



The HSRCA
1960s Racing Cars - Groups M & O
Newsletter No 28 – October 2014

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The year's activities are about to hit their peak, with Barbagello, Sandown and Eastern Creek (SMSP) all on the near horizon and all a part of the Tasman Tour pointscore.

There have been a couple of meetings in recent times and it is a bit remiss of the registrar, err category manager in not reporting on these in a more timely manner – apologies.

On the news front, the container coming from the East Coast of the USA was under the care of the MSC line, the first time we have used this shipping company since the fiasco associated with the UK shipment for the 2006 Tasman Revival, when most of the cars arrived the day after the event. Well in the 8 years since then, it seems not much has changed, after booking passage with them because the ship was supposed to transit USA to Perth direct, the container was offloaded in Panama and no advice passed on that this had happened. An eagle eyed Paul Hamilton found out when tracking the ship but only after the container had sat idle there for 3 weeks. The result is that the container with 5 cars in it should make Sandown with a couple of days to spare, denying Travis Engen driving them at Barbagello. Neil McCrudden has very kindly offered Travis one of his cars to drive there which is terrific of Neil.

Sandown then is shaping up as a real curtain raiser for the finale at Eastern Creek 3 weeks later with quite a few entries from our ranks that either haven't been there before or haven't been there in a long time.

Meanwhile there have been events at Winton long track, and Wakefield Park. But first an interesting photo, the blue FF behind the red Brabham BT6 of Tony Simmons' is in fact the Hustler SC2 designed by Simmo for Mike Ryves and later driven by Richard Carter and was the subject of an article in the Oily Rag. SMALL WORLD



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

Winton Long Track 9 – 10 August Winton Festival of Speed

A terrific report by **Geoff Wright**. – great photos by **Jim Jones**.

Results at <http://racing.natsoft.com.au/results/#2>

It's difficult to report on a race when you're competing in it but here it is from my perspective. Over all we had an enjoyable weekend with a small class of M & O and FVee (14 cars all up). Laurie Bennet being the standout winner in each race.



Geoff in the Elfin Mallala

Saturday was fine with a dry track and racing was close with the M Sports cars. Andrew Sefton drove John Evans' Lotus 7 well and was a clear winner in that group, dicing with Andrew Grevis-James in the Elfin FVee.



Laurie Bennett too fast for Jim's camera ...

Great to see John Evans out in the ex Ian Geoghegan Total Team Lotus 23 (**correct me if I've got that wrong Ed – no spot on Geoff**) and Gavan Dearie in Pegasus. There was a fair amount of lead change between Tony Burrage in the Rennmax 23B, John Evans and myself in the Elfin Mallala.



The Elfin of 400 of Dave Hardman just leaving then Andrew Sefton, Lotus super 7 and Melinda Price Lotus FJ

Although things came together for me a little on the last lap, a stubborn engine miss and problems finding gears kept Tony in 2nd but I managed to pass John's Lotus 23B on the sweeper to manage 3rd. The fantastic handling of the little Mallala and achieving the fastest Group M lap time for the race gave some solace knowing there's lots of improvement to be gained. I'm told commentary was following the group of us closely as it must have been exciting to watch. The group of us chatted soon after the race, all with smiles and happy to have the close competition, with each showing the deserved respect for each other's car's.



Norm Falkiner Elfin Mono, Peter Strauss Brabham BT31 and the Elfin 400 of David Hardman

Early morning rain cleared before track opening on Sunday but sunny skies couldn't dry the track out for our 9:20am start. I couldn't see what happened from mid field, mainly because my good start required some



gathering up coming into turn 1, but Keith Simpson in the Penrite Brabham BT16 (pictured left) managed to slide into the tyres at the Dummy Grid exit on turn 2. No injury I'd told but some damage to the front left corner of the BT16. This caused a safety car for 3 laps and needless to say there wasn't much racing action with everyone in self preservation mode but there were still a few spins. I think Peter Strauss in the BT31 may have ventured off the track at one stage and I know there was a FVee facing the wrong way as I came off

the short back straight into turn 10. I doubt anyone particularly enjoyed this race, spectators included and I didn't take note of results. With the first race on so early and the having to wait so long for the last race at 3:30, I decided I'd had enough so packed up and headed home early. Six hours between events is far from ideal but I realise the event doesn't revolve around Group M & O racing.



Tony Burrage in the Rennmax 23B

Looking at the Natsoft race results it looks like there were still 12 cars out there for that last race and it looks like David Hardman managed to get the Elfin 400 sorted out to come in second overall with Melinda Price in



Melinda Price in the Kim Shearn Lotus 20/22

the Lotus 20/22 being the first group M car home after having issues in earlier races. John Evans and Tony Burrage must have had another great battle a little further back finishing quite closely. Hopefully we can sort



Peter Strauss in the mighty Brabham BT31 with Dave Hardman very close behind.

out our misfire problem, a suspected fuel issue, and the gear selection issue for the Mallala's next outing at Historic Sandown. In the meantime we'll also be piecing together the ex Bryan Thompson Mallala in an effort to bolster the M&O cars out there sometime next year.

Enjoy the racing! Cheers, Geoff Wright ..



Norm Falkiner in the Elfin Mono.

Wakefield Park September 27 and 28.

Photos kindly supplied by Peter Schell and Steve Oom

Peter at schellpm@bigpond.com – Steve at steveoom@hotmail.com

Results at <http://racing.natsoft.com.au/results/#4>

14 M and O cars along with 9 Formula Vees were one group of the M and O brigade, the others were the Formula Juniors given a grid on their own with 14 cars. Rather than a blow by blow description, why not check out the results on the Natsoft site, and just enjoy the terrific photos supplied by Peter Schell. These were from the Sunday's events, when the author was AWOL, after setting a personal best time on the Saturday into the 4's for the first time in the blue Brabham BT21C.

The first group of photos are Peter Schell's



Beautifully presented and very nicely driven, Dale Harvey in the Proton twincam.

A pair of BT29's – as it turns out both prepared by David Kent – wonder what would happen if David got the bodyworks mixed up ?



Wayne Wilson in his blue Brabham BT29



Max Pearson in his yellow Brabham BT29



Geoff Vary having his first outing in a Group M car – the ex Brian Lear Elfin Mono. You will have to keep polishing Geoff, to maintain the car's usual standard of presentation.



Paul Hamilton in his Elfin 600 – Paul has done more racing miles in this car than most anyone ever has.



Carter, Hamilton, Berryman (Tim) Wilson, Macey, Harvey, Sorenson.



Harvey, Sorenson, Davis, Pearson, Varey and just in view Evans.

Now to some from Steve Oom



Dice of the weekend, Tim Berryman, Richard Carter and David Kent, check out Natsoft for the results – surprise!



Sunday morning race – similar result for Group) as above ! Carter, Hamilton, Berryman and Wilson.



The Formula Junior brigade were given a couple of races on their own and others with the Vees.
Here Strauss and Price ahead.



Another FJ start – Simmons, ahead of Thallon and Strauss with Boel on the outside.
Looks like a sandstorm just went through !



Max Pearson's wide rear, just behind John Macey, both Brabham mounted.



Wayne Wilson in his immaculate Brabham BT29



**Ken Davis had the best weekend since getting back in the Rennmax after quite an extended layoff.
See note below from Ken about tyres.**

Just like to say thanks again for your advice on tyres & wheel alignment for my Rennmax. The Avons worked well and I took about 4 seconds off my previous run at Wakefield.

I had the BEST weekend since coming back and the car now feels like it used to drive.

In the first race on Saturday I had a terrific dice with Col Hastie and after the race we discussed his disappointment with the way his car was handling with his new DUNLOP M tyres. He really wasn't enjoying his drive so he went home early.

I have to say, having just gotten rid of my DUNLOP M tyres, these tyre should be regarded as "DANGEROUS". I had the same discussion with Geoff Varey, who having just put new DUNLOP Ms on his new Elfin was also disappointed in the way his car was handling. I don't know about Geoff's car but Col's puts out around 190HP. Mine only gets about 110-120HP so I think I can see the difficulties they would be experiencing. The spln Col had at "The Fish Hook" shouldn't have happened, I was right behind him and he wasn't going fast enough to spin but I know exactly what those tyres are like and if I still was on my DUNLOPS I am sure it would have been a coming together but with the AVONS I was able to put my car wherever I wanted it..

I am sure that they are not like the tyres that J B & D H etc. used to drive on back in the sixties.

In the interest of ensuring these cars, and drivers, don't get damaged I think something must be done to give them a better tyre to run on.

My last advise to them both was ditch Group M for O and fit AVONS. They may not win that class but at least they would finish and enjoy their drive, and ahead of me.

Hope I'm not out of line with my comments but if someone in authority thinks people should run these tyres then they should be made to drive on them.

Regards K D

Discussions with Col Haste later, we may not see his Brabham BT2 out again for a while, at least not on Dunlops – I too followed Col through the gurgler and the BT2 was very nervous at about half the pace of the 21C on Avons. This problem is exacerbated by the low number of cars in Group M outside of the Formula Juniors. We need to come up with an alternative before there are no non Junior M cars, either racing or sports.



A better view of the Pearson BT29.



Stalwart of Group O racing – Paul Hamilton with the Elfin 600 chasing Carter and co.



The oh so beautiful ex Geoghegan Lotus 23B sports racer of John Evans.



Not a Group M or O car, but nevertheless a famous Australian car from 1959. David Reid with the Faux Pas – been known to beat the best from Europe at Phillip Island in recent times (Maserati 250F's and all) Great study of the commitment required to get the best out of it



Close Formula Junior racing, Peter Strauss inside Peter Boel.



Bill Norman enjoying the Lynx FJ, Bill got well into the 12's over the weekend.



Peter Boel and the Lola in the last event of the weekend after a coming together with another car.
Thankfully Peter is OK, the Lola a bit sad.



Was this Ed's last drive of the wonderful BT21C ? Fastest ever time around Wakefield,
2 Group O - 2nd places. Photo courtesy Ashton Roskill, Club Lotus Australia president.



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Historic Group O Racing car built 1968.
Genuine Aussie special, well known in Historic racing since
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HAMPTON DOWNS



FEATURING FORMULA ONE RACING CARS

Have you got your Early Bird tickets for the Gulf Oil Howden Ganley F5000 Festival in January yet?

It's that time of year again and once more, we are offering some fantastic deals on tickets for those booking early. There are individual tickets for single days, for weekend one, weekend two, for all six days and there are even special deals on offer for families and motorhomes for either of the two weekends on January 16-18 and 23-25.

It's going to be a massive event, with a mouth-watering selection of single seaters from Formula 5000 and Formula One lined up for the 2015 Festival, which takes place over the two weekends of January 16-18 and 23-25 and which celebrates the career of Kiwi Formula One racer Howden Ganley and the amazing and timeless Formula 5000 category.

With up to 30 Formula 5000s from all over the world, and demonstration sessions for Formula One cars as well as other historically significant race cars - it'll be an epic pair of weekends for any petrolhead!

One day Family Passes are just \$60, with weekend Family Passes just \$80 per weekend. This represents a massive saving over non Early Bird prices, which will run through until the end of November (30th). A single day GA ticket is just \$30, a single weekend GA ticket just \$40 and both weekends an outstanding \$80.

Tickets are NOT posted to customers and are available as e-tickets for downloading. A family pass is defined as two adults and five children under 18 - this option is ONLY available via www.nzfmr.co.nz and cannot be purchased at the gate on the day.

There is limited free car parking and a spot in the main car park is \$5 per car per day. This can also be purchased as part of the Early Bird package. To purchase any ticket option and make the most of the offer - [click here](#)

EARLY BIRD TICKET SALES END ON 30 NOV

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- PIC SHOW AND SHINE
- AIR SHOW
- DEMONSTRATION LAPS



Kim Shearn's fabulous report on his overseas sojourn.

Photos from web sources.

Whilst it was a "long haul" to BRNO, it was certainly worth the effort. Fabulous circuit, safe, long and with many high speed corners and undulations to keep you interested all the way. Practice was short lived for me as engine number one finally gave way and seized - a result no doubt predicated by all the previous hassles we had. Good fortune smiled on me as I spotted 3 mechanics chewing the fat between sessions and they all hopped in and swapped motors for me in about 2 hours flat! great guys - Dan Setford, Matt King and Iain Rowley laughed their way through the job and got me going again.

Fine weather saw me Qualify 12th of 30. Had a terrific run in race 1 and managed 7th overall and first in class. Race 2, was going well but gremlins returned and engine cut out a few laps from the end - no worries great racing and car handled superbly - whilst running that is.



Returned home for most of July to collect Marie and play with the world's best grandson, Ollie, then back to Germany to pick up the car after having it prepared by Klemens - a friend of Jens Rauschen's. Jens and Petra kindly stored my car and arranged for the race prep where the issue was traced to a loose ignition wire on the kill switch - so easy, but not always obvious. Their hospitality was fantastic and their 400 year old home is a place to behold.

Off to Nurburgring for the "Oldtimer GP" meeting which is huge. Raining on and off though we somehow managed to get a dry Qualy session where I managed 18th of 40. Improved my times in race 1 by a couple of seconds - still dry, finished 15th, first in class. Race 2 was unbelievable - never raced

in such heavy rain with little, or no visibility and was about to retire after a two lap safety car rolling start when it cleared, marginally, so on we went. Managed to somehow stay on the island and finish and surprisingly there were no incidents throughout the field - amazing really. This gave me a class win for the weekend and the car safely back in the trailer.

Now the serious fun started for Marie - shopping at every stop whilst we drove towards Helsinki. In Lithuania, we had the pleasure of a delightful overnight stay in Zagare at Sarah and Sualius' home with their happiest of children, Rebecca and Elena. They live in a remote, but beautiful part of the world. We drove off in Joyce, sans trailer (left it at Jen's place to pick up 3 weeks later for Zandvoort) and continued North. A minor problem when we hit the border of Russia without Visas, so we had to backtrack about 300 Kms to circumnavigate their territory and proceed to Finland via Talin in Estonia. A fantastic medieval city is Talin, along with Riga which are both steeped in history, wonderful architecture - and yes - you guessed it - thousands of shops to entertain HER! Even a 20% drop in the exchange rate for Ozzie dollar since last year doesn't deter - she marches on inexorably through all manner of retail spaces and accrues stuff that, well, I don't know where she keeps it or what its for, but she assures me it's good value!

Driving back through Austria we stumbled across The Harley Euro Bike Fest - imagine over 100,000 people (most were people, I think) and probably half that many bikes - it was truly mind boggling and took over an hour to drive through the little town it was in - epic gets close to describing it.

Back down South now for the Zandvoort Historic GP meeting at the end of August. Last year they had 46,000 spectators on Saturday - massive interest and a knowing crowd too. Laurie Bennett was waiting for the very late arrival of his McLaren, but it turned up and he Qualified 4th in class. They also had a really interesting gathering of old "500's" there and they came in shapes and sizes I've never seen the likes of before. Patrick, my French mate had his "new" very original, JV there - they only made 3 of them, but alas, he had no luck and only managed a few metres before it failed to proceed. Brian Jolliff (UK) had a terrific run in the 2nd race coming from last to take the win and collect a very expensive Chopard watch for his effort.

I Qualified 16th of 38, one behind John Delane, a prior Lurani trophy winner (The FIA "World Championship" for Formula Junior) and managed to slip past him in race one for a class win and 12th overall. Race two was a poor start from me but finished 14th overall and second in class. As the winner is calculated on aggregate times for both races I miraculously beat John by .5 second and collected the cup - very satisfying, let me tell you! In Parc Firme I weighed in 14 kilos over the minimum, so out comes one piece of lead.

Since then, Marie and I have driven through Austria to Venice (first visit out of 4 when it hasn't rained!), on to Padua for a couple of days at a fantastic spa retreat (Marie claimed she needed "renewal" after all the racing) then Verona. We just stayed in a ripper campsite beside Lake Maggiore. Views over the water and even a little beach ten feet from the motor home. Now if only the sun would shine a bit more - 22 Celsius isn't what you'd call hot is it? Mind you, the Italians sunbathe in it like there is no tomorrow.

Next weekend is Spa and while it isn't a Lurani Trophy meeting it is always fantastic to race there as you can imagine. A good entry list due to Sarah and Duncan's usual encouragement to all. The FJ's organisation is the envy of most other classes of historic racing in Europe and its no wonder as it all runs so smoothly and is such a friendly group.

Just heard Roger Ealand had a good run at the Goodwood revival where his mate Dave Methley claimed, Pole, Fastest lap and the race win - his car was immediately purchased by another front runner who seems to think that will improve his odds of more wins - guess we'll soon see, huh? Fantastic to see Roger back racing in his glorious, recently restored Renmax and I'm looking forward to catching up with both him and Margaret at Spa.

SPA

Arrive early to set up and Roger set up next door as we flew the Aussie flag. Rain threatened on each day but we managed dry Qualy and race 1. I managed 16th grid spot with Roger right there too. It was rolling start and we got away well. I was chasing another Lotus 18, Robert Barrie who won the British Championship for FJ recently and finished only 3 seconds behind him after 25 minutes, so was quite pleased with that. The circuit is truly awesome and close to best fun you can have sitting down - ever! Roger was close behind so 14th out of 46 starters was a right result, though I only managed 2nd in class this time. Crowds literally formed around Roger's Renmax and he has received 3 offers to buy it which he is considering as it would be a certain invitee for all historic events in Europe due to its rarity and that is highly prized over here.



Laurie Bennett qualified 4th in class and finished second in his McLaren with a superb drive and keep the Aussie presence alive and well at this famous track.

Sunday saw torrential rain and I decided to save my car (and me) for the next 2 Lurani rounds in Spain and Portugal

..... BAD DECISION - unfortunately, health problems have prevented me from doing the trip down South and I can't race for a month or two, so I guess, hopefully, Sandown will be the next outing for me in November. Meanwhile Marie and I will take a break before travelling home (Holiday from a holiday??).

Footnote: The support Marie and I have received from the FJ community as people found out I have not been well has been overwhelming and very comforting. Sincere thanks to all involved. It just proves all I have been banging on about the camaraderie of this active and exciting group of folk who truly love their racing and all that goes with it is very real.

Ciao,
Kim & Marie Shearn

Around the Pits

As mentioned previously, disenchantment continues with the Dunlop M section tyres. What is difficult to understand is the UK competitors use these tyres and seem to get a good run out of them, yet when they are sent out here the opposite is true. The ones I have were air freighted out at the end of the Northern season for the 2012 Tasman Revival, so they should have been fresh, yet the fingernail test showed my “new” ones to be a lot harder than what I remember new ones there were when I was at Silverstone Classic the year before. At the 2012 Tasman Revival, I practiced on a set of old Japanese Dunlops, saving my brand new 204 compound English ones for the events later in the weekend. The Japanese ones set pole by over 2 seconds from Don Thallon and Peter Studer who was on L section 204 compound Dunlops. As soon as the car was shod with English Dunlops, immediately the best times blew out by almost 3 seconds – and this is against what must have been 8 year old tyres at least. So the question is – what is the alternative to these tyres – what happens to them when they cross the equator – and how many Group M cars no longer compete because of the inferior performance we have to put up with compared to what was produced in Japan around 10 years ago. ***Is there anyone in Group M interested in forming a working party*** to try to get to the bottom of why there is such a reluctance for people to use this type of tyre here ?

Hello Ed-

My name is Dan Chapman and I race a FJr here in US (finished 2nd to Roger last years US Nat’ I driving my Cooper BMC T56). Looking for a disc brake car, BT2 or 6 if you know of one. Any help you can get will be appreciated and rewarded,

Thank you in advance,

Dan

Dan.Chapman

Partner

Jackson Walker L.L.P.

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www.jw.com



From Garry Simkin

Hi Ed, a pic I took at the Bonhams auction at Monterey, it's the ex Amon – Lawrence Tasman Dino which for me was the pick of all the cars sold over the six or so auctions. Its unbelievably tatty and rough but would be a great restoration job to do. I can't understand how you would let a car like this get so bad. Would give Damon a hurry up!

The Muscle Car Masters organizers asked if we could have a presence of Brabhams in honour of Sir Jack's passing. 4 cars attended, the BT23 of Chad Parrish,

Peter Barclay with the BT15 and Wayne Wilson with my 21C and myself with the BT6. All day it rained and rained, we got 2 wet laps and that was it. Wayne did around 600km to get the 21C there, a real epic.

Here are a few photos from Peter Schell

Clockwise from top left, Chad Parish, Peter Barclay, Wayne Wilson and Ed Holly



Tasman Tour Pointscore.

There will be 1st, 2nd and 3rd trophies awarded at the end of the last event at Sydney Motorsport Park for each of the M and O categories plus an additional 1st 2nd and 3rd trophies for the Formula Junior category in recognition of their separate status within Group M.

However the actual **1st place for Group O** will be called the **Tasman Tour Cup** as it is from this category it is befitting that the overall winner should come.

Points will be awarded on the basis of the best 2 results within each of the 3 classes, O, M and FJ for each race meeting. This will occur whether the races are combined for all Classes or whether there are separate races; as the classes will be awarded points on the basis of a race within a race. (ie if a Group M car is 1st home but 10th outright and a FJ is 1st home but 12th outright - then the M and the FJ car will be awarded the winner's points for that class and so on ...)

The points awarded will be 10,8,7,6,5,4,3,2,1 for the first 9 placings and the **best 2 results for each of the 3 meetings** will be added to the pointscore. So a maximum of 20 points is on offer for each meeting for a lucky 2 times winner. **All 3 meetings will count towards the result.** A result is for a race that completes at least 75% of its programmed laps.

The VSCCWA 1st round Tasman Tour - Barbagello 26 / 27 October

The first round of the Tasman Tour occurred over the weekend 25/26 October. Terrific to see so many cars competing in the West. Here is a list from the 3 qualifying sessions, I count 30 M and O type cars, plus 9 Q and R's.

As mentioned elsewhere, Travis engin's container did not make it but Neil McCrudden soon had Travis mounted in one of the West Australian WA Racing Museum cars, www.warm.org.au/ and Travis soon settled into some great racing. No pictures or report yet, will do this as part of the Tasman Tour report in the next newsletter.

Qualifying M and O cars

1	36		Ray Stubber	Brabham BT 29	1:01.7117*
2	50		David Watkins	Brabham BT	8 1:04.9486
3	45		Harvey Leys	Tiga Sports 2000	8 1:05.1706
4	40		Peter Boel	Lotis 41C	6 1:05.2716
5	18	WA Racing Museum	Lance Carwadine	Brabham	2 1:06.8926
6	32	WTD Hyundai Power	Rod Quinn	Wren GWG	2 1:07.2839
7	5	WA Racing Museum	Travis Engen	Macon F2	2 1:07.6665
89			Andrew Nielson	West	7 1:07.8153
9	24	Engas	John Clark	Alexis F2	2 1:09.2240
10	6	WA Racing Museum	Glenn Swarbrick	Marcon FB	6 1:09.4727
11	76		Craig Smith	Valour FF 7	7 1:09.6587
12	10	WA Racing Museum	Raymond Roberts	BEFA F.Libre	7 1:11.4649
13	39	WA Racing Museum	Neil McCrudden	Titan FF	2 1:13.7960
14	88		Allan Ould	Aztec AR9 F3	1 1:14.0046
15	92	Barrett Displays	Lance Barrett	Lola T596	6 1:16.4047
16	82		Andrew Bryson	Davrian	998

Qualifying Q and R cars

1	1		Michael Henderson	Ralt RT4	2 0:56.6101*
2	8		Dick Ward	Chevron B29	5 1:00.1638
3	20	Densford Civil	Martin Bullock	Chevron	9 1:00.9443
4	2	Formula Aviation	Shane Gifford	March 722	4 1:01.6552
5	62		Glen Caple	Birrana 274	5 1:02.1632
6	19		Andrew Goldie	March 722	1 1:03.4111
7	83	Melwest Holdings	Brian Searles	Ralt RT1	5 1:07.8375
8	26		Robert Creasy	Ralt RT1	4 1:10.0618
9	73	Barrett Displays	Simon Barrett	Ralt RT4	2 1:15.2038

Qualifying Formula Junior and invited cars

1	73		Noel Woodford	Gemini MK3A	3 1:07.8464*
2	67	IT West	Kevin Taylor	Brabham B721 F3	4 1:10.0780
3	7	WA Racing Museum	Ray Stubber	Lotus 20 22	3 1:10.3478
4	39		Roger Ealand	Koala FJ	3 1:11.3570
5	123	WA Racing Museum	Ed Farrar	Sutol 8	3 1:11.4541
6	3		Anthony Olissoff	Emeryson Elfin MK1	1:13.3049
7	65		Henry Oosterbaan	Altan Holden AR2	7 1:14.0502
8	40		Bruce Edgar	Elfin FJ 6319	5 1:14.9637
9	23		Bill Hemming	Elfin FJ	5 1:16.1127
10	44	Densford Civil	Martin Bullock	Rennmax BN1	7 1:18.6969
11	30		Hunter Nigel Russell	FMZ FJ 3	2 1:19.5124
12	10		Allan Cattle	Volpini	3 1:21.6263
13	45		John Rowe	Cooper Climax	6 1:21.9091
	34	WA Racing Museum	Neil McCrudden	McGntee	

In 2006 for the first Tasman Revival, we, the HSRCA, used the MSC (Mediterranean Shipping Line) for the cars coming from the UK. As will never be forgotten, only 2 cars made it to the start line for the final race – the other container never making it to the circuit, and it was with much sorrow that the cars were transferred to another shipping container for their return home the very next day. It still hurts when we think of the magnificent cars that their owners so kindly committed to bringing to Sydney. The ship carrying them had a fault and returned to the UK from around a week out, then came unplanned via Pt Louis in Mauritius to arrive here as a dispute occurred on the waterfront and then a Southerly Buster delaying docking after the ship waited offshore for a berth being out of sequence because of what was now a 6 week delay. Why recount these painful memories? Well we had never used the MSC line since, however it suited the container with Travis's 3 cars, Marc Groux's 2 cars and David Allison with his car as the ship was planned to come direct East Coast USA to Australia. Guess what – it didn't and in fact the container was offloaded in Panama and sat there until Paul Hamilton, checking on the ship's progress spotted an anomaly. Checking with Gibson's freight, it was found the container had been sitting in Panama for a number of weeks! Unfortunately that put paid to the container being able to make Barbagello, but as I write this the ship is due Melbourne Monday 3rd November and that should be plenty of time to have the cars at Sandown by Thursday. But it certainly draws into question whether we would ever use this shipping line again.

Travis below with the Chevron B17 competing in the US, the same car Travis used here at the 2012 Tasman Revival and in New Zealand before returning home. Photo courtesy Sports Car Digest.

<http://www.sportscardigest.com/svra-us-vintage-racing-national-championship-2013-report-and-photos/7/>



A lot of us will be heading to Sandown for next weekend's Sandown meeting. I know a few guys will be there who haven't been competed deep in Mexican territory for quite a while. The Tasman Tour has definitely been a draw card in this regard, and let's hope that it is the start of something regular every second year, which coincides nicely with our New Zealand friends festivals aligning with this.

As mentioned in Kim's story, Roger Ealand had his Rennmax at the Goodwood Revival this year, and created a lot of interest with it ... here is a photo from <https://www.flickr.com/photos/28439790@N03/15237003216/>



Yes that's Roger behind the wheel ! - err second thoughts in the blue driving suit.

Once again before doing so, a big thank you to all the contributors to this newsletter and also to the officials and behind the scenes workers who make what we do so enjoyable Thanks guys, and gals ...

Newsletter No.29 will follow the Eastern Creek round of the Tasman Tour - I do expect a good number of reports from some of you competing, this is our newsletter and it is so refreshing not to just read my words in it. Take my hat off to Kim Shearn writing his story for us and the FJ world, it takes a bit of time for sure but it might just inspire others to think about trying out the best racing cars in the world ever.

And finally ...

That parting shot – captured at Goulburn recently ..



Right place at right time ... 6029 on it's maiden mainline run after 30 years.

Google 6029 if you are interested.