



The HSRCA  
1960s Racing Cars - Groups M & O  
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Ed Holly, HSRCA M & O Category Manager  
[edholly@optusnet.com.au](mailto:edholly@optusnet.com.au)



*The views expressed in this newsletter are not necessarily those of the Historic Sports and Racing Car Association, the HSRCA, nor 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.*



We start of the newsletter with the logo of the 3 Clubs involved with the 2014 Tasman Tour events covered in the following pages. It is terrific to see 3 Clubs across the width of Australia working together for our Groups but also to make our overseas guests most welcome. It is probably the first time ever that this has happened and one gets the distinct feeling that it definitely won't be the last. Similarly it is a long time, possibly over 40 years since there was a series where points were accrued over different meetings for 1960 single seaters and in all there were 61 competitors who took part in at least one of the rounds a terrific turnout. One must not forget that the HSRCA has supported the Tasman concept since the inaugural running of the Tasman Revival in 2006 then 2008, 2010 and 2012.



Biggest commitment was by USA competitor, Travis Engen who brought 3 cars, including this Chevron B17b

This year, 2014, the Revival was replaced with a more modest Tasman trophy meeting but it still held enough attraction to see a wonderful commitment by 3 guys from the USA and 5 from NZ. There is some discussion already about a tour in 2016 maybe as a start to the worldwide celebration of Formula junior. It would appear that this could start in WA, then Sandown, Sydney Motorsport Park then New Zealand (as is the case this year) then proceeding to the USA before heading off to the UK and Europe. Guess time will tell.

One thing for sure is the strength of the Formula Junior category worldwide, one small downside is that it appears to be affecting the value of cars in other categories, however as evidenced by the Groups O grids this Group of 1966 to 1969 inclusive still has a wonderful following, attracting 33 entrants, next was Formula Junior with 20 then Group M with just 8. It has to be said many of the Group M cars of the past are now Formula Juniors. So if you take into account Juniors are a part of Group M then the numbers were 33 v 28, a pretty healthy split.



The Tasman tour winners for Group O, centre, first place to Sean Whelan,  
2<sup>nd</sup> is Travis Engen in the yellow suit and 3<sup>rd</sup> Laurie Bennett.

All photos here and the next page, photo courtesy of Peter Schell except the FMZ – courtesy Steve Koen.



And the winners in Formula Junior and Group M along with John Smith who as winner of 2 Tasman Revival races in 2006 and 2010 did a wonderful job of presenting the various trophies. From Left to right Ed Holly 3<sup>rd</sup> Group M – Robert McConville 2<sup>nd</sup> Group M - Don Thallon 1<sup>st</sup> Formula Junior – Richard Nitschke 1<sup>st</sup> Group M – Bruce Edgar NZ 3<sup>rd</sup> Formula Junior. Missing is Noel Woodford NZ 2<sup>nd</sup> in Formula Junior.



Everyone remembers the BRM V8 and the distinctive wonderful sound of that motor, real music, well Nigel Russell's 1960 FMZ Formula Junior also has a sound all of its own too, maybe not quite as memorable, but if you remember that scene from Starwars – The Phantom Menace - when young Anakin Skywalker drives his Pod racer to victory, one of the Pod racers sounded just the same. A real phiutt phutt phutt sound. Maybe they used the FMZ's sound in the movie ? Refresh your memory of that fabulous scene ... <https://www.youtube.com/watch?v=krCKECpzzrU>

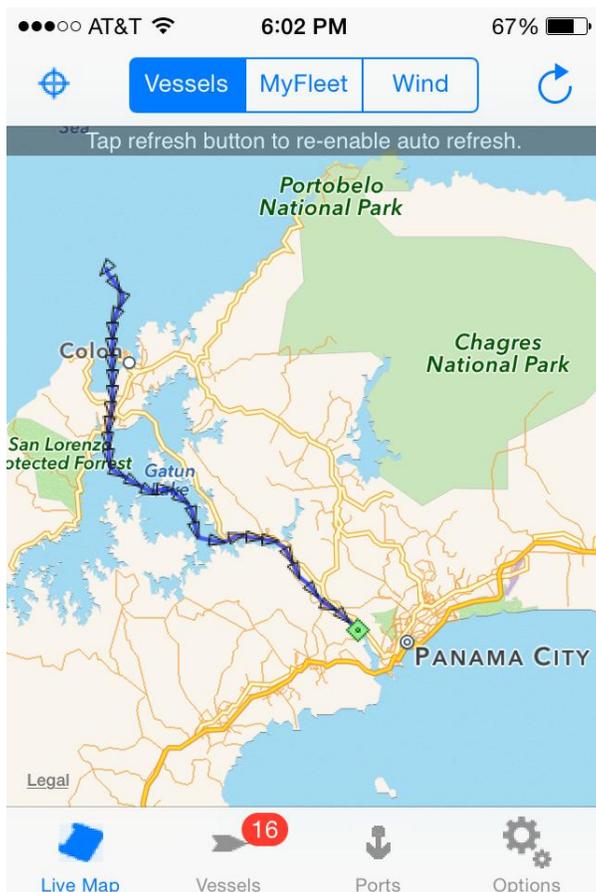
**OK now to the reports ....**

Firstly, A very candid report from Travis Engen from the USA who has kindly put pen to paper to allow an insight into his and 2 other countrymen's journey down-under to race here with us.

## 2014 Tasman Tour by Travis Engen

My 2014 Tasman Tour began in late August in New York and nearly ended on a wharf in Panama four weeks later, although it was another month later before those involved became aware of the delay in shipment.

This adventure really began in late 2012 as I was returning from a wonderful weekend of racing at Sydney Motorsports Park. Peter McLaughlin had invited me to add a couple of cars to his container going down under. I sent my Chevron B17b formula B car and my Lotus 23b and off we went. Racing in Australia and New Zealand in cars of that era is inextricably linked to the Tasman Series races of forty years ago. Today there is no such series for pros but each country features the period cars and has "Tasman Revival" events to celebrate them.



### The ship's track through the Panama Canal

Perth is a long way from the East Coast of the US. In fact its antipode is very close to Bermuda and even within Australia Perth is known as the most isolated state capital. Thirty hours of travelling and a 12-hour time change made it a challenge to get acclimatized quickly enough for the racing to begin. The track, Barbagallo, has been in operation for over 44 years. I remembered a few years ago watching a V8 Supercar race that was held there so I thought that I had some sense of the track.

It's a long way to go to race and an even bigger commitment of time so while I was there in 2012 I spoke to anyone I could about setting up a proper Tasman series that would string together several events more evocative of the earlier 1964 to 1975 Tasman Series and that would be more likely to draw visitors from overseas. Paul Hamilton and the Historic Sports & Racing Car Association took the lead on this and created the 2014 Tasman Tour. Their plan was to string together events across Australia and in New Zealand. This time it would be races in Perth, Melbourne and Sydney followed by the two weekend "Tasman Festival" at Hampton Downs in New Zealand.

Once my container and the six cars it held left New York we were tracking the ship's progress. On September 8th the ship transited the Panama Canal, a milestone we were all thrilled by. Little did we know that shortly after the screen capture of the tracking through the Canal the container was offloaded in Balboa.

When it was discovered that the container filled with cars, spares, tires and tools was on a wharf in Panama getting it to Perth in time for the first event was no longer possible so it was re-routed to Melbourne. Fortunately Neil McCrudden, founder of the Western Australia Racing Museum (W. A. R. M.), and a real supporter of the formula cars of the Tasman period offered me a car to drive in Perth. I had met Neil in Sydney and New Zealand in 2012 and I was blown away by his offer. I accepted and flew to Perth the third week of October.

The track itself has a combination of elevation changes and camber switches that makes it quite interesting to drive. Off the tarmac the track is basically in a large sand dune area, somewhat like Bridgehampton. You don't want to go off as you will not get back on easily and then there is the need to clean your car.

The car Neil loaned me was a Macon F2, a one-off car powered by a 1600cc twin cam motor. This car was built by Macon in the UK and imported to Australia in 1969. During the period that formula B was running in North America the Australian Formula 2 Series was based on the same chassis powered by 1600cc motors so you will see lots of Brabham (naturally) BT18s, BT 21s and BT29s as well as many locally designed and produced chassis like Elfins.

Vintage or Historic racing in Australia is organized by individual clubs localized by region but all under the umbrella of CAMS, the Aussie FIA affiliate. The event formats are basically the same with a practice/qualifying session followed by races. The gridding of the races is sometimes progressive with the order of finish setting the grid for the next race or sometimes the grids are set by fastest lap so far in the weekend. Either way in a two or three day event you get lots of races and the real opportunity to work on your craft and on those around you on the grid. All the races begin with standing starts, something those of us from North America rarely experience. I routinely found myself losing two or three places on the starts and so in each race the first lap or two involved working to recover my starting position. While I'd like to have much better starts at least I got to race the drivers who got better starts.

Barbagallo was a two-day event with an open practice on Friday and racing on Saturday and Sunday. The Macon was fun to drive, although it had no seat and there were frame tubes in places that my body wanted to be. I bought lots of volleyball kneepads and put them everywhere I got bruises. Unfortunately I kept discovering new bruises as the weekend went on. We also worked on car set up though the weekend, first brake bias and then stiffening up the rear of the car to eliminate corner exit push. There were no stiffer springs at hand so we had to settle with using the swaybars to deal with the problem.



Neil McCrudden about to be interviewed

The hot shoe of the weekend in our group was Ray Stubber. He was driving a Brabham BT29 formerly owned by Lowell Blossom - a car I had raced against many times in my Chevron in North America. Others in the group were Neil McCrudden, Peter Boel, David Watkins and Lance Carwardine, all of whom I would see at later 2014 Tasman Tour events. Also in the group was John Clark, the general manager of Barbagallo, driving another of Neil McCrudden's W. A. R. M. cars. During the event several drivers in our run group were interviewed over the track announcement circuit.

Friday night I and several Kiwis also taking the Tasman Tour were hosted by Brian Searles and his wife, Anne. This was a delightful way to continue my progress on mastering the jet lag and time change.

On Saturday night Marty Bullock, driver of a Chevron B17c that I had raced against my last time down under, hosted an excellent dinner and tour of his workshop for the international racers and their local competition.



**Travis Engen in the Macon (foreground) and John Clark dicing**

The race weekend was the last event of the season for the W. A. Sporting Car Club. The awards ceremony following the final race was a great time for relaxation with the beverage of your choice and final camaraderie with fellow racers. It was fitting that the weather had been beautiful all weekend long and rain showers appeared just after the racing was concluded on Sunday.



**A double rainbow completed the weekend at Barbagallo**

One interesting sidelight of my time at Barbagallo and in Perth was the fact that many people not only knew I was coming to Barbagallo to race but also that my cars had been waylaid in Panama. Every time I got into a conversation with some one asking what I was doing in Perth I was told that they'd read about my cars being "lost in Panama" in the newspaper. One man even told me that he'd heard the story on the radio.

BARBAGALLO RACEWAY



Travis Engen's three Barbagallo-bound classic racers - a Chevron, Lotus and Ralt - got lost in transit.

## Racing cars lost in transit

**Bill Buys**

**THREE AMERICAN ENTRIES END UP IN PANAMA, NOT PERTH**

A TRIO of valuable historic racing cars shipped from the US to compete at Barbagallo Raceway this Saturday and Sunday won't be here.

"They somehow ended up 17,000km away, in Panama," WA Sporting Car Club competition manager Simon Sterner said.

"It's unfortunate - it would have been the first time we had a direct US entry - and this one was of particular importance.

"It was Travis Engen, who has won countless vintage single-seater and sports car races and championships around the world, and he had entered his Chevron B17b, Lotus 23B and Ralt RT1."

Engen, the wealthy Connecticut-based former president of Rio Tinto Alcan, chairman of ITT and other major corporations, raced in Australia in 2012 at Sydney's Eastern Creek.

"How his cars ended up in Panama we don't know. But the two-day All-Historics meeting will still have an international flavour with five entries from New Zealand and more from NSW and Victoria," Sterner said.

The Kiwis are Noel Woodford in a Gemini, Nigel Russell (FMZ), Peter Boel in a Lotus 41C, Anthony Olisoff in an Emeryson Elfyn and Alan Cattle

with his Fiat-based Volpini.

They are all competing in the national Formula Junior Championship, which is still as fiercely fought as in its heyday in the late 1950s and early 1960s.

The saloon categories are peppered with Mini Coopers, Cortinas, Escorts, Mustangs, Camaros, Monaros, Porsches and Jaguars.

Forty events will be run in the various classes.



"Even without Tavis Engen, it's going to be a great meeting," a slightly frazzled Sterner said.

The entry fee of \$15 covers both days. Kids are free.

### Perth publicity for all the wrong reasons

My next stop on the Tour was at Sandown International Motor Raceway in Melbourne. The container with cars arrived two days before the event and we were able to open it at the track in the presence of customs and agricultural inspectors the day before the event began. No doubt the most relieved of us was J. R. Mitchell, who built the racking system in the container and oversaw the loading of all the cars and equipment. Everything came through without any problems. In fact the container looked as if it had just been loaded, even though it had been halfway around the world on a ship and had spent five weeks on a wharf in Panama.



### All six cars passed Customs & Agriculture inspection

In addition to J. R., Eileen Mitchell and Nick Polemeni joined us as crew while Marc Giroux supported by his wife Cindy came as a fellow driver. The remaining car in the container would be joined by its driver, Dave Allison, in Sydney.

Unfortunately for me in the period between Perth and Melbourne I had begun developing a sore throat that turned into a raging flu-like illness on the weekend of the Sandown event. This no doubt affected my impressions of the track and the event. Feeling really low after qualifying I skipped the first race and began the second race from the back. At least I got to pass lots of cars until I got up to those with comparable lap times. Marc had his first down under experience of standing starts and was going through the same learning I had two years earlier.

Marc was there to drive this Brabham BT29 and a borrowed Caldwell 40/45f formula Ford. Double track time really paid dividends as he made rapid progress in mastering both the track layout and the standings starts.

I was racing my Chevron B17b and the Ralt RT1 I've owned for 15 years but have only run once a year recently. There was no group suitable for my Lotus 23b, but as sick as I was I found myself willing to not drive it on this weekend. However, even with twelve run groups on the weekend I still found myself back-to-back in the two cars.

In my experience the marshalling at races in Australia is top notch. Really dedicated and professional people occupy the stations that make it possible for drivers and fans to enjoy the action. Notwithstanding this it took three back-to-back sessions before the pit marshals and we could work out a system that both kept the racing moving and resulted in an appropriate starting position for me in the Ralt. (A few weeks later at Sydney Motorsports Park HSCRA actually adjusted the schedule during the weekend to eliminate back-to-back races for me and one other driver.)

The Victorian Historic Racing Register 23rd Historic Sandown event was our first opportunity to meet up with the competitors we would see at Sydney Motorsports Park but, other than the Kiwi formula junior drivers, none of the racers at Barbagallo were there. Richard Carter, Laurie Bennett, Paul Hamilton and Ed Holly were among the drivers we would later compete with at Sydney Motorsports Park.



**Marc Giroux (in back) and Paul Hamilton (middle) Tim Kuchel in front.**

The competition at Sandown was my first opportunity to renew the rivalry with Paul Hamilton and his quick Elfin 600 that had begun two years earlier. Paul is a great driver and has wickedly quick starts so even if I'm further up the grid, after the start I find myself trying to catch up with him. The weekend at Sandown was no exception to this rule. Paul finished ahead of me in every session. Marc Giroux out qualified both Paul and me but the standing starts relegated him to finishing the races behind us but he did manage to pip Paul in the last turn of one of the races.

On to Sydney.... The HSCRA Tasman Trophy event was held on the weekend following Thanksgiving in the US. We had a larger crew as Joshua Mitchell joined us and Dave Allison arrived to drive his 1962 Australian Grand Prix winning Cooper. We were all staying at the Alpha Eastern Creek, directly across from the track. We had quite a

discussion amongst ourselves about missing Thanksgiving dinner at home so it was delightful that Cindy Giroux negotiated with the chef in the adjacent pub/restaurant for him to prepare one for us. It was excellent, although the other patrons around us were amused when all eight of us stood and gave a standing ovation to the chef for the preparation. He obviously did his research and we really enjoyed the meal.



**Cindy Giroux about to tuck into Thanksgiving Dinner Aussie style**

The other highlight of Thursday was opening the container after its rail and truck transport from Melbourne. As before the contents were in perfect condition.

Friday brought our first sessions on the track. In my case quickly checking out my cars and coming up to speed. In the case of Marc and Dave translating the 2012 in-car video they had watched to the reality of the circuit.



**Marc Giroux and our six cars under the marquee**

Both of them did a good job, their progress being measured by dropping lap times. When Saturday began both were still learning but at least they had a base to build from and also those around them to go to school on. If only the standing starts were so easy to develop skills for.

The weekend progressed in the usual way. Joining us from Western Australia were Lance Carwardine, Neil McCrudden, Peter Boel, and Marty Bullock as well as the Kiwi formula junior drivers who were doing the Tour.

The off-track highlight of the event was my opportunity to meet and spend time with Ron Tauranac. Ed Holly pointed out that Tauranac was at the event to present the Ron Tauranac Trophy for Group Q Racing Cars (the group that included my RT1.) Ed offered to introduce me and a delightful series of conversations resulted. It was fascinating to listen to his tales of the early days with the RT1 and subsequent models.



**Ron Tauranac sharing racing stories**

Clearly Tauranac is a man who has spent his life in the effort to improve what is and make the next breakthrough. In his core I suspect that he feels we should not be preserving and racing these cars as they were but should be making them better with tweak after tweak. I asked Tauranac to sign the chassis of my RT1 and he graciously agreed. His signature is now covered by a protective layer of helicopter tape! Marc Giroux had a long discussion with Tauranac as well and Marc's BT29 now also sports Tauranac's signature.



**Joshua Mitchell protecting Tauranac's signature**

As in 2012 and at Sandown, Paul Hamilton and I raced hard throughout the weekend. On Sunday Paul's motor began overheating and he parked his car before the weekend was over so our competition continues. (All was not lost, however, as during the weekend Paul took his 400th start in his lovely Elfin!) Perhaps Paul and I will be able to continue our competition in 2016...?

Dave Allison's car attracted lots of racers and spectators, whether in the paddock or on the track. Bruce McLaren, a Kiwi, drove the car to a win in the 1962 Australian Grand Prix and the Cooper was last seen in Australia many years ago so there was a steady stream of knowledgeable people to look over the car and exchange stories with Dave. Several people came back after their initial conversation with photos and other memorabilia to share with Dave. In addition to this it was clear that he really enjoyed coming to grips with the circuit.

After the Sydney event and packing the container for its onward journey to New Zealand we had one more day for sightseeing. Marc, Cindy and I used it to drive to Bathurst and see the Mount Panorama circuit. (J. R., et al, did this on their arrival in New South Wales.) There is a delightful Motor Racing Museum at the circuit but the real highlight is being able to make a right turn off of the city streets and be on the full racing circuit. Even though the speed limit is 40 kph and there are large warnings about rigorous policing of the limit, Marc and I were each able to drive a lap. The downhill run off of Mount Panorama is unbelievably steep and twisty. In-car cameras or even coverage from outside a race car does not prepare you for the challenge. Perhaps someday an event at that track will be on a future Tasman Tour.



## Winner!! 1962 Australian Grand Prix

### COOPER: A brief history

The Cooper Car Company was founded in 1946 in the London suburb of Surbiton. A small company, it had fewer than 30 employees, even at its peak. A majority of their race cars were sold in kit form. They bought their engines from a maker of fire pumps and many of their cars constructed by small independent builders. Their drivers were a pair of unknowns from down under in the likes of Jack Brabham and Bruce McLaren. Seen by more established, well-funded companies like Ferrari and Maserati as junkyard scavengers, they were not to be taken seriously. History would see it otherwise. Cooper and both men would become legends of motor racing. Charles Cooper and his son, John, were visionaries; men way ahead of their time. Under their direction and the innovative designs of Owen Maddock, the company would change the face of motor sport forever.

It all began with a small, primitive race car built from the front ends of two Fiats. They used a motorcycle engine for power, mounting it in the rear to shorten the distance of the chain driving its wheels. From this humble beginning, Cooper evolved into the premier race car builder of the early sixties.

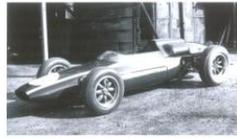
Cooper was the first to enter a Formula 1 race with a rear-engined car, a concept that was spurned at the time. However, following their tremendous success, including two consecutive World Championships in 1959 and 1960, every single Formula 1 car had its engine behind the driver by the start of the 1963 season. Even Enzo Ferrari, who swore he would never put an engine 'back there', followed suit.

Unfortunately, Cooper could not maintain its competitive edge as new companies such as Lotus and those formed by its former drivers Brabham and McLaren emerged to take race car design to a higher level.

As its success in Formula racing declined, the development of the original Mini-Cooper and its dominance in saloon racing and rallying kept the company going for another few years but could not save them. Cooper was no more by 1970, though the name has lived on with several different Cooper-marked versions of the Mini over the years, including the current BMW models.



### The COOPER T62 Tasman Formula Special



The T62, brand new, and waiting to be shipped to Australia, inside Bruce McLaren's garage.

McLaren would use to compete in the Formula 1

enter.

Meanwhile, McLaren had been contacted by Australian officials requesting he race in the Australian Grand Prix being held that November in Perth to coincide with the Commonwealth Games. When, by June, the V8 motor had still not arrived, McLaren bought the car from Atkins and efforts were switched, preparing it for the Australian Grand Prix and the 1963 down under season.

As this was not part of the Formula 1 series, engine size was not limited to 1.5 liters, so the car was modified to accommodate the much more powerful Climax FPF 2.7 liter 4-cylinder motor which put out 250 HP compared to about 150 HP from the BRM V8.

After initial testing at Goodwood, the frame and front wishbones needed reinforcement and the suspension needed to be modified and stiffened. Back to Goodwood for its second testing, it shattered the lap record before being shipped to Australia.

The T62 competed in Australia and New Zealand for the next three years, winning most of the races it finished with McLaren at the wheel, and running in four straight Australian Grand Prix, before being severely damaged in its last race.

The car remained in Australia, crated and stored, passing from owner to owner for almost a quarter of a century. Then, in 1989, it was brought to the United States, where Tom Byrnes acquired the car. He turned it over to TSR Enterprises for a total restoration. They returned the T62 to its original form and specifications, and it debuted at The Monterey Historics in 2000.

Since then, it has been a multi-time winner at The Wine Country Classics, The Monterey Pre-Historics, and was the fastest Cooper at the Cooper Reunion held in 2006 at Monterey, California.

David Allison acquired the T62 in 2011.

#### 1962

Won - 27th AGP, Caversham, Nov. 18 - Bruce McLaren

#### 1963

DNF (mech) - 10th NZGP, Pukekohe, Jan. 5 - Bruce McLaren

DNF (accident) - Levin, Jan. 12 - Bruce McLaren

Won - Wigram, Lady Wigram Cup, Jan. 19 - Bruce McLaren

Won - Teretonga, Jan. 25 - Bruce McLaren

3rd - 28th AGP, Warwick Farm, Feb. 10 - Bruce McLaren

Won - The Longford Trophy, Longford - Bruce McLaren

Won - III Sandown International, Sandown Park - Bruce McLaren

[Sold to Lex Davidson]

Won - Bathurst Hundred - Lex Davidson

#### 1964

DNF (mech.) - 29th AGP, Sandown Park, Feb. 9 - Lex Davison

8th - IV Warwick Farm International, Warwick Farm, Feb. 16 - Lex Davison

6th - VI South Pacific Trophy, Longford, Mar. 2 - Lex Davison

#### 1965

9th - V Warwick Farm International, Warwick Farm, Feb. 14 - Rocky Tresise

DNF (mech) - IV Sandown International, Sandown Park, Feb. 21 - Rocky Tresise

DNF (accident) - 30th AGP, Longford - Feb 20 - Rocky Tresise

(This list covers most races but is missing some dates & minor events as records were incomplete)



Weight: 1150 lbs.

Engine: Climax FPF 2.7 liter 250hp 4-Cylinder

Gearbox: Colotti 5-speed

Chassis: Cooper T-60 Formula 1

Suspension: Independent A-Arm Front & Rear

Wheels: Cooper Magnesium 4-lug

Tires: Dunlop "L" series

Top Speed: 160 mph

Details of Dave Allison's Cooper were on display

Looking back on the Australian part of the 2014 Tasman Tour my thoughts focus on the length of time I was in Australia - six weeks altogether. Unless you're retired and a diehard tourist that's a really long time to be away. My first time in Australia was in 1968. I've been back many times and have had plenty of opportunity to sightsee. On each occasion I've been in Australia I've found the everyone very welcoming and I've really enjoyed my time there but six weeks is really too long. While I'm sensitive to the investment that WASCC, VHRR and HSCRA have in their events, their history and their respective calendars, finding some way to bring the Australian Tasman Tour events into a tighter time schedule would help build international participation. In New Zealand we will have three events on three consecutive weekends.

Special thanks to Paul Hamilton for investing the effort not only to develop the 2014 Tasman Tour but also to make sure that those of us on it were well cared for. Thanks to my fellow drivers (Aussie and visitors like me) and a very special thanks to the crew from GMT Racing who have been supporting racers generally and me in particular for nearly 20 years.

Travis Engen



Race podium for both racing and sports-racing, from left David Allison USA, Jamie Lerner, Peter Strauss, Robert McConville, Peter Boel, Don Thallon, Travis Engen 3<sup>rd</sup> in the Lotus 23 and Howard Blight.

What Travis didn't mention was that in the Tasman Tour for Group O racing, he came 2<sup>nd</sup> overall. As you will read later in this newsletter, the order was Sean Whelan, South Australia based 1<sup>st</sup> – Travis 2<sup>nd</sup> and Laurie Bennett from Victoria, and like Travis races worldwide in a variety of cars, 3<sup>rd</sup>. This was a wonderful result for Travis in this very hard fought series over the 3 rounds. I know I speak of all the M and O competitors; it was a real pleasure having you and your fellow countrymen here Travis .... Ed

## 2014 WA All Historics on 25<sup>th</sup> & 26<sup>th</sup> October

More info at <http://www.formulaclassic.com.au/>

Well it was time for Perth to shine on the historic scene again, with free practice on Friday and then qualifying and five races per group over the weekend - there was enough in-car time for anyone. Perth turned on it's normal fantastic weather with temperatures in the mid 20's and even the few sprinkles of rain waited until racing had finished for the day before cooling us down a bit.

The event attracted competitors from USA, New Zealand, Queensland and Victoria who helped swell the local numbers. Neil McCrudden exceeded all expectations and managed to get 12 cars from the West Australian Race Museum (WARM) in race ready condition and generously provided them to various drivers to compete in. Other WA cars not seen on the track for quite a while were brought out of sheds, bringing the total number of open wheel cars to 41 spread across 3 fields, Super Historics (R wings and slicks), Tasman (O) and Formula Junior (including JKL & M). Group N cars were also a plenty with two full grids (42 cars in total) and Formula V filled out the racing program with the final round of their state championship. Two fields of historic regularity (open & closed cars) provided an opportunity for non-racers to enjoy the track over the weekend as well.



*The Formula Junior field ready to go*

*(Photos in the article courtesy of Gillie & Boots and Kevin Taylor)*

## Tasman (Formula Classic Group 1)



*Travis Engen, from the USA, in Neil McCrudden's Macon F2 closely pursued by Neil himself.*

Ray Stubber showed very good pace in his Brabham BT29 but issues with the car denied him a race win in races 1 & 2, however, he easily cleaned up for the rest of the weekend. The next group formed by David Watkins (Brabham BT21), Lance Carwardine (Jane Brabham), Peter Boel (Lotus 41C) & Harvey Leys (Tiga Sports 2000), were very close together, in fact too close when an oil spill took 4 cars out in race 2 leaving the result up for grabs in what is now called a "Bradbury" finish. Harvey Leys took out first place for the meeting with Ray Stubber second and Peter Boel third.



*John Clark in the WARM Fielding ahead of Ray Stubber's BT29*

## Super Historics (Formula Classic Group 2)



*Glen Caple in his Birrana leads Martin Bullock's Chevron and Bob Creasy in the Ralt RT1*

Although a small group of only 9 cars the pace was hectic. Local front runner Michael Henderson in his Ralt RT4 still managed to scoot away but behind him there were great tussles throughout the weekend between the next group containing Dick Ward (Chevron B29), Martin Bullock (Chevron B20), Shane Gifford (March 722), Glen Caple (Biranana 274) and Simon Barrett (Ralt RT4). Michael Henderson won the weekend followed by Shane Gifford second and Glen Caple third.



*Dick Ward in his Chevron under pressure from the faster Michael Henderson in his Ralt*

## Formula Junior



*This is as far apart as the lead four got for the whole weekend*

It was great to see so many cars travel for this event which was round 8 of the Australian Formula Junior Championship. The racing was fantastic with less than a second covering the first four cars for the whole weekend. Ray Stubber, in his second drive of the weekend, borrowed Neil McCrudden's Lotus 20/22 and his local knowledge kept him well involved with the lead group of juniors but Noel Woodford in his Gemini Mk3a took out first, Ray second, Bill Hemming in his Elfin third and Roger Ealand's Koala making up the first four. Back in the field Bruce Edgar improved his times considerably in his Elfin, Henry Oosterbaan in the Holden powered Alton AR2 continued his very reliable run in this car and Martin Bullock took the ex Max Stewart's Rennmax out in it's first race since 1968.



*John Rowe's Cooper Climax being consumed by the lead pack of juniors*

## Historic Sandown 8<sup>th</sup> and 9<sup>th</sup> November 2014

As the 2<sup>nd</sup> leg of the Tasman Tour, the M and O numbers were quite a bit better than in previous years with a number of NSW competitors making the journey south for the first time in a while. It was also the first event that USA based pair Travis Engen got to enjoy his clutch of 3 cars along with Marc Giroux with 2 of his, Travis in his Chevron B17B and Marc in his Brabham BT29. First timers for a while were Paul Hamilton, John Macey, Ed Holly and Geoff Varey for Group O. The Formula Junior field was incorporated into the Formula Ford and Formula Vee grids. In all there were 11 Group O racing and 9 Formula Junior competitors.

There were also a number of Brabham and Cooper cars that took part in a display and lunchtime parade in honour of Sir Jack Brabham, the front cover of the Sandown programme featuring that iconic photo of Sir Jack with smoke pouring of the outside rear in a wonderful display of opposite lock power slide. Tim Schenken led the display each day in his old Brabham BT28 F3 car now owned and raced by Jeff Brown.



Tim Schenken acquaints himself with the Brabham BT28 he drove



so successfully in the F3 series in 1968 and 1969 in UK and Europe.

**Our thanks goes to Jim Jones for all the following Sandown shots, but this one has to be a favourite.  
Richard Carter in full flight in the Elfin mono.**



## Groups O & M

Qualifying was not a true indication of the state of play, the promised close battle between the two Irish Racing Brabham BT30's didn't quite eventuate with Chris Farrell a bit off the pace with high engine temps and Richard Carter Elfin Mono succumbing to a gremlin after just a couple of laps.



Sean Whelan in the FVA powered Brabham BT30 – on his way to max points for the Sandown round of the Tasman Tour.

Laurie Bennett Elfin 600 made hay whilst the sun shone (and it did) to pick up a front row spot alongside a very quick Sean Whelan in the other Irish Racing BT30 who with 15.0 was a full second and a half quicker than the opposition. On the 2<sup>nd</sup> row was Chris Farrell alongside Peter Strauss with Sir Jack's last Tasman car, the BT31.



Strauss 2.5 Repco powered Brabham BT31 leads Paul Hamilton Elfin 600 and Tim Kuchel BT18

USA based Marc Giroux doing a sterling job to put his Brabham BT29 on P5 alongside fellow countryman Travis Engen with the Chevron B17B. Unfortunately Travis had picked up a bit of the flu and was certainly suffering with it. 4<sup>th</sup> row consisted of Paul Hamilton Elfin 600 and Robert McConville in his dad's Brabham BT29. Row 5 seen Tim Kuchel, Brabham BT18 alongside Wayne Wilson Brabham BT29, this pair getting used

to each others company as they plan to head off to Europe both Brabham mounted mid next year. Then Row 6 was Norm Falkiner and John Macey, Elfin Mono and Brabham BT18. Row 7 was Andrew Carrig in a Clubman, first of the non “racing” category cars alongside Ed Holly Brabham BT6 and first of the Group M cars. Row 8



Laurie Bennett in his Elfin 600 twin cam put in a strong showing with a string of podium finishes on the weekend.

was Graeme Noonan having his first run in the ex Ron Coath Brabham BT21A alongside the big sportscar of Bill Hemming the repco powered Elfin 400. Row 9 was Richard Carter Elfin Mono and Richard Nitschke Elfin Catalina Row 10 2 sporties, row 11 Geoff Varey and Stephen Hoinville both Elfin Mono mounted making up a field of 22 cars.

## Race 1

Race distance was 8 laps and that’s about how long it took Richard Carter to move the incredibly quick Elfin Mono from 17<sup>th</sup> to 1<sup>st</sup> place. A wonderful drive in anyone’s books. In the process Richard got down to a 15.49 lowering his lap record from a 15.82 and bearing in mind this was achieved in a lot of traffic.



Missing from racing was the BT30 of Chris Farrell, a shame as the dustup between the leaders would have been even greater with Chris there.

After the heat of the morning race, a southerly went through about lunchtime, not only cooling down the track conditions but also putting up an enormous tailwind up the back straight which is always quicker than the front

one. I can tell you a certain BT6 was hitting the rev limiter in 5<sup>th</sup> at 8200 and with gearing that's 150mph! Skinny tyres do have an advantage after all. Laurie Bennett did his best with arch rival Richard but it was actually at just over half race distance on lap 5 that Laurie succumbed to the Mono, but then hung on to finish



Skinny tyres a help on the long straights at Sandown, Holly BT6 ahead of Macey BT18.

just a second behind. Left in their wake was Sean Whelan some 20 second behind, then Peter Strauss relishing the long straights with the Repco 2.5 BT31, Tim Kuchel got away from his mate Wayne Wilson who finished 9<sup>th</sup> and after Time came Marc Giroux then Paul Hamilton, Bill Hemming, Wayne, Norm Falkiner, John Macey, Graeme Noonan, Richard Nitschke Ernie Nagamatsu in his Shelby Cobra 289 then Ed Holly a few Clubmans and Geoff Varey and Stephen Hoinville.



That distinctive head back driving attitude of Tim Kuchel in the BT18 just missing out on a podium each race.

Sandown was wonderfully run everybody had a great time. I do wonder though about the wisdom of calling a car into pit lane under a meatball flag to tell the driver his Dorian isn't working. Come on fellas, a meatball flag is for a mechanical defect, and any driver that gets this flag will slow down till they get to the pits in the belief that something is wrong with their car. If you want to get a message to the driver about a Dorian timing device there is ample opportunity after the race ends when entering pit lane or when sitting on the dummy grid, the driver is a captive audience in both these situations. The Dorian didn't work through qualifying so there was plenty of time on the dummy grid to get a message there.

## Race 2

This has to be the pick of the events on the weekend with close dicing all through the field the entire race, but none more so than at the front. Richard Carter started from pole and managed to hang on for a full lap before the power of 4 valves per cylinder became dominant. On lap 2 Sean Whelan took over the lead and although



Paul Hamilton took the Elfin 600 into Mexican territory for the first time in around 20 years. Here he leads Strauss and Kuchel.

getting a few car lengths on Richard through the 7 lap journey Richard put in a blistering last lap to end up just 2/10ths in arrears. In fact that last lap lunge almost got Richard a new lap record, missing out by just 1/100ths of a second to Sean who got down to a 1:14.52 with the Brabham BT30. These 2 were in a class of their own this race, Laurie Bennett was just over 9 seconds adrift. The rest of the field were over 30 seconds behind Laurie, headed by Tim Kuchel, Paul Hamilton, Marc Giroux, Bill Hemming (Elfin 400 Sports) and Travis Engen.



Travis enjoying the Chevron B17B in its first race on Australian soil, after the MSC line failed to deliver from the US in time for the WA races.

It was a mini battle royal between Tim, Paul, Marc and Bill for most of the race, and Travis Engen who started from the rear of the field showed a lot of class to join them. Also in a race long duel were Ed Holly, Norm Falkiner and John Macey, Ed's BT6 making up on the straights what it lacked in the corners with the skinnier tyres of a Group M car. Richard McConville's little 1300 Alfa engine Cooper, the next Group M car was



Norm Falkiner Elfin Mono, had some good dices with Macey on the weekend.

putting up a good showing against the 1500 pushrod Elfin of Richard Nitschke with Stephen Hoinville in the family's Elfin Mono sandwiched in between. Geoff Varey had a bit of a gremlin in his Mono and brought up the rear, whilst Peter Strauss returned to the pits on lap 6.



Robert McConville did a great job in his father's Cooper Alfa with just 1300cc.

### Race 3

As often happens the afternoon race lap times are a bit slower than the cooler mornings, and so it was by almost 2 seconds for the leaders, strangely though the Group M cars were a bit quicker, maybe the harder compound of the Dunlops relishing the hotter tarmac conditions. The event was a bit more of a procession than previous



This is the only photo I have of Marc Giroux at Sandown, in his BT29 here following Hamilton, Strauss and Kuchel in between but not in photo.

races, but that belies the intensity of the racing. As in race 2, Sean got away a bit from Richard until the last lap with Richard closing within .4 second, but this time Richard had to contend with arch nemesis Laurie Bennett



Hoinville and Nitschke about to be gobbled up by Whelan and Carter.

who hung on tenaciously, and with his fastest lap being the last, he too was only .4 second behind Richard. The next bunch also “hung around” together the only mover being Tim who managed to pass Paul on the 2<sup>nd</sup> last lap, the order for the 4 Tim Kuchel, Paul Hamilton, Travis Engen and Marc Giroux. Probably one of the hardest fought battles crossed the line next, with just .9 second covering the 4 cars, Ed Holly, John Macey then Peter Strauss who started from the rear and did manage to head this bunch into the last turn, and Norm Falkiner. Then came Robert McConville, Ernie Nagamatsu in the Shelby Cobra 289, Stephen Hoinville, Gavin Dearie in the Pegasus sports (similar to Lotus 23) with Geoff Varey in the Elfin Mono.



Geoff Varey uses his newly acquired ex Brian Lear Elfin Mono at every opportunity.

At the end of the weekend the Tasman Tour points accrued at Sandown were 20 for Whelan, 18 for Carter, 15 for Bennett, 12 for Kuchel, 10 for Hamilton, 8 for Giroux and 7 each for Strauss and Engen. However, Engen had accrued 17 points at Barbagello giving him the lead on 24 points going into the eastern Creek round. Also accruing points were Falkiner, Wilson and Macey. Group M was led by Holly with 20, then Nitschke 18 and Varey with 15.

## Formula Junior.



A great shot of Jim's of the Formula Juniors in full flight. Don Thallon leads Melinda Price, then Noel Woodford and Roger Ealand.

Below is a précis of the events for the Formula Junior cars. The FJ grid was a combined Formula Ford, Formula Junior and Formula Vee affair. The Sunday morning race was red flagged before 75% distance and not rerun due to an incident involving a couple of Formula Fords and so there were no results published. Don Thallon was certainly the pace setter in qualifying and put in a very solid performance to capture 18 points for the Tasman trophy on the weekend eclipsing Melinda Price by just 1 point, next best was Bruce Edgar with 12 points. The overall points including Barbagello



Bruce Edgar in the Elfin FJ holding out a FF then Ian Henderson in the Brabham BT6.

now stood at Woodford 26, Edgar 22, Ealand 21, Thallon and Stubber 18, Price and Bullock 17, Hemming 15, Olissoff 14, Henderson 10, with Russell, McCrudden, Cattle, Hubert, also in the points. One has to say that the Formula Junior guys really did get behind the Tour concept as can be seen with the number of names here.

To the right, a fine study of young Melinda Price who has done so well in the Lotus FJ 20/22 of Kim Shearn's we are very fortunate to have such a terrific competitor in the Formula Junior ranks.



Another great shot of the Juniors with hardly a FF or FV in sight. Thallon, Price, Woodford, Ealand, Edgar and behind the FF, Henderson.

## Precis of Formula Junior results.

Qual									
18	92	Don Thallon	MRC 22	1100	E	9	7	1:27.1530	0:05.0064
21	73	Noel Woodford	Gemini Mk 3A	1098	E	10	6	1:28.3526	0:06.2060
23	8	Melinda Price	Lotus FJ 20/22	1098	E	8	2	1:30.1033	0:07.9567
24	9	Ian Henderson	Brabham BT 6	1098	E	9	7	1:36.0426	0:13.8960
25	44	Bruce Edgar	Elfin FJ	1100	E	9	5	1:36.4262	0:14.2796
26	130	Hunter Russell	FMZ FJ	1100	E	7	5	1:37.5262	0:15.3796
28	3	Tony Olissoff	Emeryson Elfin Mk1	998	E	5	5	1:39.5077	0:17.3611
35	17	Allan Cattle	Volpini FJ	1100	E	1			
	39	Roger Ealand	Koala FJ	1100	E				
Race 1 8 laps									
1	8	Melinda Price	Lotus FJ 20/22	1098	E	8	12:07.7363	4	1:27.5806*
2	92	Don Thallon	MRC 22	1100	E	8	12:10.3881	2	1:27.7464
3	39	Roger Ealand	Koala FJ	1100	E	7	11:28.4823	4	1:33.2082
4	44	Bruce Edgar	Elfin FJ	1100	E	7	11:51.1539	3	1:35.8277
5	9	Ian Henderson	Brabham BT 6	1098	E	7	12:02.1843	4	1:39.2470
DNF	73	Noel Woodford	Gemini Mk 3A	1098	E	3	4:45.7704	2	1:28.0702
Race 3 6 laps									
1	92	Don Thallon	MRC 22	1100	E	6	9:06.5998	2	1:26.5826*
2	73	Noel Woodford	Gemini Mk 3A	1098	E	6	9:10.0208	3	1:27.2686
3	8	Melinda Price	Lotus FJ 20/22	1098	E	6	9:11.8042	3	1:27.4598
4	44	Bruce Edgar	Elfin FJ	1100	E	6	9:44.4902	4	1:33.0366
5	9	Ian Henderson	Brabham BT 6	1098	E	6	9:50.3088	2	1:34.0652

## The Tasman Trophy meeting Sydney Motorsport Raceway - Eastern Creek 29<sup>th</sup> – 30<sup>th</sup> November 2014.

The HSRCA, as did the previous 2 venues for the Tasman Tour, turned on a really great meeting with qualifying and 4 events scheduled for all competitors. Following on from the 4 Tasman Revivals over the period 2006 to 2012, even though it wasn't called the Tasman Revival, this meeting was seen by the M and O fraternity as a continuation event and indeed the name of the meeting reflected this. Graham Howard once wrote in his column the HSRCA owned M and O racing and indeed support from these 2 Groups meant that Group O racing earned its own grid whilst Group M was combined with Group M and O sports cars.



From Richard Carter .... Attached is an image that you might like to use in the newsletter from Sandown. It shows John Van Leeuwen removing the damaged engine in Andrew Goldie's Elfin 600 but in particular note that Laurie Bennett is giving instructions from his Premium Class deck chair! Laurie's wife, Jan, is not impressed!

The meeting started a bit late on the Saturday after a fault was found with the timing and eventually got under way about 45 minutes late. For a variety of reasons, the Saturday events over the years have seen delays, maybe something the HSRCA should review, although this one definitely seemed out of their control. The races were over a set time, rather than a number of laps, and a safety car was employed to try to reduce the number of red flags. This was mostly a positive move, however the set time is quickly eaten up when delays occur as happened in the Group M final race – our most important event of the year when a car fell off on the warmup lap but didn't clear the track. The grid was sent for a 2<sup>nd</sup> warmup lap whilst the track was cleared. When finally the event was underway, it was shortened to 4 laps for the 18 minute allocation. As we were short of a starter, I was actually in the starter/finish line box and on the radio and when I heard the chequered flag was to be waved after the 4<sup>th</sup> lap I reminded the C of C team that this WAS the most important race of the year and it was extended to 5 laps thankfully with no safety car intervention. We all know that time is of the essence, but maybe a minimum number of laps should be agreed under similar occurrences, especially for the all important annual trophy events held just once a year. The safety car certainly assists with lessening of red flagging of events and both Group O and Group M lost more than 25% of a scheduled race distance for one event each. As you will read further into the newsletter there was a wonderful tribute to Sir Jack Brabham and Ron Tauranac on the Sunday lunchtime break, with Ron really getting into the swing of things.

## Group O - Qualifying

23 cars ventured out for this first visit to the track around 30 minutes behind schedule. A total of 5 laps was achieved by the fastest of the cars and carrying on from his Retro Speedfest performances, Damon Hancock in the family's Brabham BT23C set pole with a blistering 35.57 just a second off his lap record time. Next was Laurie Bennett in an equally blistering 36.52 a wonderful time for a twincam powered Elfin 600. 2<sup>nd</sup> row was seeing double the Brabham BT30's of Chris Farrell and Sean Whelan, with Sean just 6/100ths second adrift from Chris.



Eventual winner of the Tasman Trophy for Group O – Steve Koen captures Sean Whelan on the immaculate Brabham BT30.

3<sup>rd</sup> row was Richard Carter Elfin Mono and Steve Weller Elfin 600, Richard a little disappointed and Steve very happy. 4<sup>th</sup> row was Travis Engen, Travis getting down to business in the Chevron B17b after an absence of 2 years since he was last here at the 2012 Tasman Revival; now a good mate Paul Hamilton was keeping him company on this the 4th row. Peter Barclay made a welcome return in the Brabham BT21A keeping new-comer from the USA Marc Giroux company on row 5. Tim Kuchel Brabham BT18 was next alongside West Aussie Lance Carwardine in his Brabham Jane 23. Wayne Wilson in his Brabham BT29 and John Macey BT18 shared the 7<sup>th</sup> row. Row 8 was Max Pearson Brabham BT29 alongside Herb Neal in his Neal Ford Mk2. Row 9 belonged to Norm Falkiner in the Elfin Mono alongside John Ashwell who hadn't had the Brabham BT21C out for a while. Row 10 was Peter Strauss in the delectable BT31 which was a bit out of sorts alongside fellow Victorian, Peter Williams in his Brabham BT21A. Row 11 was Dale Harvey in the Proton F2 and Trevor Parrott Brabham BT18. Row 12 was Jeffrey Hinde in the Delta, both Trevor and Jeffrey having their first drives for a while.



Unfortunately this wasn't Damon's weekend, the BT23C suffering an engine problem 2<sup>nd</sup> race. Here with Laurie Bennett. SK photo

## Race 1

At the flag drop, pole sitter Damon Hancock did not get away, there being no worse occurrence in motor racing - you are stuck there with the whole field descending on you and you are hoping like there is no tomorrow that the rest of the guys see you and take note of the waved yellows. The big mover on the first lap was Travis Engen who



A great Peter Schell photo of Travis Engen cresting the hill after T3 with Chris Farrell about to slip down the inside.

was up into 3<sup>rd</sup> spot behind Richard Carter and Laurie Bennett. Also not getting off the line cleanly was Chris Farrell dropping as far back as 10<sup>th</sup>. First time past the post the top 12 order was Carter, Bennett, Engen, Whelan, Hamilton, Weller, Barclay, Farrell, Carwadine, Macey, Wilson, Kuchel with Hancock already up to 14<sup>th</sup>. Marc Giroux in his first race was 18<sup>th</sup>. Next lap Whelan showed Engen what a 4 valve engine does and 2 laps later so did Farrell. Hancock was working steadily through the field and by lap 4 was up to 8<sup>th</sup>. There were little dices happening all through the field, Engen hanging on to Farrell, Hamilton and Barclay, Carwadine and Macey, Herb Neal and Norm Falkiner. At the end of the allotted 5 laps duration Carter prevailed over Bennett by just 6/10ths, then Whelan not far behind, a bit of a gap to Farrell and Engen, a bit more of a gap to Hamilton and Barclay, Wilson having disposed of Macey and Cawadine, a bit lonely, then those 2 with Marc Giroux getting up to 11<sup>th</sup> with a very respectable time in the 44's. On the second last lap Hancock pulled out with a problem.



A bit further back in the field, Pete Schell captures John Macey, Tim Kuchel, Wayne Wilson and Max Pearson - 4 Brabham racing cars.

## Race 2

As per standard practice, race 2 gridding was composed by fastest lap achieved in previous events, this putting Damon on pole with Laurie and a pair of Irish Racing BT30s next with the 3<sup>rd</sup> row Carter and Weller.

Unfortunately a safety car was deployed on the 3<sup>rd</sup> lap and the race finished a lap later still under the safety car. As there was only 2 flying laps the result was not classified under the Tasman Trophy pointscore meaning that no one picked up points for this event. For the record Carter won from Bennett then Whelan, Farrell, Hamilton, Engen, Kuchel, Giroux, Ashwell, and Carwadine rounding out the top 10. Just after completing lap 2 and whilst holding a commanding lead, Damon's engine went off song and Damon coasted to a stop. Unfortunately the engine problem prevented Damon from further competition.



Travis Engen behind Paul Hamilton, with about the same separation as they had all weekend. Roles were often reversed – great racing. SK shot

### Race 3

This event was the pick of the races on the weekend, and held over a full 8 laps, Again fastest lap achieved put Carter and Bennett on the front row, Whelan and Farrell on row 2 and Engen and Hamilton on row 3. Again everyone watched hoping for the best as Carter failed to get off the line with a gearbox problem, and again everyone managed to miss the stationery car. Bennett made a great start and was first to complete the first lap with Farrell getting the better of Whelan. Hamilton and Engen were still at it with Hamo showing the younger Yank the way still. Then it was Carwadine and the “other” Yank Giroux up into 7<sup>th</sup>. Kuchel, who had been chasing an



The “other” Yank – Marc Giroux in the Brabham BT29. Marc steadily improved times over the weekend and climbed well up to the pointy end.

electrical problem all weekend was next from Herb Neal, who had changed the exhaust system overnight due to a crack in the one he was using, from Pearson. Lap 2 saw Farrell in the lead and Engen finally getting in front of Hamilton, no mean feat I can assure you. Next lap Whelan had Bennett too, then a lap later had Farrell as well. However the very next lap Bennett was back in front of Farrell. Engen and Hamilton also traded places a couple of times and Giroux had worked his way up to 6<sup>th</sup>. The other mover was Wilson who squeezed past Carwadine. The top ten over the line were Whelan, Bennett, Farrell, Engen, Hamilton, Giroux, Wilson, Carwadine, Neal and Pearson.

## Race 4

For some reason after many meetings where the major trophy races are held, the decision was made to allocate them on the results of the last race of the day Sunday in lieu of the race prior. Some time ago the HSRCA asked the registrars to become category managers, however in this instance there was no seeking of input, and that input



Seeing double ! Sean Whelan and Chris Farrell in the pair of Irish Racing Brabham BT30's Peter Schell photo.

would have been to run it in the race prior, especially with 5 events over the weekend, a lot of interstate competitors appreciate an early finish and indeed after 3 races quite a few were never going to compete in the last race anyway despite what the weather held. As luck would have it the last race did in fact start with rain falling



Richard Carter with his Elfin Mono a combo known for giant killing performances. Robbed by a safety car and then a gearbox problem SK photo.

and continuing throughout the 6 laps. As the main event of the weekend it was a travesty to see just 5 cars compete. This event was for the Leo Geoghegan Trophy and Leo was on hand to present it. Such a shame when the previous race had a full complement of competitors. In the end though it was a very worthy result, Laurie Bennett in the Elfin 600, who always had to be the underdog, eclipsing young Sean Whelan in the FVA powered Brabham BT30, and Tim Kuchel finally getting amongst the placings with a borrowed battery (mine!) Travis Engen almost made it on the podium with Travis just 14/100ths adrift.

So ended the weekend for Group O, a bit of an anti-climax in a few ways. The Hancock, Farrell, Whelan battle never really got into first gear, but the performance of Carter and Bennett more than made up for that. Terrific to see Engen and Giroux attaining the sharp end of the field as the racing went on, and some wonderful individual performances throughout the whole field. A pity the last race was not well supported, but rest assured this will be noted in the debrief.

Now for a few more Group O photos .... Top – Peter Strauss with the 69 BT31 used by Sir Jack at the Tasman round at Sandown. Middle Peter Williams in his Brabham BT21A welcome to Group O Peter – Bottom Herb Neal in his Neal Ford Mk2 that he built in 1968 leading Wayne Wilson and Max Pearson. Peter Schell the first 2, Steve Koen the 3<sup>rd</sup> one.



These are all Peter Schell's. Steve Weller who qualified very well, but only managed 2 laps of racing. Next Lance Cawadine in the Brabham June 23 and 3<sup>rd</sup> Norm Falkiner in the Elfin Mono continuing the battle with John Macey started at Sandown, this time without me.



The following 6 photos courtesy Steve Koen. 1<sup>st</sup> Peter Barclay in the Brabham BT21A, then a couple of guys that haven't been out for a while and great to see them here, Jeff Hinde in the Delta, note the 4 downdraught inlets, and Trevor Parrott Brabham BT18, and another that's been a while since we've seen him in his Brabham BT21C, John Ashwell.



And last but certainly not least ... Dale Harvey in the Proton F2, Tim Kuchel in the Brabham BT18 and Laurie Bennett in the very well used Elfin 600.



## Now on to Group M

Normally Groups M and O are combined, but as this meeting was looked upon as a continuation of the past 4 biennial Tasman Revivals, the entry numbers were never going to allow this. Consequently Group O were given their own grid and Group M racing combined with Groups M and O Sports-racing. Group M racing of course includes the 61-63 Formula Juniors and 64-5 Formula 3 cars. This created quite a grid, with 30 cars presenting for qualifying, some 22 of them Group M racing, just 1 less than for Group O, a very rewarding turnout.



Definitely the star car in Group M, David Allison's Cooper T62, the very car used by Bruce McLaren to win the 1962 AGP at Caversham WA. The car had a distinguished racing career in the Ecurie Australie stable driven by Rocky Tresize. Peter Schell photo

## Qualifying

The Group O Sporties (to coin a Leo Geoghagan word) were always going to eclipse the Group M racers due to their much stickier Avon versus Dunlop tyres, and in fact this is what happened throughout the weekend. Unusually it was a TBA that took the pole position – this turned out to be Peter Boel in his Flintstone Lotus 23 twincam. With an great drive it was the 1300cc Alfa Romeo powered Cooper T75 of Jim McConville driven by son Robert that was next with a great time in the 46's. Next was Travis Engen, this time in his Lotus 23B from Jeff Brown in the delectable Chevron B16. 3<sup>rd</sup> row saw Howard Blight in the supercharged twincam Elfin 300 and Jamie Larnar in Frank Hook's Cooper T76. 4<sup>th</sup> row Don Thallon in the very well used MRC 22 FJ and Noel Woodford (NZ) Gemini Mk3A FJ. 5<sup>th</sup> row Tony Simmons Brabham BT6 FJ and Dick Willis in his Goup L 1959 Mildren Cooper. 6<sup>th</sup> row David Allison (USA) in the most beautiful and effective ex McLaren AGP winning Cooper T62. Row 7 Richard Knox in a sporty from Harry Hickling in his supercharged 1500 Rennmax BN1. Row 8 Ian Bailey making a very welcome return in his Lynx FJ with Bruce Edgar and his Elfin FJ. Row 9 Roger Ealand Koala FJ and Tony Olisoff Emeryson Elfin FJ. Row 10 Bill Hemming Elfin FJ and Richard Nitschke Elfin 1500, Row 11 Trevor Booth Nota Sunbeam Clubman and John Evans ex Geoghegan Lotus 23B. Row 12 Henry Oosterbaan Alton AR2 and Richard Longes Brabham BT14. Row 13 Nigel Russell (NZ) FMZ FJ and Allan Cattle

(NZ) Volpini FJ. Row 14 Rod Swadling ARA Clubman and Geoff Varey Elfin Mono. Row 15 Paul Littler Brabham BT15 and John Medley Nota BMC.



Frank Hook and Jim McConville have been great mates over a long period of time, both have sort of hung up the helmet, and watch their cars from the stands, and I suspect get almost as much enjoyment as they used to when battling it out together. Frank sent me this photo of Jim's T75 Cooper with son Robert and Frank's T76 with Jamie Larner – great stuff. Back in the 60's here in Sydney there was another famous 75/76 combination – Jeff Freeman and Johnny Harvey both Offenhauser mounted - the cars belonging to Don Mackay. Freeman worked at Qantas.

Although entered and in the programme, my BT6 was missing due to a major chassis crack in an area that had just been repaired. The car acted a bit strange at Sandown and a broken chassis member was found and repaired, but that was only the half of it, the newly found crack was where the lower wishbone attaches and ran a full 50% of the square tube. The car is presently stripped to a bare chassis and David Kent will do the repair. A real shame to miss the most important meeting every 2 years and yes it could have been cobbled together to get there, but the car is more important than a race meeting and this way it will be fixed properly and I will enjoy the resilience of that in the future.

#### Race 1

After just 1 lap the safety car came out and so the result was not included in the Tasman trophy pointscore. It was painful to watch the safety car going so slow as to record a lap time of 3 mins 29 seconds. The result sheet however was a prelude to later events with Howard Blight recording the win, but more importantly young Robert McConville chalking up first blood from Don Thallon and Dick Willis. The top ten rounded out with Woodford (NZ), Engen (USA), Brown, Larner ( in Hook's car), Simmons and Allison (USA) already hitting his stride.



The Chevron B16 of Jeff Brown heads Jamie Larner (76) Don Thallon, Dick Willis and Tony Simmons. Steve Koen photo.

## Race 2

Sporties filled the first 3 places across the line, Don Thallon was next with Noel Woodford and Frank Hook the first 3 Racing cars. David Allison hung onto the “other” Cooper of Dick Willis. Next was Harry Hickling and Tony Simmons. Neil McCrudden, Roger Ealand and Bruce Edgar in a close bunch were next.

During the lunchtime break on Sunday, seeing this was the first meeting at SMSF since Sir Jack’s passing a display of Brabham racing cars was organized, and with Ron Tauranac in attendance a great opportunity to meet with Sir Jack’s partner in producing all these cars and for those there to obtain Ron’s autograph.. The Clerk of the Course kindly agreed to allow the cars to be in place during the running of the Regularity event as the lunch break was only about 10 minutes trying to catch up some lost time from the morning. In the end there were almost 20 Brabham cars in a line and Ron was asked by a lot of the drivers to autograph their cars, which a spritely 89 year old Ron did with great aplomb, in many cases signing the bodywork. I am sure Sir Jack would have quietly smiled on the proceedings, and it was terrific of our Club Patron to do this for us. There were a great many spectators who watched the proceedings, and sought Ron’s autograph as well.



Peter Strauss leads Harry Hickling and Tony Simmons, Richards Knox in the Clubman. Steve Koen photo.



After qualifying 3<sup>rd</sup>, Travis Engen finished as high as 2<sup>nd</sup> in the Groups M racing and M and O sports-racing events. SK photo

### Race 3

Longest race of the meeting for these cars, over 6 laps. Strange but in this type of racing small differences in track conditions can mean a totally different result and so it was with this race. This time 4 sporties first then a wonderful drive by Jamie Larner in Frank Hook's Cooper to take the win from Robert McConville, Dick Willis, Don Thallon, Tony Simmons and David Allison rounding out the top 10. Times were well down, being a little quicker than previous day, with the cars relishing the cooler morning conditions.



Ian Bailey, in a nicely controlled power slide in the Lynx, looking for a way around Neil McCrudden. Great to see Ian back on the track after a too long a break. Wonderful close racing by the Formula Juniors. Steve Koen captures the action.

### Race 4

Save the best till last. Although only over 5 laps after a 2<sup>nd</sup> warmup lap was required, and as stated earlier increased by a lap after protestations from the start finish line, the event was a worthy conclusion to Group M racing for the weekend. At the flag fall those 4 sporties were first across the line being Boel, Blight, Engen and Brown. First in Group M racing was Robert McConville in a terrific drive to take the honours and the Jack Brabham Trophy for the year from Jamie Larner then Don Thallon. David Allison was next, a fine 8<sup>th</sup> outright and 4<sup>th</sup> in Racing. Harry Hickling had a great weekend with the supercharged Rennmax behaving, then Peter Strauss rounding out the top 10. The order of the rest of the racing cars was Simmons, Edgar, Longes, Nitschke, Oosterbaan, Varey, Russell and Cattle.



Roger Ealand leads Howard Blight and Harry Hickling. Steve Koen photo.



Richard Longes ahead of Richard Nitschke, then John Evans and Neil McCrudden. Steve Koen photo.



Nigel Russell and John Medley battle it out with the front engine Juniors. Steve Koen photo.



Roger Ealand and Bruce Edgar were never far apart all weekend, here Roger is in front. Steve Koen photo



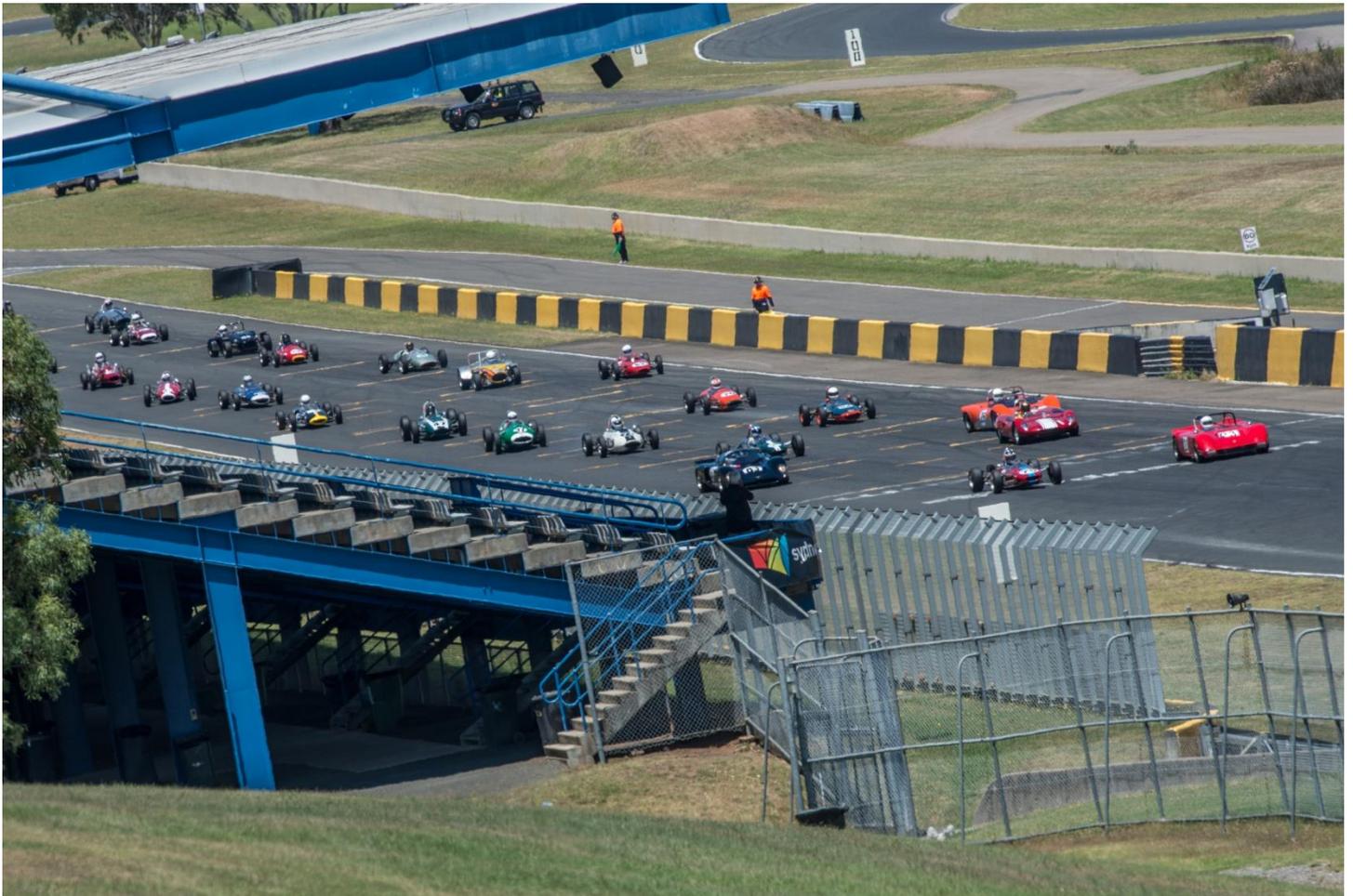
Bill Hemming and Alan Cattle. Steve Koen photo.



Geoff Varey had a problem denying him a couple of races, was well placed for a Group M Trophy till then. Peter Schell photo.



Great to see another BT15 out, this one belongs to Paul Littler. Photo by Peter Schell.



Steve Koen captures the start of the Sunday morning race, a terrific sight.

So ended the Group M racing events, with a very pleased McConville family taking home the Jack Brabham Trophy for the year. The combination of Groups M and O sports seemed to work quite well, the 4 cars that led all the races from this division not detracting from the M racing at all.

## The Tasman Trophy pointscore.

Once again thanks must go to the 3 Clubs supporting this series. It was very unfortunate that the container from the USA was delayed to the point where it was touch and go to be in Melbourne in time for Sandown after missing the WA event. The Formula 5000 guys have used the MSC Line very often, but both times we have used them it has ended in non delivery.

**The final points were:-**

**Group O    1<sup>st</sup> Sean Whelan 38 points    2<sup>nd</sup> Travis Engen 36 points    3<sup>rd</sup> Laurie Bennett 33 points**

**Group M    1<sup>st</sup> Richard Nitschke 31 pts    2<sup>nd</sup> equal Robert McConville and Ed Holly 20 points**

**Formula Jnr    1<sup>st</sup> Don Thallon 36 points    2<sup>nd</sup> Noel Woodford 34 points    3<sup>rd</sup> Bruce Edgar 31 points**

**The final points over the series is listed here**

<b>Formula</b>	<b>Junior</b>	WA	VIC	NSW	Total	<b>Group O</b>	WA	Vic	NSW	Total	
Thallon	MRC 22		18	18	36	Whelan	Brabham BT30	20	18	38	
Woodford	Gemini Mk3A	18	8	8	34	Engen	Chevron B17B	17	7	12	36
Edgar	Elfin FJ	10	12	9	31	Bennett	Elfin 600		15	18	33
Ealand	Koala FJ	14	7	7	28	Carter	Elfin Mono		18	10	28
Larner	Cooper (Hook)			20	20	Stubber	Brabham BT29	20			20
Stubber	Lotus 20 / 22	18			18	Kuchel	Brabham BT18		12	7	19
Price	Lotus 20/22		17		17	Watkins	Brabham BT21B	18			18
Hemming	Elfin FJ	15			15	Hamilton	Elfin 600		10	10	16
Olissoff	Emeryson Elfin	11		4	15	Giroux	Brabham BT29		8	8	16
McCrudden	McGntee	2		11	13	Boel	Lotus 41C	15			15
Simmons	Brabham BT6			13	13	Clark	Alexis F2	14			14
Strauss	Brabham BT6			12	12	Strauss	Brabham BT31		7	7	14
Henderson	Brabham BT6		10		10	Farrell	Brabham BT30			13	13
Russell	FM2 FJ	6		4	10	Roberts	BEFA F.Libre	12			12
Bullock	Rennmax BN1	8			8	Carwadine	Brabham	8		3	11
Cattle	McGntee	1		3	4	Swarbrick	Macon	7			7
Hubert	Cooper		2		2	Wilson	Brabham BT29		2	5	7
Bailey	Lynx			1	1	Falkiner	Elfin Mono		3	0	3
Barclay	Brabham BT15			1	1	Macey	Brabham BT18		3		3
Littler	Brabham BT15				0	Barclay	Brabham BT21			3	3
						Neal	Neal Ford Mk2			1	1
						Noonan	Brabham BT21A				0
<b>Group M</b>						Hoinville	Elfin Mono				0
Nitschke	Elfin 1.5		18	13	31	Weller	Elfin 600			0	0
Holly	Brabham BT6		20		20	Hancock	Brabham BT23C			0	0
McConville	Cooper			20	20	Hinde	Delta			0	0
Varey	Elfin Mono		15	3	18	Parrott	Brabham BT18			0	0
Allison	Cooper T62			18	18	Williams	Brabham BT21A			0	0
Hickling	Rennmax			15	15	Harvey	Proton F2			0	0
Oosterbaan	Alton AR2			11	11	Ashwell	Brabham BT21C			0	0
Longes	Brabham BT14			11	11	Pearson	Brabham BT29			0	0

As mentioned previously, there was a display of Brabham racing cars in pit lane at SMSP on the Sunday in honour of Sir Jack and with Ron Tauranac in attendance, many sought Ron's autograph, many having him put pen to bodywork. It was a wonderful spectacle, seeing around 20 BT's all lined up and Ron down on bended knee signing his autograph on many of the cars' bodywork. This was definitely something pretty special, one would like to think Sir Jack was there in spirit too.



Around the pits.

Wayne Wilson is now a 2 Brabham owner, having bought my BT21C with a view to taking it to the UK and Europe next year. Wayne has been competing for quite a number of years now, starting in a Rennmax BN2, then more recently in his blue Brabham BT29. The BT21C is a wonderful car and I am very pleased to see it go to a very good home.

Tim Kuchel is also planning to do the trip with Wayne, and the grapevine tells me that Laurie Bennett too looks to enjoy warmer climates in our winter next year, with car in hand.

Keith Simpson has had some high quality black and red Repco Brabham badges made and will supply them for a very modest price. A great opportunity to grab one or two as they can be difficult to source. You can contact Keith at [ssimpson@flsmidthabon.com.au](mailto:ssimpson@flsmidthabon.com.au)



The VHRR website has a link to the laying of Sir Jack's ashes at Goodwood.

<http://www.vhrr.com/photos/John-Blanchard-Sir-Jack-Brabham-Laying-of-the-Ashes-Goodwood/target9.html>

There has apparently been some progress in the development of the track at Wagga Wagga. Also the HSRCA has "loaned" some funds to the CASAR Park race track development on the Central Coast. Loaned, as once the venue is up and running the funds will be refunded in lieu of payment for track usage.

## Dunlop continued supply of historic racing tyre, unfounded

April 23, 2014

Though its Birmingham factory is set to close, Dunlop Motorsport says the continued supply of its popular CR65 racing tyre will not be an issue.

Despite the news that Dunlop's Birmingham factory will soon close, concerns over the continued supply of racing tyres – and specifically the CR65, as used in practically all pre-1966 racing – are unfounded, according to Dunlop Motorsport.

Dunlop has made tyres in Birmingham since 1902, but its Erdington site has been sold by the landlord to Jaguar Land Rover and is scheduled for closure on 1 September. Sources have told Octane that health and safety rules make it impossible to relocate the machines on which the CR65 is made, so simply moving production would not appear to be viable at first glance.



Dunlop, which has been under the control of US-based Goodyear since 1999, has been stockpiling tyres but admits it is prioritising the CR65 over later types for which there is alternative supply.

James Bailey of Dunlop Motorsport would not confirm Octane's figure of 9000 tyres, estimated as about two years' supply. Retail suppliers have told us that they see no immediate problem getting hold of the CR65.

Bailey noted: 'Since we found ourselves in the position of having to relocate production, historic racing tyres have been high on the agenda. We are evaluating sourcing options to ensure continued supply of tyres such as CR65 and the vintage road tyres.'

We activated a contingency plan, including building inventory for the forthcoming season. We are currently in consultation with our unions and we expect to be able to announce the future production location of these tyres soon.

‘We are committed to motor sport and our heritage is very important to the brand.’

It is apparent that the Group M non Formula Junior grids have suffered immensely since the 204 compound CR65 tyre was standardised by Dunlop after the Kobe earthquake caused the demise of the Japanese made tyres. There are quite a number of competitors who refuse now to use these harder, less grip inducing tyres from the UK and have parked their cars. Maybe CAMS should recognise the fact that they will get more competitors out with these cars with some new ground being made on the tyre front. If in fact there is a supply problem with these tyres, then maybe this will force a change anyway. One option being considered is to run Avons and reclassify the car to Group O, maybe not strictly legal, but at least the car won't be “lost”

## **A great Story from West Australian, Marty Bullock - Goodwood 2015**

The letter from His Lordship the Earl of March arrived, quite unexpectedly, causing both intense excitement and later a very high degree of panic.

You see, I had campaigned the ex Glynn Scott Lotus 27 at Oulton Park and then at Zandvoort. Unfortunately at Zandvoort I spun on some oil (which later claimed another Lotus 27 much more seriously) and in mounting the inside of the apex kerbing had fully detached a water pipe. On regaining the track the water drained out so fast it didn't register on the temp gauge and it was only a change in the exhaust note and drop in power that alerted me to a problem and fast retirement. All this a week and a half before The Goodwood Revival !



Apres spin coolant removal -Zandvoort .

The Cavalry arrived in the form of the boys from Absolute Race Engineering and, near neighbours, Geoff Richardson Engineering. Engine out in timely and expert fashion and rebuilt in record time by arguably the best Cosworth Ford engine builder in the world. Luckily I had caught it before major damage and needed only new pistons and a good hone to remove the aluminium deposited on the bores by some very hot pistons. I owe great thanks to these fine people.

OK, we move on to the South of England set up at the Circuit amongst the Spitfires, Hurricanes and all manner of exotic historica and catch up with the indestructible Roger and Margaret Ealand. Roger's Renmax was the only one of its kind and attracted much attention from both the Formula Junior brigade and the interested and amazingly well informed public. As always it was a delight to spend time with Roger and Margaret.

My 27 was one of 3, so common as muck really!

Now I don't intend to bore you with the details of our race suffice to say that the front runners in the Chichester Cup FJ race are probably recognised as the best FJ peddlers in the world and the race was a cracker. I had a great time dicing with a group of about 5 cars around mid field. I am sure there is a video of it on the Goodwood website somewhere and it is well worth a look. The track is ideally suited to FJs fast flowing with plenty of sliding opportunity/necessity.



FJ racing at its absolute best.

I can only describe the actual event as absolutely fantastic. Nearly everyone in period attire, the best collection of historic cars and aircraft that ever gather in one spot, "balls out" racing of priceless machinery along with celebrities from motorsport and elsewhere mixing freely make this event appear almost surreal. My feeling was very much one of having stepped into a movie. I was also extremely lucky in having my pit area manned and occupied during the weekend by some very notable Perth resident Australians including Allan and Heather Ould (Allan worked for Jack Brabham in the 60's heading up the crew for his attempts at the Indy 500), Sonny Rajah (ex winner of the Macau GP) and Joe and Grace Ricciardo. Tom and Pauline Benson surprised us all, arriving resplendent in various period service uniforms (including hat with genuine ostrich feathers). It was also great to see fellow WA historic racers and great friends Andrew Gifford and Dennis Coomber.

It would be very remiss of me not to mention my trusty pit crew Bob and Alexander from Absolute Race Engineering suitably attired in period overalls and flat caps and, last but not least, my Wife Michele looking great in her 1940's style poker dot dress.

I will leave you with the following recollection which, I think, sums it all up.

I arrive in Parc Ferme after qualifying. There had been two red flags during the 25mins so it has been a bit of a frantic affair. Turning off the engine I experience the unmistakable sound of a nearby live rock & roll band and, removing my helmet, I look up to catch the magnificent sight of two Lancaster Bombers, flanked by a Spitfire and a Hurricane, flying serenely past at about 500 feet.

Brabham BT21B31 Chassis # AM282

CAMS Log Book and COD

Complete History from Fred Opert Racing 1968 to me

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Complete Brand new Fibreglass Body

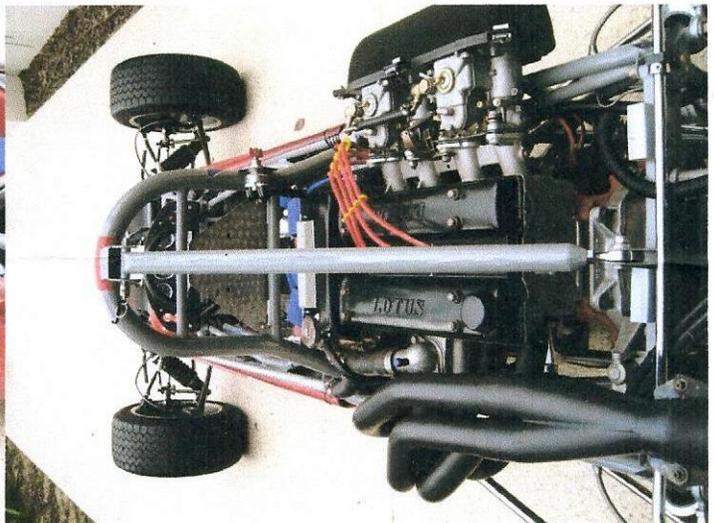
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**12.30pm Tuesday 13th January 2015  
Parramatta Park Event Centre**

Buffet style lunch @ \$70 per person  
Drinks from cash bar.

RSVP to Peter Eppel  
Email: [pete748@bigpond.com](mailto:pete748@bigpond.com)

**Payment to HSRCA**

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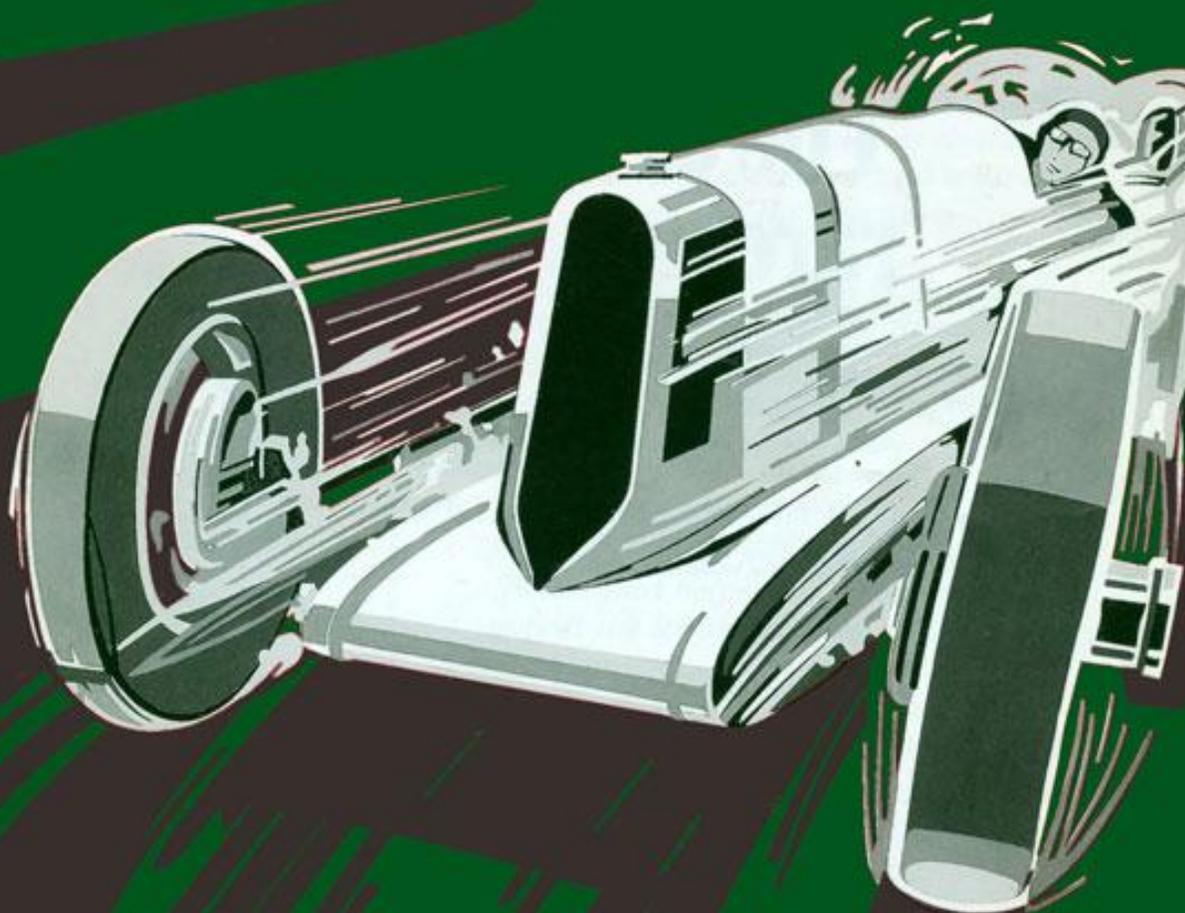
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eg RT90 Bloggs J**

*Background image: Ron racing at Parramatta Park, 28th January, 1952*

\$5

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The Mallala All Historic meeting has moved  
ANZAC weekend, April 24 – 26

# 2015



## NEW WEEKEND

After more than 30 years of Easter meetings we are moving to the 4th weekend nearest Anzac Day.  
This will give us a more predictable gap after Phillip Island and allow you to spend  
Easter with your families.

We are still keeping the "Picnic Race Meeting" with plenty of social events.

- A welcome dinner in Clem Smith's museum on Friday evening
- Anzac Day memorial service Saturday morning
- Cooked breakfast trackside Sunday morning
- Presentation drinks and nibbles Sunday arvo
- The new format will include **TWILIGHT** racing on the Saturday evening

So polish you headlights and spectacles!

**Keith Williamsen 08 8271 5699**

**[sccaevents@internode.on.net](mailto:sccaevents@internode.on.net) [www.sportingcarclubsa.org.au](http://www.sportingcarclubsa.org.au)**

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Well that's about it for this time, yes it is a bit late but no apologies, other things have been a bit in the way.

Many thanks to all those very kind people who have written articles and donated photographs. This newsletter turned out to be the biggest so far, and hopefully it will help in maintaining a healthy following of our wonderful 1960s racing cars.

Thanks too to all those terrific officials and helpers both at the track and behind the scenes without whom we would not get to enjoy our cars on the track where they are meant to be.

As a "parting shot" this time around, I'm sure will be appreciated by all photographers, a bit of irony from one of our great photographers – Steve Koen.

Wishing everyone a very Happy New Year .... Ed

