decided to formalise regulations governing the use of replacement shock absorbers in Groups M and O. Although most local cars during the period used the standard form of externally single adjustable steel bodied Armstrongs, these are no longer available, some are unable to be repaired or serviced at all and seals etc. for those which can be serviced are not readily available. Replacement by other non original units has therefore become a common practice which, although not specifically provided for in the M and O regulations, has long been accepted by the HEC on the grounds of practicality. To formalise that practice the Commission now proposes to include the following lists of acceptable replacement shock absorbers in the regulations in the same way it has already done for Formula Ford.

- **Group M** Any steel bodied single adjustable Armstrong, SPAX, GAZ or AVO
- **Group O** As above plus steel or alloy bodied, double adjustable KONIs

It should be noted that the types of shock absorber to be listed are substantially those for which the HEC has already been giving approval although not strictly covered by the existing regulations which require that: 'The suspension must be unaltered from the period specification'. The only significant change is the proposed addition of alloy bodied Konis to the Group O list. The HEC's existing practice has been to insist on use of steel bodied Konis but the Commission believes that approach should be reviewed for the following reasons:

- *The steel bodied (type 8211) and alloy bodied (type 8212) Konis are essentially identical in appearance;*
- *The internals of both types are identical and the weight difference is only 680 grams.;*
- *The alloy bodied shock absorbers are cheaper. They are now manufactured in the USA rather than Europe and the current list price in the US is USD625 (type 8212) as against USD665 for the type 8211 steel bodied unit.*
- *The alloy units did see some period use in Australia. Although not then seen on the variety of cars for which their use is now proposed, the original Armstrongs most commonly used locally are no longer available; and*
- *FIA Appendix K now gives specific approval for the use of alloy bodied shock absorbers in all cars from Period G (1966 to 1969).*

Before the list is confirmed and published comment from interested parties is invited.

A report on his European FJ scene from Kim Shearn.

Hi all,

On our way to Jerez for the second last meeting of the season we took some R & R near Malaga in Spain for 10 days. Whilst on Skype, I discovered that an old mate of mine, who has lived in Chile for 15 years or so was also in Europe. You guessed it, he was 3 K's up the road from us - so that was terrific to catch up with him - even if he doesn't race. He is French, when all is said and done (apologies Thierry).

The meeting at Jerez wasn't that well subscribed with entries - except for Formula Juniors who had the biggest and most competitive field at the track. The organizers put us up in a 4 star hotel and provided pit garages and catering hospitality for everyone. Great circuit too. Don Thallon ran double entries with his Cooper and, from memory, got 2 x 5th places in what was, though mixed, a big field. He also did well in the FJ, nearly keeping up with the guns and finished very credibly around 6th or 7th.

Our car ran well and we managed a class win over the two Lurani races, our best effort to date. The downside was, wait for it, yes, gearbox problems in the second race meant I did the last 8 laps with no 3rd gear and lost around 3.5 seconds a lap. Still managed to keep a small lead to get the result. It also gave us a tenth overall -

pleasing really in a field of 30 cars. Without the help of many people, this year's effort would have been disastrous, but everyone is only too keen to assist and that makes it all worthwhile. Dave Methley won both races comfortably - he is super quick. He left last year's series winner, Pierro Tonnetti, who is also damn fast (he won 22 races on the trot in NZ this year!), in his wake.

Amazingly, Marie didn't quite make it to the track this time - mumbled something about "what for - the sun is out..."

We moved on to Portimao for the season's finale, in the Algarve, Southern Portugal where the organisers also pick up the 5 star hotel tab for 4 nights and spoil you with pits at the track as well. Iain Rowley, along with his boys, Martin and Josh, efficiently transported my car down south. They then changed the trans axle that broke in Jerez to get me going - you reckon I wasn't grateful for that! Things didn't go quite so well for me here as I only managed qualifying then one lap in the first race using my LAST gearbox before disaster struck again. The blocker bars in the 3rd/4th gear hub popped out this time. Tried fixing it, to no avail. Loved the cocktail party at Vern Williamson's place though (Thanks Vern!) then a superb dinner locally.

Another pal, James Owen, though he drove superbly, sadly slipped down the league table for the FIA Lurani Series and got pipped for the win by Andrew Tart, who drove really well, as usual. He campaigns his interesting "Bond", a front engine, front wheel drive unit that looks fantastic. He had the advantage of being in an unusual sub-class and he took the required number of points to do the job - congratulations to him. Thanks must go to Duncan and Sarah for organising another successful season of racing.

I've decided to bite the bullet and have ordered a brand new box that has complete Hewland internals, along with ratio selection capability and it is "dogged" instead of the usual Renault synchros which are often a source of the problems we have. All of this keeps it "legal" as it is still encased inside the original Renault housing - lots of custom machining a fettling required though, so its not cheap - but neither is travelling a long way from home and not being able to race! On the strength of this, I've left the car in England for next year and will run it with the new bits - here's hoping. And, Oh yes, the sun was also out in Portimao so Marie was again too busy to make it to the races. It's a nice part of the world on the Algarve coast.



Is that a mirror, or is Kim looking at the computerized results?
Photo from the formulajunioraustralia.com website

Planning has commenced for the upcoming Formula Junior WORLDWIDE ANNIVERSARY SERIES, that will include RSA, the USA, Europe along with Australia and New Zealand and Scandinavia too. It will include the Goodwood Revival, possibly over two seasons and Monaco is also muted for a race! These are rare and, admittedly, hard to achieve entries for, but possibilities with a suitable car, of course. What a fantastic concept - being able to race against similar cars, with packed grids and see that much, or even some parts, of the world. If that's not a Bucket list item, then I don't know what is! Can any other class of racing in Australia even come close? FJ in Australia, indeed, around the globe is flourishing thanks to the enthusiasm of guys like Roger Ealand and Duncan and will only grow even stronger in the next few years. Think about it, it is do-able if you plan ahead! I would be happy to provide what information is available to anyone considering the programme.

See you at Sandown, or Eastern Creek in the coming weeks, meanwhile,

Cheers,

Kim Shearn

Heard around the pits ...

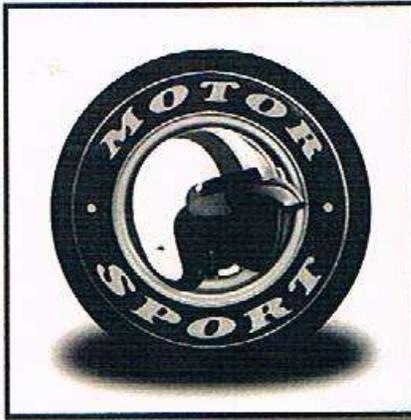
.....some great contributions by M and O guys.

Got this absolute gem of an email from both JDD and Leo Geoghegan race winner – Damon Hancock ..

Hi Ed,

Throw this one in if you want. My daughter Jessica was drilling me with questions when I got home from one of the meetings. She was asking me about my yellow hat, which she insisted on trying on. I'm doing my best to not promote an early start to motor racing!





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more detailed planning, therefore if you'd like to be part this
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Simply contact any of the names listed below.
We'd also appreciate your mentioning the reunion
to anyone you know, or meet, who have past interest
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Peter Stringer : 4965 8080 pete.shirlstringer@bigpond.com
Dennis Tobin : 4953 1037 dennissunbeam@gmail.com
Jeff Redman : 4958 3874 redcigar@mysoul.com.au

or

lastlapreunion@gmail.com

From Damon Hancock ...

Damon sends his thanks to Dave, Graeme, John, and the Peter's for helping me all year, and to Dad for keeping us all in line. Thanks to everyone else for a top year of racing.

And not to forget Ed. Thanks for keeping us all up to speed with the great newsletters. It's a well looked after category. Merry Christmas everyone.



To the winner, the spoils, Dad, Garry's photo of Damon being presented the John Dawson-Damer trophy by a bemused HSRCA Club president, David Medley

Wayne Wilson will be out of action for a bit, a rebuilding of an ankle is his excuse. He is planning to have the "rectification" completed in time for the May meeting. Wayne went on the say in conversation with one of our best ever racing car constructors 600 plus Brabhams than well over 1000 RALTs – the movie RUSH came up. Ron agreed the Lauda character was well portrayed, but that Hunt's exploits off the track might have been a tad overdone !

From Steve Weller

Ed now that Herb Neal has finished my Elfin, I know he is now looking for work to keep him busy. If anyone needs any work done I am sure this situation won't last long, so now would be a very good time to give Herb a call and get that project / rectification under way. There might be equals, but there are none better than Herb around cars from the M and O era. Steve – I can only agree, who else still races in a car they built almost 50 years ago ? – Ed



Herb in one of the best prepared Group M and O racing cars around – the Neal Ford Mk2 – that Herb built in 1968 !

From Andrew Fellowes

Brabham News.

One of the Temporada BT23Cs after being fire damaged and stored for 40 years is nearing completion. This is not a barn find as its whereabouts have been well known but simply a reluctant seller!

While on the same subject it's rumoured another 23 maybe coming to our shores.

Lotus News

I have been able to find the chassis number for an owner of a Lotus 27 in Uruguay. 27/JM/26, wasn't hard as it's been there all its life! Unrestored but in sound condition.

Marty Bullock has had a successful first run in his newly acquired Lotus 27, 27/JM/18 ex Glynn Scott. Lets hope we see more of it here.

Tecno News

Bill Rutan in the US has a bare no number FB chassis for sale and an ex F3 car with 6 speed Hewland for hill climbs.

News from across the Tasman from Jim Barclay.

Hi Ed,

See attached the Poster featuring Guido's car, plus a photo of Ferrari 750 Monza that I took at Phillip Island back in 2008. See also an advert for the **Gulf Oil Howden Ganley F5000 Festival in 2015**. We will run a Tasman class at this event - I expect that Neil McCrudden and all the WA boys will bring their cars. I am trying to get Howden's Brabham BT21 from USA. How about a decent push from the M & O guys in Aust to support the event? I am told it is cheaper the share a container load from Aus and race in NZ than it is to go from Qld or NSW and race at Philip Island. It would be nice to see a good grid of M & O cars!



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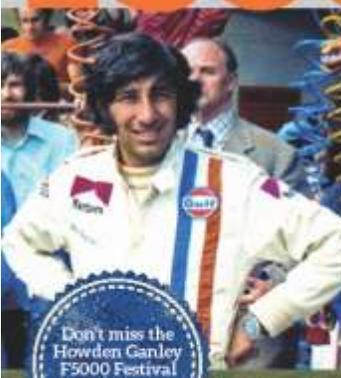


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Apparently the VHRR were very disappointed with the turnout of M and O cars at the recent Sandown meeting. Except for a couple of interstate entries, all the cars were local Victorian. I am not sure what can be done to improve this situation, but Sandown is a very interesting track and well worthy of our support. It looks to be the ultimate power circuit, but once you drive it, you realise it is much more than that. It is of course the last remaining track with direct links to our past, being the Victorian venue for the Tasman Championship rounds in the M and O period, and which also saw all of the best drivers in the world compete there. The VHRR are very welcome to contribute to the M and O newsletter to promote their event for 2014, and with the Tasman meeting a fortnight later, maybe some liaison between the VHRR and the HSRCA would be to the good of all.



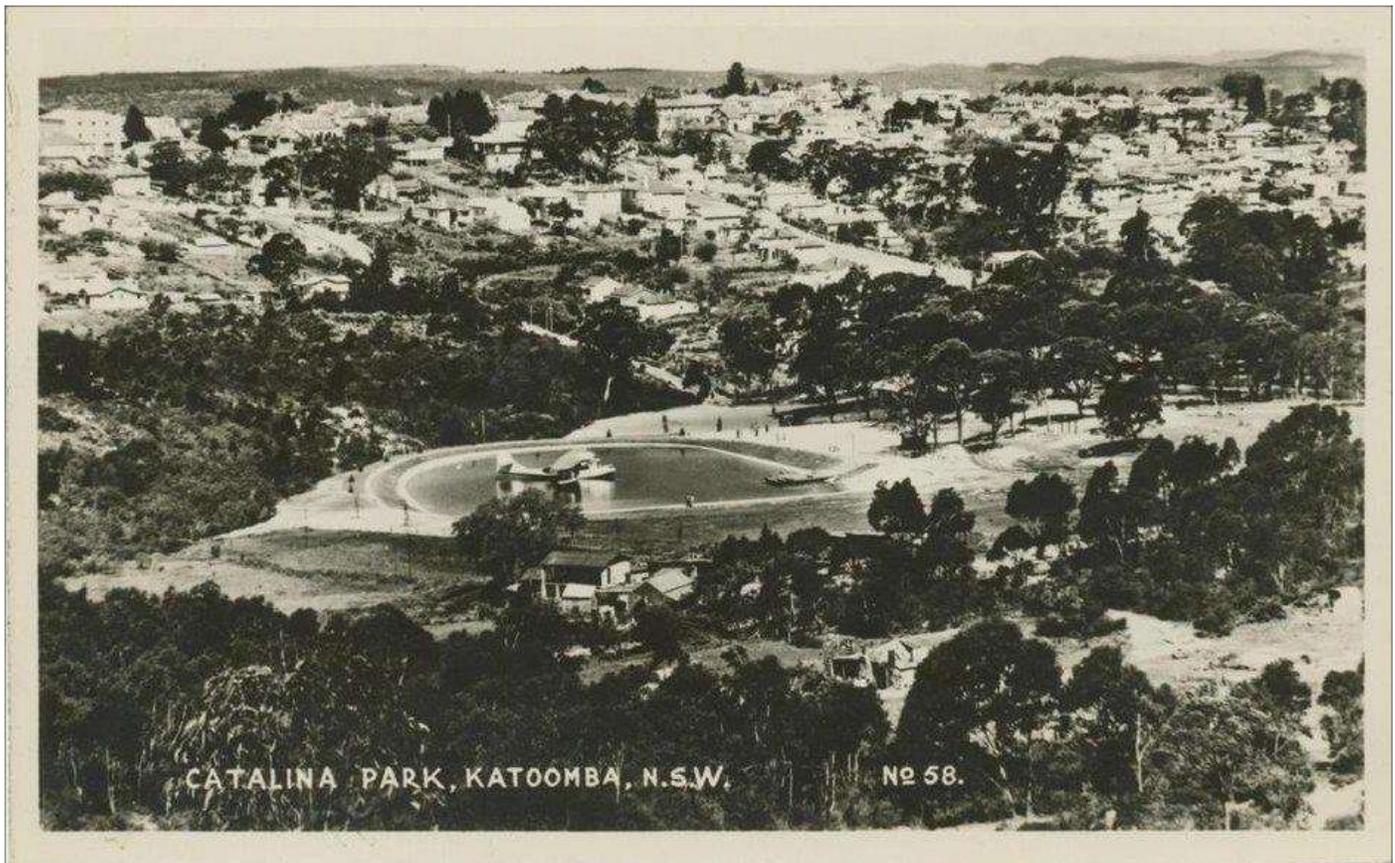
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OFFICIAL PROGRAMME / PRICE 25c
Presented by the Light Car Club of Australia

Some time back a mention was made of Catalina Park – this prompted Damon Hancock to send this period photo, one which I am sure many of us would never have seen before showing the Catalina in the lake with the township in the background. What you cannot see here is that the vacant land above the lake is quite a steep rise in elevation, the circuit was built to the right of the photo.



As always, race results in detail can be found at NATSOFT <http://racing.natsoft.com.au/results/> just click on the racing car discipline. Don't know that we agree a sedan car is a racing car – but guess that those that spectate today think that's what a racing car looks like. Hopefully the May SMSP festival will enlighten some of them.

The VHRR are extremely fortunate to have their own Club rooms and I am told that they meet there for "a bring your own" lunch each Wednesday. The Clubrooms are located in Lexton Rd Box Hill and they are quite something. In the recent VHRR newsletter, details of the opening of the annex by Sir Jack Brabham shows the Championship winning BT19 is now located there. Is this not the ULTIMATE Group O car ? To read the newsletter go to <http://www.vhrr.com/newsletters/2013-December-Newsletter.pdf>



Earlier in the newsletter is a poster for the upcoming NZ Ferrari Festival. In a real coup, Jim Barclay and his team will have 2 of Guido's F1 Ferrari's in attendance. My spies tell me that they will both be running, and that our own Richard Carter will be piloting the 2nd car. Might just make getting back in the Elfin Mono a bit of an anti-climax after that.

Photo from Speedcafe.co.nz

Ok time for some reminiscing ... what better way than to take a page from all those newsletters that are divisible by 5 – starting with No.1 – Sorry about the quality – but these come from .pdf files which look like they don't copy all that well – and I don't have the original .doc files anymore. Starts with the first ever M & O newsletter Dec 2007. If anyone ever wants a specific newsletter I still have .pdf copies of all of them – just drop me an email .

The Historic Sports and Racing Car Association of NSW



M and O (Racing) Registrar's Newsletter

December 2007

Welcome to the M and O Newsletter for the end of the 2007 year. Looking back, it has been a good year for our group with healthy grids at all the NSW meetings. It would seem that the interest generated by the Tasman Revival in December last year really spurred a few competitors back into the fold. What a pity the Phillip Island event, the next major Historic meeting after the Tasman, did not capitalize on this for M and O when our group was combined with Formula Ford and ended having numerous entries not being able to be accepted. But since then, the Group has gone from strength to strength and next year should be even better, with quite a few cars not seen before being prepared for the Tasman Revival 2008 - as well as others that will make a re-appearance.

Making up part of the M and O fields, are of course the fabulous Formula Juniors and more recently the Formula Vees. At Wakefield Park the Juniors were given a race on their own and this is reported on further into the Newsletter, but to see 15 of them on the grid together was a fabulous sight.

One of the magic things about M and O cars is their History and one of the M cars that certainly has a lot of that, is the BT2 Brabham of Col Haste. This car despite being often one of the oldest in the M and O field is certainly at the pointy end still in Col's hands.



In future Newsletters, I would like to feature an M car and an O car's history, maybe in the next one Col might share some of its History with us, and I will ask one of the O car owners to do the same.

Group M and O Formula 3 cars

Another chapter in M and O commences next year with the Formula 3 cars of the 60s. They will now be included under the Australian Formula Junior Association's Championship's umbrella and will be competing for the Nerio Dizane Trophy to be awarded



*The HSRCA Register
The 1960s Racing Cars Newsletter
For Australian CAMS Groups M and O
Jan 2009*

Via Ed Holly

Note the change of name, we all know what M and O means, but as the newsletter goes to a wider community 1960s Racings Cars maybe a better description.

The 2008 Repco Tasman Revival

What a wonderful turnout of 1960s M&O racing cars there was at the Repco Tasman Revival. To think we had around 70 spread over 3 separate grids of these fabulous racing cars was something very special.

The 1960s was a bit of a watershed when it came to racing cars, it was a time when the austerity of the immediate post-war era ended and racing cars became much more widely available from many new manufacturers. From the late 50s came Formula Junior, if there ever was a breeding ground for the amateur single seat racer, this was it, and of course Formula Junior ended and Formula 3 started with 2 tiers (F1 & F2) above it.



The Repco Tasman Revival Race grid - photo by Peter Schell

Then there were the other early era cars, dominated by a few very expensive, true 2.5 litre cars along with quite a few 1.5 litre cars, which at places like Warwick Farm in the right hands could give the bigger cars quite a run for their money. In this early period, the Tasman formula was a full 1 litre larger than the then current F1 1.5 litre cars of the day.

Later in the 60s, came the more modern 2.5 litre cars, and the factory teams had their own engines, making for a smorgasbord of types, and of course the 1.5 litre cars gave way for the Australian Formula 2 category of 1.6 litre.

It was within this framework that the Friday and Saturday races were held at the recent Repco Tasman Revival. The Sunday races saw a blend of the cars with a Tasman history with those that could have been here in their heyday.



The HSRCA

**Group M (1961-1965) Racing
Group O (1966-1969) Racing**

Registrar's Newsletter

From:- Ed Holly

Welcome to the first M and O racing newsletter for the new decade.

Firstly thank you to all those who have contributed to this newsletter, certainly the biggest so far!

There has been quite a bit happening for a lot of the usual competitors within our Groups, the main event of course being the New Zealand Festival of Motor Racing celebrating Bruce McLaren, held over the last 2 weekends of January.

We also had a modest group of M guys compete at Wakefield Park, with the usual front running cars absent, these guys had a ball. As you will read quite a few Groups were combined meaning those that were there got to run with quite a variety of cars.

This year of course sees the running of the 3rd Tasman Revival. A lot of effort has been and will be expended by the Club to see that this event is bigger and better than the past two, and of course with the interest shown by our side of the Tasman we expect the New Zealanders to reciprocate. Add to this the interest already shown by the USA, UK and Japan it is shaping up as huge.

Timely it might be then that there are a few cars that will debut on our tracks in plenty of time for the Tasman and I am told a few more that we haven't seen for a while will be out and about also.

So things are looking pretty rosy for 2010 for cars of the "Golden Era" of motorsport – the 1960s racing cars – cars that were built just to race with no compromises and enhancements.

Once again there will be a pointscore of both Groups. The trophy presentation for the 2009 running of this will be at our May meeting at Eastern Creek, where hopefully the interstate winners will be present.

This is the first newsletter that sees only 2 circuits available to us in NSW, Eastern Creek and Wakefield Park. Oran Park is no more, you will see some sad photos further on showing its destruction. Chris Haig, the HSRCA's keeper of lap-records has kindly supplied the final ones. I have included all categories for both the short and GP circuits.

After some discussion with the volunteer M and O representatives, it has been decided to include the 1968 and 1969 years Group P cars into our newsletter. These cars could rightfully run without wings as Group O cars, but the owners have chosen to keep the wings on and are therefore into the P category. If you own a pre-70 winged car and run on treaded tyres then please let us know.



The HSRCA Groups M and O Racing Register – Newsletter No.15

Group M 1961 to 1965

Group O 1966 to 1969

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

Welcome to the 2nd M and O newsletter for 2011. The Historic Racing scene has been well catered for in the last 3 months with meetings at Morgan Park, Mallala, Winton, Lakeside and Eastern Creek, and yes this is the 15th Newsletter !

Interest in the M and O racing category continues to be strong, and the ex Andrew Fellowes' Brabham BT23C FVA in the hands of Damon Hancock has added another car to the very pointy ends of our grids. Once again John Bowe showed how much he likes being without wings, taking the Trevor Simpson owned Brabham BT23B onto the podium in every race at our Winter Eastern Creek meeting, as was the Brabham BT21C of Les Wright, 3 times with Les at the wheel and in the last event with Ross Hodgson sampling it.

Also in the newsletter are notes about - the next Tasman Revival and its Patron, Frank Match – a follow-up on F1 in schools with the help of the race-bearing company, ACL and a contact there – a newly found aluminum repairer and fabricator – a list of Brabham/MRD employees from the mid to late 1960s – a note from our NZ counterparts about their event in 2013 which will follow our Tasman Revival – some Group Gossip – plus other relevant happenings.

But before we get too far, Herb Neal will do anything to get on the front page as the Peter Schell photo below shows. Herb on the run-in to Turn 9 had what he believes is a piston let go and as the breather is vented at the front of the car, smoke was coming from there. Anyway Herb, you made it again, same car same page 1 ... Oh and for those interested, Herb was the first correct entry to name Peter Addison and the McLaren M4A from the last page of the last newsletter. Herb had to go to the medical centre to be checked out for smoke inhalation ... true.





The HSRCA 1960s Racing Cars Groups M & O Newsletter No.20

October 2012

Ed Holly HSRCA Registrar
edholly@optusnet.com.au



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 last newsletter before our big event at the end of November. Already many of the cars competing from overseas are on their way to our shores, some via Perth for a 50th celebration of the AGP over there and many direct to Sydney. Later in the newsletter the M and O cars coming will be listed - just to whet our appetite or interest if that was ever needed.

Since the last newsletter there have been a few meetings, with Wakefield Park, Morgan Park and Winton long circuit all being reported. Also there are reports of the various events members have attended in the promotion of the Tasman Revival. This year the ARDC has really got behind the Revival's concept. Sydney Motorsport Park has 3 new faces who are very keen to see the Tasman Revival get as much coverage as possible and along with the very hard working Tasman Revival Committee from the HSRCA, this should see spectators in far greater numbers than at the 3 previous events. Don't forget to tell your friends tickets are already on sale through Ticketmaster.

Don't forget also to stay in touch with the Tasman Revival through the website www.tasmanrevival.com - all the press releases will be listed there long with any other information. It is intended to list entries on the site soon.

To make it a little easier to see the stories in the newsletter it has been suggested we try an index at the front, so here goes we'll see how it works out.

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Well that's about it for 2013.

Thanks to all those who have contributed to this newsletter and to the other newsletters during the year.

Thanks too to all those who work behind the scenes to give us our racing and to those who work in front of the scenes often in unpleasant weather. We would not be able to do the things we do without all of you volunteers.

Have a merry Christmas and a safe healthy happy and prosperous New Year.

Just one last thing – as always – that parting shot. Our own Kevin Bartlett has retired from being our Driver Standards Officer at the recent SMSP meeting, and the HSRCA bought KB a tool chest in appreciation of his work over the last few years.. KB wrote a note in the latest HSRCA newsletter copied here, and this is a photo of him unloading the tool chest when he got back home after the meeting. On behalf of the M and O competitors KB, a heartfelt thanks from all of us too.

I would like to take the opportunity of the December newsletter to wish all a happy festive season. But most of all thank one and all for the farewell gift given to me at the SMSP meeting. The thoughtfulness and generosity has flattered me to no end, nearly had tears in the eye, but didn't buckle under the pressure. Can't have the DSO Ogre showing a soft side could we? Rest assured I am not leaving the role of DSO without some regret. Keeping in touch with the many friends I've made over the past six years will be on my list to attend at least one a year, maybe more. To my mind progress has been made regarding the standards we all have been seeking. The various sections of the historic community appear to be pulling together and thinking logically about everyone's expectations so that self policing could be become the norm

Yours in Motorsport - Kevin "KB" Bartlett

