



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 27 – July 2014
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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.

Sir Jack Brabham passed away on the 19th May. Much has been written about Sir Jack, and many of us in M and O racing and its equivalent throughout the world have had the honour of meeting this incredible driver who got into the sport through his love of tinkering with cars. From the Speedway in Sydney to the world stage of Formula One, Sir Jack was as

good as any driver of his era as any and over a long period of time. One should wonder how often we did see the true talent that was Jack Brabham, for as someone who understood the car he was driving better than anyone, Jack drove the car within its limits, and not Jack's limits, winning by the smallest margin and if knowingly unable to improve a position, then driving to maintain that position, always looking after the car.

Jack's first Championship win was in 1959 in a Cooper. For 1960 came a modified Cooper, called the Lowline, modified after consulting a mate in Sydney, Ron Tauranac, who drew up changes to the car to lower the engine, redesigned the suspension to improve the handling and reduce the frontal area. Of course a year later Ron joined Jack in England setting up what went on to become "Brabham" and go on to produce two World Championship winning cars, the first of which carried Jack to his 3rd Championship win in 1966 and the only driver ever to win a World Championship in a car carrying the driver's name and again in 1967 with Denny Hulme with Jack a close second..

M and O racing competitors and those that competed in previous Tasman Revival meetings are also privileged to have shared track time with Jack's 1967 Brabham, his BT24 which carried the No1 on the side as reigning World Champion, this car came second in the Championship that year to Denny, and has been in Brian Wilson's hands for a long time, Brian making this extremely valuable car available on many occasions.

We were honoured to have Jack as our patron for the 2010 Tasman Revival and those of us lucky enough to be presented with a trophy by Sir Jack will cherish that moment forever. I once heard a story that Jack spoke of inches, being the inches a driver kept up his sleeve through a corner, that was apparently Jack's way of summing up the various opposition.



Peter Schell captures Sir Jack holding the Jack Brabham Trophy for M Racing at the HSRCA display at the Sydney Olympic Park 2009

To Lady Margaret and Sir Jack's sons' Geoff, Gary and David and the extended Brabham family, our sincere condolences from all those that race and support the 1960s era of racing cars.

Taken from the onboard camera of Damon Hancock's Brabham BT23C Sydney Retro Speedfest.

If it was a painting then I don't think anyone would believe that this could happen, but it did, the whole onboard camera vision is quite incredible and as a testament to the 3 layer suit he was wearing although he suffered some severe burns, most would agree that this is not something anyone would like to experience. The burns on the arm are actually steam burns from boiling sweat, steam burns are much worse than boiling water burns.

Damon has kindly agreed to share some of his pain with us, and I can assure you, Damon did not once complain about that pain, despite operations to remove dead skin and to do skin grafting and many visits to Concord Hospital Burns unit to get to where he is today, pretty comfortable at last.



The inaugural Sydney Retro Speedfest

3rd and 4th May 2014

Photos courtesy Peter Schell unless otherwise noted.

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The HSRCA is to be commended in taking a number of bold steps in promoting this meeting. Firstly more track time was on offer due to a reduction in the number of grids, secondly the meeting was a partnership with the ARDC and thirdly there were multiple cameras around the circuit to capture the event live for a big screen, live streaming and a DVD to be produced. This meant of course that the grids had to be very full in order to meet the fixed costs of putting on a meeting such as this and each of the registrars err category managers were asked to try to generate as many entries as possible within their areas of responsibility. Additionally there were quite a number of Formula 1 cars on display and given track time for a terrific spectacle.



Qualifying – and Richard Carter has that being breathed on down the neck feeling from Damon Hancock.

As it turned out, M and O fielded 27 cars for qualifying, but with one ring-in. a 1968 Formula 5000 on slicks and with wings. Somehow it was included in our patch, but was moved out for the races, but sadly ended up in quite an accident within the Q and R field when it was unable to stop behind a line of cars and rolled badly after hitting the last of an 8 car freight train. As it turned out our Group experienced a red flag in every race, with one of the four races being abandoned, so unfortunately the best laid plans sometime go awry.

Qualifying was in dampish conditions, the track slowly drying after morning rain. Damon Hancock in the family Brabham BT23C continued on his front running position after Phillip Island with Keith Simpson Brabham BT16 a couple of seconds off Damon's time. Another half second to Richard Carter Elfin Mono then 4 seconds to Ed Holly Brabham BT21C just ahead of the F5000 of Rod Carroll Lola T140. Steve Weller Elfin 600 was next just a fraction behind the previous 2 then Keith Berryman in the Match SR3. First of the Juniors with an incredible performance was Grant Craft Brabham BT2, then a smidgeon to John Macey Brabham BT18, Norm Falkiner Elfin Mono, Noel Bryen Rennmax BN1, Herb Neal Neal Ford MkII, John Ashwell Brabham BT21C, Peter Strauss Brabham BT11, Tony Simmons Brabham BT6, Peter Boel Lola Mk5A, Jeff Brown Brabham BT28, Ryan Sorenson Rennmax BN2, Kevin Davis Rennmax BN1, Andrew Fellowes Lotus 27, Geoff Varey Grphon 2, Robert Buckley Golford, Maurice Blackwood Lotus 20, Ian Henderson Brabham BT6, John Medley Nota FJ, Geoff Fry Jolus and Alan Telfer Lotus 20.

First Race was early Saturday afternoon, reduced to just 3 laps after a red flag. Elapsed time was 4 mins 56 seconds for the winner, which was Damon Hancock by 3/10ths from Richard Carter. Next were Simpson, Holly, Weller, Berryman and Carroll in the F5000, strangely there was another F5000 in with us too which actually qualified behind Grant Craft in the first of the Formula Juniors ! Noel Bryen and Peter Boel were also high up in the standings in this popular class



Peter Strauss ahead of a race tape decorated Renmax with Noel Bryen steering from John Macey

Race 2 late on Saturday afternoon was without a few of the contenders from the earlier race. Richard Carter and Steve Weller were missing as was Herb Neal and a few others. Again a red flag intervened and the race was reduced to 3 laps. Damon again took the honours from Keith Simpson and Ed Holly this time. Grant Craft was 4th just ahead of a whole bunch of cars. The elapsed time for the race was just 5 minutes and 2 seconds.



Ryan Sorensen in his first meeting with the ex Wilson Renmax BN2 keeping close company with Noel Bryen. Great to see another youngster joining the M and O ranks. Ryan had a big smile all weekend and never put a foot wrong. Welcome Ryan to the world of real racing cars.

Race 3 was abandoned after a serious fire occurred to Damon's Brabham whilst in the lead on the first lap. Just as he was grabbing 4th gear at a bit over 100mph a fire erupted from the cockpit engulfing young Damon completely in flames for quite a number of seconds. I have seen onboard footage of the fire and it is almost unimaginable how it engulfed the entire cockpit. Earlier in the race from almost the very start, fluid was coming from the rear of the car and exiting turn 2, what appeared to be around a bucket load of it came from the rear. As Damon was leading no one could warn him and on entering the straight it ignited from around the exhaust area and into the cockpit proper via the undertray. Damon was taken to hospital after some time in the medical room at the circuit with severe burns to parts of his body. Damon was wearing a 3 layer suit, most of us wear the minimum required, being a 2 layer suit, and had that been the case with Damon then maybe it could have been worse, Now some 6 weeks later, Damon has been released from having to regularly attend the burns unit, this being after some skin grafting operations, however there is still a requirement for pressure bandages to reduce scarring.



Norm Falkiner with Peter Boel in the hip-pocket.

Race 4 was the John Dawson-Damer trophy race and was to be over a 20 minute period, as were most of the races for the weekend. Again a red flag situation after a coming together between Grant Craft and Noel Bryan meant that the final event was held over just 3 laps. Apparently Grant was caught a bit in no-mans land with a spinning car and managed to



How long before we see the Gryphon again Geoff ? Now that you have a new toy.

tangle with Noel. Noel also was taken to hospital for a checkup and thankfully released a bit later in the afternoon. This was really unfortunate and the race had settled into quite a tussle all through the field, with Grant and Noel the lead cars in the Group M category. In the end the DD trophy, as we affectionately call it, went to Richard Carter in his old warhorse, the Elfin Mono from Steve Weller, Elfin 600, then Keith Simpson, who drove the pants off the BT16 Brabham



Maurice Blackwood gave the Jim Sherringham Lotus 20 a good airing.

on old tyres. Ed Holly was only a second away in 4th, then a big gap back to Keith Berryman in the Matich SR3 from Herb Neal, having a terrific drive in the Neal Ford MkII. Norm Falkiner was glad he made the journey from Victoria with the Elfin Mono was next and then first of the Group M cars was Peter Strauss in the oh so beautiful Braham BT11 from Peter Boel, first of the Formula Juniors.



Back to qualifying – Holly just in front of an understeering F5000. This was the car that was involved in a rollover later in the meeting after hitting David Kent in his Chevron on the first lap of their last race.



Richard Carter and Steve Weller with the Dawson- Damer Trophy. Keith Simpson should have been on the podium too as should Peter Strauss, but the homeward journey to Melbourne beckoned leaving it to the two smiling faces above to accept the laurels.

Don't forget to check out the following

Photos at the HSRCA gallery <http://www.hsrca.com/gallery/nggallery/events/sydney-retro-speedfest-2014-sydney-photo-fun-meetup>

The Retro live streaming link ... <http://new.livestream.com/itvl/events/2957415>

And results on Natsoft ... <http://racing.natsoft.com.au/results/#2>



Seeing Keith was missing from the previous photo – thought this photo would be a good alternative – a Neil Scott photo.



Damon's arm and ankle and donor skin missing from his thigh.

Mallala 19 – 20 April 2014

We didn't get a report on the meeting unfortunately, so here is the results of the qualifying. Laurie looked like he really had the wood on Richard, anything in the 13's is quick at Mallala, but Laurie was into the 11's ! Great to see John Macey make the long trip from Sydney along with Richard, as well as the Victorians, Laurie and Don Thallon. Locals Mike Shearer and Wayne Hocking as well as Richard Nitschke who himself travels east on many occasions.

1	53	Laurie Bennett	1970 Elfin 600B	1600	OR	6	6	1:11.1642*
2	1	Richard Carter	Elfin Mono	1600	OR	4	3	1:12.8646
3	40	Nick Bennett	Van Diemen RF88	1600	FF	10	6	1:15.3575
4	23	Bo Jensen	Van Diemen RF87	1600	FF	11	11	1:15.3983
5	79	Neil Richardson	Reynard 83FF	1598	FF	11	9	1:16.0607
6	72	Anthony Mann	Van Diemen RF86	1600	FF	11	8	1:16.6411
7	27	Scott Blake	Reynard 84FF	1600	FF	10	7	1:17.0715
8	65	Robert Surman	Van Diemen RF87	1600	FF	10	9	1:17.2377
9	81	John Macey	1966 Brabham BT18	1600	OR	10	6	1:20.1959
10	55	Shane Hughes	Elfin 600	1600	FF	10	7	1:21.1116
11	92	Don Thallon	MRC 22	1100	MR	8	4	1:21.1148
12	3	James Calder	Lotus Super Seven	1500	MS	10	9	1:21.3085
13	77	Richard Nitschke	Elfin Catalina	1498	MS	10	7	1:24.8977
14	59	Michael Shearer	Cooper T59 FJ	1100	MR	5	5	1:25.5598
15	32	Tony Burrage	Rennmax 23B	1598	MR	5	2	1:26.1740
16	76	Wayne Hocking	TAD	1074	MR	3	3	1:26.3424

These photos are from Lynton Hemer and are much appreciated. Lynton also posts on The Nostalgia Forum with some wonderful photos from the past as well. Thankyou Lynton



Laurie Bennett ahead of Richard Carter – the way it stayed till Race 4, the last race when Richard turned the tables.



John Macey with a Formula Ford checking out the rear end.



Mike Shearer with the very pretty Cooper Type 59 Formula Junior.



Richard Nitschke – wondering if this is lighter wonder if I can get it passed scrutineering ?



The way it was for a lot of the meeting, Laurie Bennett showing the way home to Richard Carter.



Long time South Australia competitor, Wayne Hocking in his 1964 TAD

Check out the results at Natsoft :- <http://racing.natsoft.com.au/results/#2>

Historic Winton 24 / 25 May 2014 promoted by the Austin 7 Club.

Photos courtesy of Neil Hammond

There was quite a good roll-up of M and O cars at Winton, a meeting now in its 38 year. Qualifying seen a log-jamb with 3 cars into the .1:02's with Robert McConville Brabham BT29 taking pole from Keith Simpson Brabham BT16 and Laurie Bennett Elfin 600, next was Paul Orr in that incredibly quick 1275cc powered Austin Special. First of the M cars was Peter Strauss in the oh so beautiful Brabham BT11 from Peter Larnar in Frank Hook's Cooper Type 76, no mean feat amongst the quality formula Juniors to put the car ahead of Don Thallon MRC 22 FJ, a Lotus 7 (Will Walker), Tony Simmons Brabham BT6 FJ, Peter Barclay Brabham BT15 F3, Nota Sunbeam (Trevor Booth), Dale Harvey returning in the Proton after an engine rebuild, then fRichard Nitschke Elfin FJ, Ian Henderson Brabham BT6 FJ, Paul Armstrong Nalla, and Geoff Fry Jolus FJ.



Bennett shows Simpson the way home in race 1.

Race 1 and the front 3 swapped spots 1st to 3rd with young Keith Simpson remaining in 2nd. All 3 were only a second or two apart at the end of the 5 laps. Peter Strauss took out the M honours and Peter Larnar blitzed the Juniors. Dale Harvey was enjoying a bit more power coming home 9th



Dale Harvey got quicker all weekend in the refreshed engine Proton.

Race 2 Lap times were 6 seconds a lap slower than the previous afternoon, not uncommon at Winton zero degrees or a tad warmer overnight, cold tyres and dampness or dew slows proceedings. However this is right up the alley of that



Simpson leads into the first corner from Bennett, McConville. Orr and Strauss.

pesky Austin Special, and Paul Orr used it to good effect to climb onto the podium behind winner Keith Simpson and 2nd place Laurie Bennett. Peter Strauss just pipped Peter Larnar for the M honours, although Peter did a quicker time with Don Thallon 3rd in M just ahead of Tony Simmons. Dale Harvey was really getting to grips with the extra power in the Proton coming in just behind Tony, but with a quicker lap time than the 2 ahead.



Race 3 – save the best till last ? Sure Did ! Well sort of - Young Keith did not finish ... leaving Laurie to take the top spot and to get into the .01s, sucking young Robert McConville into the 1's too, Paul Orr was 3rd and Peter Larnar not only took 4th, but blitzed the Group M field as well, a great effort, and thanks to Frank for allowing Peter the drive. Dale Harvey had his best result of the weekend, and I am sure still has a smile on his dial with 5th ahead of Don Thallon and Tony Simmons both with very respectable times. Then some sporties to Peter Barclay, who seems to really enjoying my old BT15 especially now with its lairy original 1965 paint scheme, then Peter Strauss, Bill Hemming, Ian Henderson and Geoff Fry.



"Simmo" just ahead of a very quick Peter Larnar

Morgan Park
12/13 July 2014

Stories by Paul Hamilton, Richard Carter with Ian Welsh

Photos kindly supplied by Ian Welsh of Shifting Focus

shiftingfocus@bigpond.com www.shiftingfocus.com.au Ph: 0400 630482

Results at <http://www.mylaps.com/en/events/1046222>



Richard Carter, again the man to beat shows off the economical frontal area of a Mono to good effect.

The 37th annual 'Historic Queensland' race meeting was run by HRCCQ at Morgan Park near Warwick on the weekend of 12/13 July with private practice sessions on the Friday which were very well attended. The overnight sub zero temperatures were followed each day by the very best of weather with clear, cloudless skies and around 18/20 degrees. There was a record entry of over 250 cars overall which included 16 Group M and O single seaters. The only no show amongst those was Max Pearson's Brabham BT29 with Max unfortunately unable to attend at the last minute.



Simmo leading a Formula Ford – Bill Norman in the Lynx and Noel Bryen in the Rennmax

The FJs and 1 litre F3 cars ran separately to the rest of us which left a pretty thin group of 4 M and O cars mixed in with the later 'wings and slicks' group Q and R cars. We were certainly not disgraced, however with Dick Carter qualifying 3rd in the Elfin Mono, my Elfin 600 6th and both of us enjoying some interesting battles with the later cars in all three events.



Paul Hamilton keeping Robert Foster at bay.

Richard scored two outright second place finishes on Sunday when Chris Farrell was forced to retire his Ralt RT4 with a cracked cylinder block but young local, Matt Campbell, was just too quick for him in his ASP 330 F2. Dale Harvey had the Proton F2 going very well with a fastest lap in the final race falling just outside the 1 minute 30 mark. Our final runner was Geoff Varey having his first run in the lovely twin cam powered Elfin Mono he has recently acquired from Brian Lear. Geoff was finding the Elfin to be very different from his old Gryphon. He was smiling broadly all weekend, clearly enjoyed himself and certainly had more time on the circuit than in recent times with none of the reliability problems he has had with the Gryphon.



Peter Barclay in the car usually driven by Victoria LeGallais, a FF, then Bill Hemming.

The sports and racing cars were combined for the final event giving Peter Boel the opportunity to mount a serious attack on my 600 with his very quick Flintstone Lotus 23 sports which was ultimately successful relegating me to 5th place on the final lap.



Don Thallon showing the way to Peter Boel

The FJ and F3 cars raced with the Formula Fords and Vees in two events but had their own trophy race on Sunday. Don Thallon headed the field all weekend with the MRC 22 but Noel Bryen's Rennmax certainly kept him honest finishing only 1.5 seconds behind in the trophy race and scoring fastest lap. That was a well deserved reward for a fine drive and



Noel Bryen in the Rennmax

just compensation for what had been a rather busy weekend for Noel due to a variety of mechanical issues. Peter Boel, Peter Barclay and Tony Simmons also ran well in Lola Mk5A, Brabham BT15 F3 and Brabham BT6 respectively although all three had DNFs in various events. Simmo had a particularly busy time tracing an errant misfire and Peter Barclay came in with some rather nasty engine noises in Victoria LeGallais' Brabham. The remainder of the field comprised Jeff Brown (Brabham F3), Bill Norman (Lynx), Robert Buckley (Golford), Bill Hemming (Elfin – of course!!) and Geoff Fry in the Jolus. The record entry caused some congestion issues in the paddock which were relieved partly when some of us

were allowed access to the large new machinery shed as our 'home' for the meeting. This was a great success even if almost totally dominated by the HSRCA contingent.

The 3k Morgan Park circuit is a great challenge with plenty of variety and some good passing opportunities which makes for some excellent racing. The surface is a bit bumpy in spots but you can generally find your way around the worst of that. The organization runs smoothly, the facilities are very good and have steadily improved since my first visit some 10/12 years ago. Queensland does not have a big population of M and O cars and it would be great if more southerners could be persuaded to take the trip north for what is one of the best historic race meetings there is.

Paul Hamilton



Tony Simmons Brabham BT6 with Robert Buckley in the Golford and a bewinged Brabham BT28 with Jeff Brown aboard in his hip pockets..

I think that Paul has well covered the picture only to add that Chris Farrell on Sunday raced his Brabham BT30 from the back of the grid to finish 3rd outright after the RT4 died. On a seniors note, Max Brunno sort of enjoyed the weekend as a pit pest probably enjoying the liquid dinners most! Nice to see a recuperating Roger Ealand turn up over the weekend as well as Neville & King Mackay. King has come through a very tough cancer experience and Neville was recently injured in a bus accident in Hong Kong. Both are alive to tell their story!

Richard Carter



Bill Norman showing off the lines of the Lynx to good advantage.

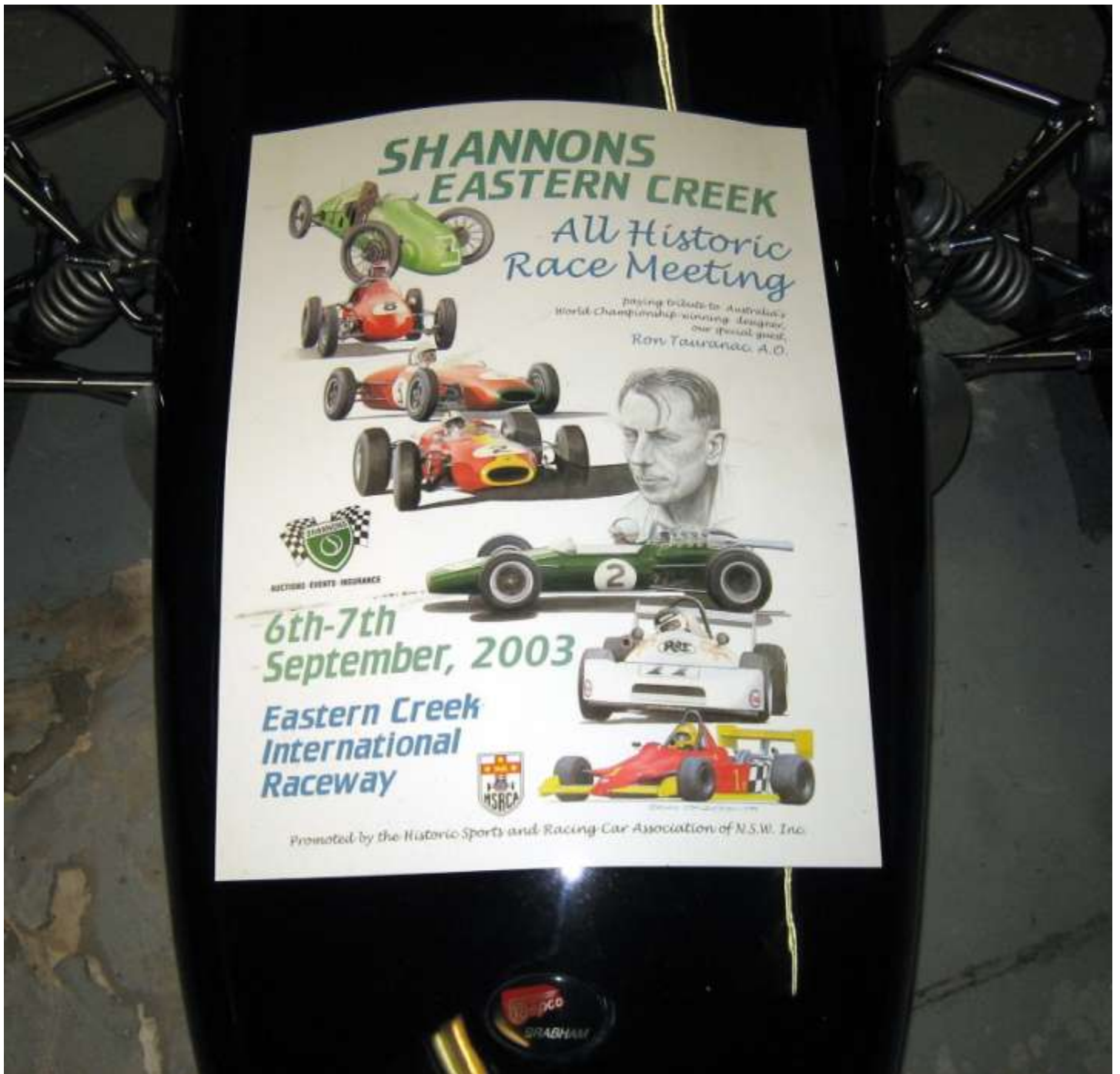
The Historic Queensland meeting was a beauty with HRCC doing a brilliant job of attracting a record 250 entrants, a large spectator crowd estimated at over 3,000 and a smoothly run qualifying/race schedule. As is the case with most clubs these days, it was due to a small number of hard working volunteers to enable it all to go well. The excellent weather also helped although the sub zero frosty mornings made everyone know they were alive.

Ian Welsh

Ron Tauranac AO named as Historic Sports and Racing Car Association Patron.

Ron has arguably given more to Motor Sport than any other single person. There is not a World F1 Champion right through to the middle 90's or indeed a constructor or designer of racing cars to this time that hasn't had something to do with Ron. Starting with his RALTs in the 1950's then starting in secret developing the MRD and straight after the Brabham range of cars, before finally returning to the RALT name, Ron has been responsible for around 1,650 racing cars. This is not the place to give a history account of Ron's design and manufacturing skills, suffice to say there is scarcely a Championship for real racing cars that Ron hasn't won in the 1960s, 1970s, 1980s and early – mid 1990s. Including 2 F1 World Championships.

The HSRCA is to be commended for asking Ron to be their Patron. There was a wonderful tribute meeting to him at Eastern Creek in September 2003. Ron attends many of the race meetings in Sydney and we are extremely lucky that we have him on board. ... Here's the poster from that meeting with some great watercolours by Brian Caldersmith of the cars Ron has built in over 4 decades.



Ron Tauranac AO - Birthday lunch 13th January, 2015

Ron Tauranac AO, and HSRCA Patron, will be turning 90 on the 13th January 2015, and a group of guys, led by Peter Eppel, have organized with the help of the HSRCA, a birthday lunch Parramatta Park Event Centre which is adjacent to the old motor racing circuit that was in use there in the 1952 to 1955.

Numbers are limited to around 130 so watch the HSRCA website for further details. Found this programme amongst my collection, so thought I'd add it here, maybe increase to 200% to view the pages. Both Ron and Sir Jack were there, January 28th, 1952.



EVENT 2 — START 11.45
HORWOOD MOTORS' HANDICAP
 FOR CARS UNDER 1500cc — 10 LAPS
 PRIZE MONEY: £20, £14, £10, £6
 TROPHIES: Horwood Motors £20, Irwin's Tobacconist £10/10/-, Police and Citizens' Boys' Club Travelling Bag, Bellis Modelle Salon £1/1/-
 1st, 2nd, 3rd and 4th prizes respectively.

Car No.	Entrant and Driver	Car	Cap.	High.
4	J. F. Crouch	NSW Cooper MK V	1097cc	0.00
5	R. H. Hunt	Vic. Hunt "500"	996cc	0.11
7	J. Snywell	NSW Cooper	996cc	0.13
10	J. Snywell	NSW Maserati s/c	1496cc	0.30
17	A. H. Brydon	NSW M.G. TC Spec.	s/c	1250cc 1.10
18	G. Coughlin	NSW M.G. TC Spec.	s/c	1250cc 1.10
19	John Crouch/Matton	NSW Cooper MK V	497cc	1.13
20	A. A. Griffiths	Qld. M.G. TC Spec.	s/c	1250cc 1.10
21	T. V. Hawken (Driver G. W. Peterson)	Vic. Cooper MK V	498cc	1.13
22	L. G. Barnard	NSW M.G. TC Spec.	s/c	1250cc 1.20
24	G. Pearce	NSW M.G. TC s/c	1250cc	1.20
25	A. H. Blaine	Vic. D.W.R. 500	498cc	1.40
41	D. Stevenson	NSW Ralt	498cc	1.40
42	R. S. Tauranac	NSW M.G. TB Spec.	1350cc	1.50
43	W. R. Binning	NSW M.G. TC	1350cc	1.50
44	G. Williams	NSW M.G. TC	1250cc	2.50
45	R. Cadden	NSW M.G. TC	1248cc	2.50
46	K. W. G. May	NSW M.G. TD	1250cc	3.00
39	W. McShane	NSW M.G. TD	1250cc	3.00
40	W. L. Allen	NSW M.G. TD	1250cc	3.00

1st *Stevenson* 2nd *Tauranac* 3rd *Stevenson*
 Time *23.52*
Horwood Motors' Handicap



EVENT 5 — START 3.00 p.m.
R. COLEMAN-S. TODHUNTER
SCRATCH RACE
 FOR CARS 1101-1500cc — 5 LAPS
 PRIZE MONEY: £10, £7, £5, £3.
 TROPHIES: R. Coleman-S. Todhunter £25, F. Johnson £10/10/-, Robinson's Leather Goods, travelling case, J. McGarity £2/10/-
 1st, 2nd, 3rd and 4th prizes respectively.

Car No.	Entrant and Driver	Car	Cap.
10	T. McMillan	NSW Maserati s/c	1496cc
17	A. H. Brydon	NSW M.G. TC Spec. s/c	1250cc
18	G. Coughlin	NSW M.G. TC Spec. s/c	1250cc
20	A. A. Griffiths	Qld. M.G. TC Spec. s/c	1250cc
22	L. G. Barnard	NSW M.G. TC s/c	1250cc
24	G. Pearce	NSW M.G. TC s/c	1250cc
27	A. G. Milnes	NSW Riley Ulster	1496cc
29	R. J. Frost	NSW M.G. TB Special	1550cc
30	D. McKay	NSW M.G. TC	1350cc
32	R. S. Ward	NSW M.G. TC Special	1350cc
33	Better Used Cars (Driver E. Conibley)	NSW M.G. TB Special	1250cc
34	Mrs. A. N. Davison (Driver A. N. Davison)	Vic. M.G. TC Special	1250cc
35	P. G. Harrison	Vic. M.G. TD Special	1250cc
38	A. H. Blaine	NSW M.G. TD s/c	1250cc
43	R. Cadden	NSW M.G. TC	1250cc
43	W. R. Binning	NSW M.G. TC	1350cc
44	G. Williams	NSW M.G. TC	1250cc
45	W. Shapway	NSW M.G. TD	1248cc
47	J. A. Boulton	NSW V Twin Special	1200cc

1st... 2nd... 3rd...
 Time

A report from Kim Shearn, who has once again succumbed to the call of racing his Formula Junior in the UK and Europe.

Arrived in UK to dodgy weather mid-May in time for the Brands Hatch meeting - Round 2 of the Lurani Series in which I am competing this year. It holds races in UK, France, Czee Republic (Brno), Germany, Belgium (Spa, of course - but not a Lurani round) Holland (Zandvoort). Spain (Jerez) and Portugal. Even Marie could see the benefits of tolerating some motor sport so she could visit the above locations.



No hassles with shipping this year as the car remained in the 'ol dart to receive a new gearbox and to be prepared for this season. Thanks to Iain Rowley and Martin for the installation and Bob Hicks for building up and "dogging" the box for us after it was machined by Peter Knoefel in Germany - great job!

Qualy at Brands was slow as I was very tentative with the new gearbox and car was running rough. Forgot to change old mixed plugs that were only in that engine over winter to fill the holes. No worries, when race 1 started, even though we were a lowly 20th of 34 on the grid. Very wet race and got a good start and had a race long tussle with John Delane, former Lurani champion and finally managed to get past him to take class honors in the race .Race 2 on Sunday was a different proposition. The car developed miss and eventually stopped on about lap 4 altogether. Later, found a loose plug lead and thought it was the cause, but it was not to be.

Headed off to Paris to pick up a mate from Melbourne, Ross Fisher, who is spending a few weeks with me including the next race meeting at Dijon. The weather is now fantastic and Joyce, the trusty Motorhome is

running really well - an amazing unit - it has never let us down and tows the race car and trailer well. My French adopted "Dad", Patrick Morin arrived at Dijon also so we had a few laughs over dinner on Friday night after a crappy qually session. The persistent fault turned out to be stripped wire emanating from the distributor so it got changed along with the coil and plugs, once again.

You would think we were now ready to have red hot go, but not to be. When re-timing the engine, the mechanic, who will remain nameless, timed it off the full advance mark, not TDC so I raced with 70 degrees of advance, not 35 as prescribed!!! Bugger. I was really lucky not to blow up the engine but only managed a few laps before it overheated stupendously and I pulled off. Problem corrected for race 2, thanks to Dan Setford and his trusty timing light though the head gasket, which must have been tested to the limit, was a source of concern. I managed 10 terrific laps in race 2 beating my previous best time by 1.5 seconds. I was faster in the Lotus 18 than I had been previously in our 20/22! I had a good time playing with a couple of Lotus 22's and somehow was able to get past one and hold off the other. Luckily, (for me, anyway) the race was red flagged on the lap I stopped, with yes, a blown head gasket so I was credited with a class win in that race. Overall, another spectacular mid-field finish! Funny how a good "dice" with other cars is all that seems to matter when you are out there during the race.



By now, Ross had put new batteries in his hearing aids and was able to read maps (Go figure?), so we set off for Chateau Savigny just South of Beaune to see the amazing collection of over 100 jet fighter planes and probably the worlds most complete collection of Abarth race cars imaginable. Then it was the Schlumph museum in Mullhouse (Best car museum in the world?) along with the incredible train museum not far away, also in Mullhouse.

Next stop was Stuttgart for the Benz and Porsche museums and factories. The Le Mans 24 hour race was on that weekend and Porsche opened up their facility and put on a French flavoured weekend at the museum, free of charge. They had multiple big TV screens with live feeds for 24 hours. In a wonderful atmosphere we watched

the start and finish of the race, though the groans from Porsche fans were palpable. A great weekend with many happy memories - even Ross enjoyed it.

We have been touring since and have stayed at some really good camp sites and one not so good as well. Currently in Lausanne, camped beside Lake Geneva (beautiful) and making our way to Munich so Ross can return home to sit on various boards (why he doesn't sit on a chair is beyond me). I then make my way to Brno for the next Lurani round, before coming home to collect Marie and returning for the second half of the season.

As is now commonplace, Duncan Rabagliati (FJ Supremo) organises these meetings to make it so easy to participate and at far lower cost than most of the other classes - in fact, two competitors from other groups have spoken with me about joining the ranks of Formula Junior due to the much lower cost, the ability to compete in an FIA Championship, great companionship and racing, along with a varied calendar of events. FJ Racing also takes place regularly in the UK, with full grids, for those who don't want to travel as much as we do, thus reducing the costs even further. It is possible, for those with the means and the time, to race every weekend from April through to October over here.



Kim Brands Hatch 24/25 May 2014

You should try it - it presents a life experience, great camaraderie, lots of memories and, with careful planning, is not much more expensive than God forsaken Bali. The World tour starts in about 18 months and that will see Formula Junior racing arriving and competing on 5 continents over two seasons - what a fantastic idea ... now if only Marie will allow me .. we'll see, I guess, meanwhile,

Cheers and A Bientot,

Kim Shearn

AFJA

Footnote – Sick of reading about all the fun guys are having overseas – BT18 racer, Tim Kuchel sent this message:- *And with the presumption that the Singapore GP show is off, last weekend I took my car to Peter Larner's shop for little Brabham to have his engine breathed upon – ready for a European trip next year.....I just have to do it Ed. Laurie Bennett has done it several times now and he speaks with such enthusiasm for the experience that I think one has to do it before we get too old and too eager to find a reason why it is not a good idea!*

We can all learn something from Damon's experience.

Some thoughts on what we do, and might do, to reduce the action time when in a situation like Damon faced. I am sure we can all learn something from what Damon experienced.

Firstly when the fire happened, Damon said every cell in your body just wants to get away from it, to the point where Damon can understand why people jumped from the Trade Centres when they were above the fires that terrible day. Damon steered off the track but immediately realised that this was going to prolong the stopping of the car as grass doesn't grip like asphalt.



Damon's helmet being modeled by a young lady just before the Retro meeting. The helmet doesn't quite look like as good as that now.

As the car was stopping Damon got rid of the steering wheel over the side, and tried to pull the fire extinguisher handle, but it wouldn't budge, the fire had melted the plastic on the cable and it had welded the inner cable to the outer sheath. Then when he tried to get out of the car, the loose seatbelt strap had welded itself to the crutch strap and he couldn't get free initially. Thank goodness it did come free after a concerted effort. Damon then got away from the car and the fire marshals attended it. The sequence is this, the fire erupts just as Damon is about to grab 4th gear – and he stops as quick as he can, that takes 8 seconds – a further 11 seconds to get the belts undone, now 19 seconds – another 8 seconds getting out of the welded seatbelt, total time 34 seconds to get away from when the fire started. Damon's driving suit is badly burnt in the arm area, and on exiting the cockpit, the fire rages on around the floor area for a further 52 seconds before it is extinguished by the fire marshals. In all the time Damon is in the cockpit, the fire is burning under him. Damon wears a 3 layer driving suit, and this saved him a lot, but the arm where he required skin grafts took the worst of the fire and the heat caused the moisture on his arm to boil, causing the severe burns not direct flames themselves. There is a lot we can all learn from this.

In the aviation industry, or more specifically in the cockpit of an aircraft, there are certain drills that have to be known off by heart, maybe we should think about something along those lines in the cool non-threatening surroundings of our garage. Think of it like a checklist, and something we rehearse from time to time to reduce the reliance on our memory when it is going into overload. Maybe something like this – my thoughts – but I think in our interests to develop your own.

One other thing I had recently on driving down to the dummy grid, I noticed the steering wheel seemed just a tiny bit closer than I thought it used to be – so double checked it was on correctly and low and behold it clicked home. Seems someone had been sitting in the car and put the wheel back on but not in its detent ... that's on my pre-race checklist now too.

Maybe make up your own drill .. but this is mine on first thoughts

1. get hands off the steering wheel just before impact, put on your chest if possible.
2. stay on the track if possible to enhance braking effort
2. pull fire extinguisher if a fire – dry grass will make any fire worse.
- 3 turn off engine master switch (make sure master switch does not disable fire system if electric)
4. if not going to be hit by another car – undo seatbelt
MAKE SURE ROTARY BUCKLE GOES ALL THE WAY ROUND – practice it
5. remove steering wheel
6. get out and away

I am sure we all have our own checklists ... these are the ones I have developed over the last 20 odd years ...

BT 6 PRE-RACE CHECKLIST			
VENUE.....MEETING.....DATE.....			
ENGINE		TRANSMISSION	
Valve clearances		VISUAL INSP	
Inl 1...2...3...4...Exh 1...2...3...4.....		TRANSAXLE OIL LEV EL	
LOOSE WIRES/BOLTS/VISUAL		MASTER CYL	
SPARK PLUGS,		BREATHERS	
POINTS,DIZZY,LEADS, FAN BELT		U/JOINTS	
CARBY		REAR HUB NUTS, PLAY	
OIL, FILTER AND HOSES		DONUT COND.	
BREATHER TANK		GEARSHIFT LINK BOLTS	
BMEP'S 1.....2.....3.....4.....			
COOLING: THERMO, HOSES			
FUEL LINES/FILTER		CHASSIS, STEERING, SUSPENSION	
THROTTLE LINKS/BIND/STOPS/SPRG		VISUAL INSP	
BATTERY:MOUNT, CHARGED		ALL BOLTS TIGHT	
EXHAUST/MUFFLER		WHEEL BEARING	
SUMP PLUG WIRED		CAMBER & ALIGNMENT	
PUMP FLOW RATE		CRACK TEST DUE	
TIMING...		STEERING RACK and WHEEL	
OIL CHANGE LAST DONE		GREASE	
ALL ENGINE BOLTS TIGHT		CHASSIS CRACKS	
HARMONIC BALANCER OK		SUSPENSION SETTINGS	
		SPLIT PINS	
WHEELS AND TYRES			
TYRE WEAR EVEN			
TREAD & SIDEWALLS			
TYRE PRESSURES		BODY WORK	
STEEL CAPS		VISUAL INSP	
		FASTENERS & SAFETY CATCH	
WHEEL BALANCE		SEAT & HARNESS	
		RACING NUMBERS	
BRAKES		INSTRUMENTS	
VISUAL INSP			
LININGS & PADS			
BLEEDING & FLUID REPLACED		SAFETY EQUIPMENT	
ROTORS		ROLLBAR & BRACE	
FLEXIBLE HOSES REAR,FL,FR		FIRE EXTINGUISHER DATE	
PEDALS TIGHT/OILED/PINS OK		BATTERY CUTOUTS & SIGN	
ALL BOLTS TIGHT		DRIVING GEAR OK	
CLEVIS PINS		DORIAN	
MASTER CYLINDER LEVEL			
BRAKE BIAS		Pre FUEL	
		Pre TYRE Pressure	
		Pre Rev LIMITER	

BT6 RACEDAY PREPARATION CHECKLIST DATE..... MEETING.....						
	PRACTICE	RACE 1	RACE 2	RACE 3	OTHERS	
DRIVERS BRIEFING.....		LAPS	LAPS	LAPS		
EVENT NO.						
PRE-RACE						
SIGN-ON						
SCRUTINEERING						
FUEL QTY & CAP SECURE						
WINDSCREEN / VISOR						
VISUAL ENGINE BAY						
VISUAL EACH CORNER						
BATTERY CHARGE						
SPRING LANDS						
WIPEOFF UNDER CAR						
OIL QUANTITY						
WATER + RADIATOR CAP						
BRAKE FLUID						
SEAT BELT ADJUST						
TYRE PRESSURES						
CARBY RETURN SPRINGS						
CATCH TANK CONTENTS						
EXPECTED WEATHER						
SHOES, HELMET, SOX, GLOVES						
PLUGS, LEADS, EXHAUST ETC						
WHEEL NUTS						
RADIATOR INTAKE CLEAR						
PLUG TYPE SUITABLE						
REAR DRIVE SHAFTS & BOLTS						
SUSPENSION SETTINGS						
ROLLBAR SECURE						
FR AND REAR BODY SECURE						
REAR VIEW MIRRORS						
STEERING WHEEL SECURE						
POST RACE						
TYRE PRESSURES						
TRACK CONDITIONS						
TRACK TEMP						
WATER TEMP						
OIL PRESS 7000/5000/3000						
BRAKES FEEL						
HANDLING						
FUEL CONSUMED						
REVS USED						
BEST LAP TIME						
FLUID LEAKS						
,						

Heard around the Pits ...

Do you recognise these two desperados ... ? They are sitting in Tony Caldersmith and Paul Hamilton's
The OM special is built in the likeness of an OM 665 SSMM such as those which ran with great success in the Mille Miglia and other major sports car races in the late 20's and early 30's. It is based on a shortened OM 467 Sport chassis rear axle and brakes but uses the engine, gearbox front axle and brakes from a 1928 Fiat 521. The engine is a mildly supercharged, 2.5 litre, 6 cylinder, side valve and the period style alloy bodywork was constructed by specialist coachbuilders, Woods and Woods.



Richard C will have to watch his mirrors a bit more now - Geoff Varey has taken delivery of Brian Lear's immaculate Group M Elfin Mono. Brian has owned this car for many many years and it was always one of the most immaculate single seaters in the pits. You have a lot to keep up with Geoff ! Brian accepting the chequered flag at Oran Park in 2008.



And from Brian .. check out ...

http://www.classicandperformancecar.com/news/motorsportnews/292309/dunlop_calms_fears_over_supply_of_historic_racing_tyres.html

You may have heard that the Historic Commission has approved Australian owned cars being able to obtain an FIA HTP certificate in lieu of CAMS COD and logbook, to be then being able to race here, subject to the promoters accepting them. If you read the latest minutes of the Historic Commission, and they can be found at – go to page 7 <http://docs.cams.com.au/Minutes/Commissions/AHMSC%20Minutes/AHMSC%20Minutes%20MAY%202014.pdf> it would appear that replicas are not a part of this approval.

Chad Parish has bought Brian Wilson's Brabham BT23. This is a very special BT23, apparently it was built in secret away from the other 23's in production as it incorporated some stronger steel in the chassis and was earmarked for Jack in F2 and Frank Gardner when Jack was not available. It is a very special car and we are very lucky to have it remain here in Australia. Chad is no newcomer to single seaters, as he drove a Formula Ford in his younger days. Chad has driven all the circuits in the USA in Touring type cars and has competed also at Goodwood. The car is having a thorough going through in preparation for the Sandown and Tasman Trophy meetings. The car looks absolutely stunning as this Peter Schell photo shows.





From Peter Studer, who competed here at the 2012 Tasman Revival in the ex Leo Geoghegan Lotus 32. Peter sent this message

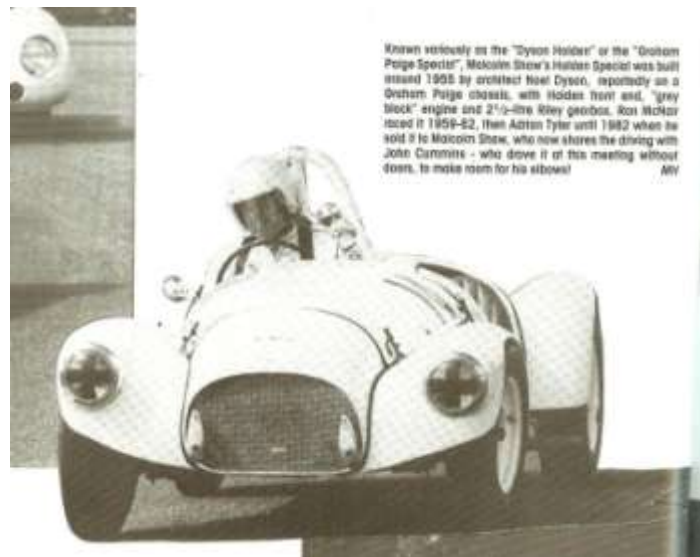
Yes, I have a new toy. I drove 8 races last year and I won my class with the Lotus 24 F1. It was great. My other toy is a Lotus 59 F2. 1989 and 2004 I won the European Championship with this car. With this car I will drive special events, perhaps in Singapore. Do you know, if they like to have cars from Europe? This year I will start the first race with the Lotus 24 in Monte Carlo, and later I like to drive the races in HGPCA and the Goodwood Revival. So you see, I have a lot of projects this year, and I hope we will come to the Tasman Revival in 2016.

All the best and have a good racing season

Doris and Peter

The President of the HSRCA has tried a number of times to find out what is happening with the Singapore GP. Unfortunately at this time he has had no response from them. It looks now most unlikely that this will go ahead.

Graham Ellacott continues to improve slowly after a stroke some months ago. Graham was our starter for many years, up in the box at Eastern Creek, and a nephew of long time enthusiast, John Ellacott who took some wonderful colour photos back in the 50s and 60s. Graham is a guy in his prime, and a great asset to motor sport, following not only Historic Racing but other forms of the sport too. Our wishes are with you Graham.



Don't forget Natsoft is the place to find race results <http://racing.natsoft.com.au/results/#1> – or Morgan Park at Mylaps <http://www.mylaps.com/en/events/1046222> .

Very sad news ... John Cummins has passed away. Almost everyone who has been in Historic Racing for any time, will have known "Cummo". A racer from a racing family, John competed in mainstream racing when most of us were still in nappies, and made some wonderful friendships over the ensuing years. Racing a variety of cars I remember him in a sports car called the Dyson – Holden powered (of course) and before that a Bugatti - Type 35 with a Holden engine. We will all miss you John, and our sympathies to John's family. This photo comes from that wonderful publication done for the 1984 Historic Amaroo meeting, my first ever look at "Historics" being with Stuart Schofield who was in the same races as Cummo, I got to meet him there for the first time.

The Tasman Trophy Meeting is fast approaching And Sandown a few weeks before. BOTH these meetings will be hosting a number of M and O racing cars from overseas as indeed will the Western Australians a couple of weeks before. Not too many of us will be venturing West, although those that do are assured of a fantastic time -- HOWEVER – It is the Eastern States that will see our cars turn up in numbers. SO how about we have an East Coast Tasman challenge, a pointscore over the 2 rounds Sandown and Eastern Creek. WOULD APPRECIATE SOME FEEDBACK PLEASE – and will create a thread on our M and O Forums so we can discuss. Things like points awarded for what etc .. do we allow a worst result to drop etc etc ... Anyway the Forum will be a great help in this regards.

Caught up with Bruce Mansell a couple of times recently. Bruce was blinded in a terrible accident some time ago but is doing really well. He gave a brief account of his friendship with Cummo at our recent HSRCA social meeting when he related the story of Cummo helping him out with his newly acquired but poorly running MG-TD. Typical Cummo, he rebuilt the SU carburettors and knowing Bruce was a bit light on in the dough department, wouldn't accept any payment. This was when John was part owner and worked at the Sydney Speed Shop, back in the swinging sixties.

Brabham honoured at the annual RACA dinner on the 5th July.

Sir Jack and Lady Brabham along with Ron Tauranac were to be the Guests of Honour at a gala RACA dinner in early July. After Sir Jack passed away, the dinner went ahead as a tribute to Brabham and both Lady Brabham and Ron Tauranac attending as the Guests of Honour.

Some time earlier, the RACA asked Wayne Wilson if they could have his BT29 to put in the Victoria Room where the bar is to attract attention for the meeting, however Wayne's car could not fit in the doorway, so the question was asked if my BT6 was available. On the Sunday a fortnight before the car was taken into the RACA building – up a flight of 9 steps to a very tiny landing and through a doorway with no clearance either side of the rear wheel studs, Zero clearance between 90 year old solid 9 foot high doors. Well there was a little witness mark after the hour or more it took to get the car in, but when it was there, with a huge chandelier over the top, and a window looking over Circular Quay to the Harbour Bridge, well it was worth the effort.



On the evening of the dinner, as the owner of the car in the bar I was asked to give a speech about Brabham MRD and the BT6. The RACA asked me for my notes on the speech, and I include them here for those that might be interested.

I have been asked to comment on the BT6, Sir Jack and, Ron - Firstly the BT6 – I know a bit more about this subject .

I've owned the car since 2006, just prior to the first Tasman revival meeting at Eastern Creek, a meeting I have had a bit to do with over the last 10 years. FJ-9-63 was built 51 years ago at a time when Motor Racing was much more of a sport than it is now. Internationally, in 1963, there were only 2 Formulae – F1 and FJ and new manufacturers were able to display their wares in the Formula junior category to great effect if the cars were in the leading bunch and the BT6 was always in the leading bunch and more often than not in the lead.



Lady Brabham with Ron Tauranac

A young Denny Hulme made sure of that, after being given FJ-9-63 as Brabham's official entrant and entered under the name of Brabham Racing Developments Ltd - Denny went on to many successes throughout the year, and if he didn't win then ended up on the podium. It wasn't till the end of the year when Lotus with their type 27 monocoque started to be competitive, that Denny was pressed. And it wasn't like there wasn't a lot of talent in Formula junior – all the manufacturers were there, Lola, Cooper, Lotus, Merlyn, Alexis and others with the best non F1 graded drivers they could summon. 6 wins - 4 2nds - 1 3rd - 2 dnf's whilst in the lead and only 1 unplaced as it happens the very first event in a 14 race career. This had the order book filling at the end of the 1963 season as effectively Brabham were the car to have as Lotus with their 27 monocoque was not allowed in the subsequent F3 formula which was strictly for space frame cars.

Sir Jack had a lot to do with Denny – mentoring him and testing at Goodwood with the car. Sir Jack told me he would drive and adjust the car, then Denny would step in and feel the difference. Denny would work through the week as a mechanic at Surbiton then go off racing at weekends with the car. Only once did Denny crash and that was at the British GP meeting at Silverstone and it happened on the last lap whilst leading Arundel in the 27. Such a pity as the points Denny missed in the championship meant he went on to miss out by a single point to Arundel. However Denny's last race was a win at Snetterton 28th September 1963 and there is a fabulous photo of Jimmy Clark and Denny admiring the trophy Denny had won.



From Left, Alan Hunt - RACA, Wayne Wilson – Lady Brabham – Ed Holly

The relationship between Sir Jack and Ron Tauranac started in Australia before Jack went on his winning ways overseas – and when Jack was driving the 1959 Cooper to his first world Championship win, he could see that some changes would be necessary to make it competitive again in 1960. Jack got in touch with Ron who did the drawings of what was required and young John Cooper incorporated them for the 1960 year. These were not small modifications, things like a complete redesign of the suspension, and even a drop gear to lower the engine position to the gearbox and the car became known as the lowline Cooper.

But it all worked and Jack won again in 1960.

However Jack could also see Coopers were unwilling to spend money on changing a winning formula to stay in the lead and Jack wanted to win – so he asked Ron to come over to the UK with his young family and they set up in secret MRD, Motor Racing Developments.

The first car is a sensation, driven by Gavin Youl after he had bought it and puts MRD on the road to success, but not before a name change to Brabham after the French connotation is realized, but that's another story.

I had the opportunity to have a long chat with Sir Jack at a Speed on Tweed meeting some years ago. He spoke of Denny's time with the car and his input. I reminded him of the time that Roly Levis was having diff trouble at Longford in the AGP there in 1965 and FJ-9-63 darted across the track and hit him whilst well in the lead, effectively costing Jack the AGP as after an incredible drive to catch Bruce McLaren, Jack came home 2nd by only a second or two. Jack's reply was "bad show that" But Jack helped Roly who went through a barbed wire fence and ended up in hospital after hitting Jack, by giving him a steel diff hemisphere to replace the broken cast iron one.



The team assembled by the RACA to help get the car into the building, something it hasn't seen for around 20 years !

Ron's input into MRD cannot be overstated. It was from Ron that all the design work came, his intuition as to what will work best and the ease with which the cars handled and could be maintained was what gave many aspiring drivers the edge. If you didn't have a Brabham from the early 60s right to the end, then you weren't in the best available. And year to year Ron would make just subtle changes to keep the new car that little bit ahead, but not outclassing the older car so much that on the 2nd hand race car market it wasn't wanted.

And there is another legacy from what Sir Jack and Ron shared, if you had Brabham on your resume you could walk into any race team anywhere in the world and be instantly hired, so well thought of ... was that experienced gained ... from being part of the Brabham Tauranac team.

That Sir Jack was 3 times world Champion in F1 is well known, also well known is that Sir Jack is the only driver to win in a car of his own name, what is not so well known is that Sir Jack almost won again in 1967 and 1970 and could easily have been a 5 times world champion.

Today the Brabham BT series of cars are highly prized.

FJ-9-63 is a very valuable car, being as thought by many, as the most desirable Formula Junior in the world, although it was only that way for 6 months, now over 50 years as a 1.5 litre ANF car, I am very privileged to own it.

Just a few details about the car since its Formula Junior days.

24 starts in Tasman races between Frank Gardner, Roly Levis and Bill Stone – more than any other racing car. I am fortunate to have known each of these drivers, but sadly none of them are with us now.

In 1964, it would have been in the top 6 racing cars in Australia and was timed Bathurst well over 150mph

2 NZ National Championship wins

On a miniscule scale – still winning races in Historic racing - 4 time winner of the Jack Brabham trophy

Class lap records currently held Phillip Island and Eastern Creek

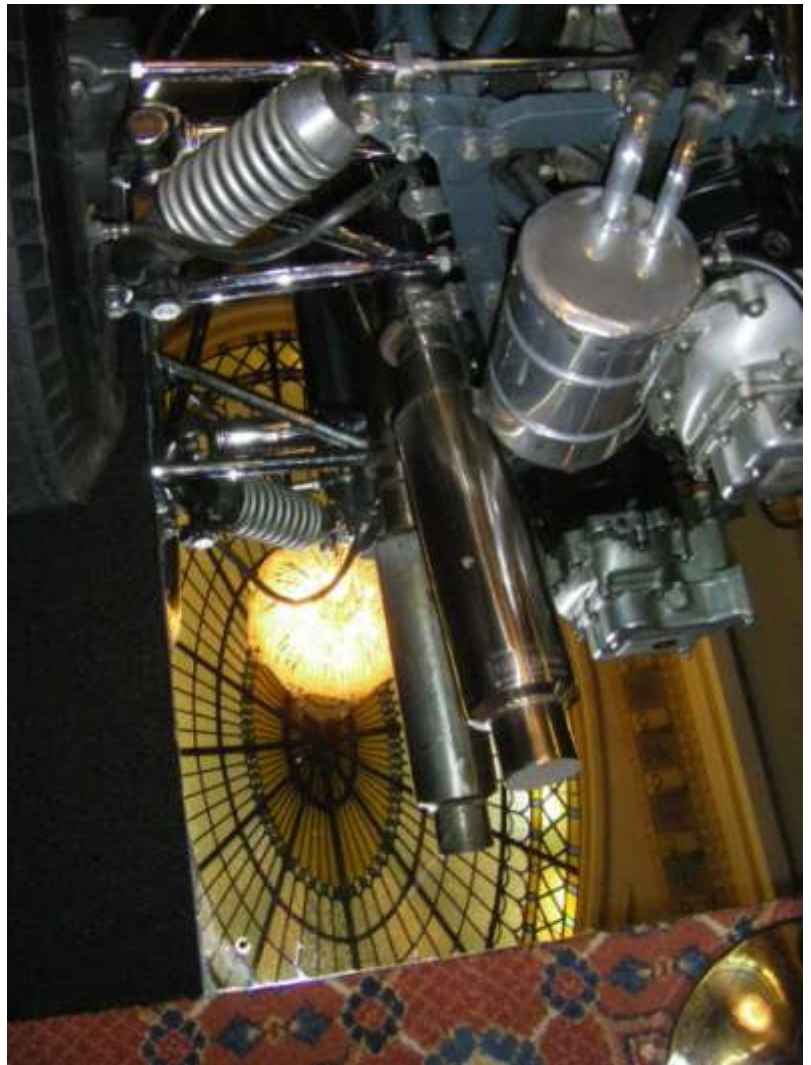
Performance is incredible 1500cc Cosworth Lotus twincam - 185bhp 410 kg

100kph in 3.5 seconds with wheel spin effectively being the clutch and you are still in 1st gear.

100mph in just over 8 seconds

240kph Eastern Creek and fastest I've been just over 250kph at Pukekoe.

Finally there is an old saying usually used by drivers of single seaters after the first few laps in one Where has this been all my life !



An idea of the grandeur of the RACA building, this mirror was pos



On its way back home

Upcoming Meetings.

First up it is the VHRR's Winton Long circuit meeting August 9/10

Next is HSRCA's Wakefield Park September 27/28 and yes it is 20 years since the first Wakefield Park meeting. I was there in my first "Race Car" my faithful old MGA Coupe.

Then our Tasmanian cousins the HSCC with the Baskerville meeting October 3-5

Over to WA for the WASCC event 25/26 October where the visiting Internationals will have their first run on Australian soil.

Then the VHRR's turn with Historic Sandown November 8/9 2nd run for the Internationals and first leg of a proposed Tasman Challenge for the M and O cars.

And the finale, the HSRCA's Tasman Trophy meeting at Sydney Motorsport Park (Eastern Creek) for the 2nd and final leg of the Tasman Challenge. This meeting is the replacement meeting for the Tasman Revival and is the 3rd leg of the Tasman Tour for the visiting Internationals.

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Then its off to New Zealand for the NZ Festival of Motor Racing meetings run so capably by Jim Barclay.



FOR SALES

As mentioned before, Geoff Varey has bought Brian Lear's 1965 Elfin Mono and has decide to sell his Gryphon ...

The Gryphon is for sale: Built between 1966-1968 Group O Cert. of D, Space frame based on Lotus 20. Fiat 1500 supercharged engine 148HP on dyno, VW transaxle, asking \$23000 includes trailer, spares etc. Ph. Geoff 0401 014 404. email: g.avarey@westnet.com.au



Brabham BT21C for sale.

Listed on Ebay (ends 4th August) [click blue line below to see the listing.](#)

<http://www.ebay.com.au/itm/151363137027?ssPageName=STRK:MESELX:IT&trksid=p3984.m1586.l2649>

1968 Brabham BT21C – AM288. This car is only 13 meetings old since total rebuild to new specifications. This included chassis rectification by Herb Neal, a totally refreshed all steel Lerner engine, brand new Hewland Mk5 gearbox with proper Brabham sideplates, new rear uprights and axles from Lee Chapman assembled by Dave Mawer, new drive shafts with German heavy duty universals, new front uprights and discs, new old stock Brabham oil tank, overhauled instruments, new foam filled fuel tank and the list goes on. This is a very quick Group O car now with many podium finishes to its credit and able to stay at the sharp end of the field. ***The car will be listed on Ebay with a starting price of \$75,000 when the newsletter is published.*** Some spares included. Ed Holly 0413270844 or 02 95226845

If you ever wanted a factory built racing car of the best era of racing, before the wings and slicks adorned and to some, ruined the graceful lines of the pure racing car, then this is a wonderful example about as good as it gets. It is a car that will require very little upkeep over a long time. Unlike production car based racing, these cars were built to race and things like brake pads, tyres, gearboxes, etc are relatively unstressed because they only weigh a tad over 400kg and the handling, braking and acceleration are truly in a league of their own. I am only selling the car to concentrate on my BT6, plus I have another project about to return home after much work and I could really do with the space.

To look over my shoulder at Eastern Creek go to <http://www.hsrca.com/2011/08/historic-racing-brabham-bt21c/>



Peter Schell captures the Brabham BT21C at the recent Retro Speedfest meeting at Sydney Motorsport Park.

From Andrew Fellowes ...

Ex Peter Westbury BT36-5 for sale in the States, crashed at Crystal Palace in the same accident as Graham Hill, chassis replaced but rebuilt 1972. Complete with FVA and FT200, Interesting car that could be bought at a reasonable price. Happy to supply sellers details, contact me on 0418 764 805.



Ed's other passion ...



When I'm not writing newsletters, I'm usually playing around with little model aircraft diesels. Managed to design and build 2 since the last newsletter, both twins around 4cc each. The second 60 degree one I've made runs well, but the second cylinder only helps to supercharge the first and the power output is not much more than the single it is based on – for the technically minded what happens is No1 cylinder gets its charge with the descending No2 piston still compressing the charge – supercharged – but for the other cylinder, No2 gets its charge with No1 ascending and it gets hardly anything, but it looks good on the shelf ! The second one is a simple inline twin incorporating a ball-bearing suspended crankshaft. To achieve this it has a bolt on rear crankdisc – the bolts are 4 tiny 2mm capheads, so far 45 minutes running and they haven't sheared. It makes a terrific sound as at 6,000 revs its punching out 12,000 pulses a minute, and it is super smooth compared to a single. Building these has become a bit of a passion! If you want to see it run go to there are 2 very short videos of the inline twin running there. I also collect these little critters so if you know of any for sale please pass the details on.

<http://www.homemodelenginemachinist.com/showthread.php?t=23188&page=2>

From Damon and Gary Hancock

We are very fortunate that Damon and Gary have shared these insights into the fire aboard the BT23C, and one reason they have done so is so that it just might help all of us in the future.

Firstly some photos from Damon of his driving apparel and seat belt





From Gary

The first task was to find the cause of the fire and to correct the offending part. This was found to be the bayonet type fuel filler cap which at times feels as though it is tight but still allows fuel to escape. This was happening on left turns and was evident in the live-streaming video. The on-board video first showed the fire in the mirror when Damon changed into 4th gear entering the straight. The fuel filler is being relocated and replaced with a screw cap type.

The damage suffered by the car was minimal considering the intensity and heat of the fire. The seat covering and padding were tattered and in some areas, melted. (I think there is still a section of seat padding welded to Damon's suit). The steering wheel, although having been in the fire for only some six seconds was very 'second-hand' with not a skerrick of the stitching remaining and the padding partially melted. The fiberglass bodywork withstood the heat very well and will escape with only a repaint.

The windscreen will be replaced and the car will be totally rewired. Blistered paintwork on the frame necessitated sandblasting to bare metal and we are using the complete strip-down opportunity to get done all those little jobs that we were unable to find time for up until now.

It should only be a few weeks before BT23C-2 is back together again.

And from Damon ...

Thank you all for your concerns and kind wishes after my accident. I've received well wishes from so many people; including drivers of varied categories, crew, marshals, photographers, and officials. It's a great example of the type of people we have in motor racing. I hope to see everyone again soon so I can give my thanks in person.



Well, that's about it for this issue

Thanks to all those who have contributed to this newsletter.

And

Once again our thanks to all those who volunteer to allow us to put our race helmets on and go and enjoy our 1960s racing cars doing what they were designed for.