



The HSRCA Groups M and O Racing
Newsletter No.14
April 2011

Ed Holly (Registrar)

Welcome to the first M and O Racing newsletter for 2011. It's just into April now with 3 months of the year already down the tube, but we have already had a number of events as reported here.

Firstly there was our meeting at Wakefield Park at the end of February. I must confess that I did not run at this meeting as it is often quite hot, in fact at the equivalent meeting 2 years ago, the temperatures were around 45 degrees, this weekend being one of Australia's blackest with the bushfires in Victoria claiming 173 lives.

More recently the VHRR held their huge meeting at Phillip Island. There was a very good turnout of our cars amongst the 500 or so entries this wonderful venue attracts every year.

Also to report on is the New Zealand component of the biennial Tasman Revival. This was the first event that the Kiwis have run that is in sync with our own event at Eastern Creek.

There have been a dearth of M and O racing cars that have changed hands, or are on the market, showing a very healthy interest in our fabulous cars from the best era of motorsport ever and this will be covered in the Pit Gossip section.

Wakefield Park 26 & 27 February .

Firstly this meeting saw the debut into Historic Racing of Herb Neal's wonderful Neal Ford Mk2.



A great shot of the Neal Ford Mk2 at the meeting Photo by Peter Schell.

Herb, now a master restorer of racing cars, and a mate built this car in the mid to late 60s. It seems to be an amalgamation of the best of everything that makes a racing car do what it should, and knowing Herb it won't be

long before it will be at the very sharp end of the field. The black ribbon on the roll bar was for Dennis, as this was Herb's first meeting since his brother's passing. Herb as usual had his wonderful wife Jan to support him at Wakefield, as he himself wasn't too long from having some surgical work done of his own.

Also debuting in a car that we haven't seen for a while was Richard Carter in his 1966 Elfin Monocoque, a series II version that was last raced by David Major some years ago. Elfin Mono's were the first Monocoque racing cars produced by Garrie Cooper after the Formula Junior series and commenced their production run in 1965 in series I form. The early cars had a swept-back top rear wishbone and some believe that the later series II version with more conventional layout made it a much better car.

That being the case, Richard who is at the very pointy end of Group O with his Elfin 600, is on a mission to make the Mono as quick if not quicker than its stablemate.



*Richard in the "new" car – the ex David Major Elfin Mono, stunningly turned out after major restoration work.
photo by Steve Koen*

Qualifying

A field of 14 ventured out for the first event of the meeting, the Formula Vee's who were to share the track with us, being moved to share with Formula Ford.

Right from the outset, it was clear that the complete rebuild then testing and fettling that Richard had done on the Mono had brought this car to very near its potential, with a blistering 1:04.8 the car made the front row of the grid for the weekend, alongside the all powerful Brabham Buick of Les Wright. Next row was Peter Barclay in his Brabham BT21A TwinCam just eclipsing the very desirable Matich SR3 of Keith Berryman. Third row was Ross Hodgson in the green Elfin 600 Alfa 1600 with the first of the Junior's, being Tony Simmons in the Brabham BT6 who had just snuck into the 10's. 4th row was another pair of Junior's Simon Pymble in his Dad's BT6 and Roger Ealand in the Lotus 18. Now a story about the 18 was that post practice Roger seemed unhappy

with the car's handling as a result of having to be lowered to fit under the bed. Yes you read right, the bed. Seems when he and Margaret installed the double bed in the campervan, the bed was just a tad low for Junior to fit under, so Roger lowered it a bit to fit under, but this made for too much understeer, so either the bed goes up, or Roger has some fettling to do each race meeting after pulling the car out and before reinstalling. Oh the reason for the bed, the campervan etc, He and Margaret are doing a European / UK odyssey in the campervan racing at all the exotic places one can think of later this year. You are a lucky man Mr Ealand !



Roger in the low 18 leading the BT6s of Tony Simmons and Simon Pymble further back. Photo by Steve Koen

I have digressed ! 4th row was Herb Neal and Geoff Varey in the Gryphon, next row Victoria Le Gallais in her Brabham BT15 F3 and Doug Anderson in the 2nd of the sportscars in the field, his Elfin Clubman, the final row being Noel Bryen in the Rennmax BN1 alongside Brian Lear in the magnificent and repaired Elfin Mono after its Vee altercation at the Tasman, 1965 Elfin Mono.

Race 1

So the scene was set for some great racing in an albeit smallish field, the first group of cars all around the 4's and 5's; the Junior's and second group around the 11's and 12's. Using lights for the first time, the new procedure for starts, Race 1 of the weekend got away just before Midday Saturday. Missing were Simon Pymble, Noel Bryen and Doug Anderson, reducing the field to 11 cars, however the spectacle wasn't diminished as the individual battles went on throughout the field. Wright got a bit of a break on Carter for the first couple of laps, but then Richard started reducing the gap. On the 6th lap of the 7 lap journey, Richard was pressing the Buick engine car and both recorded their fastest times, a 1:02.5 is quick for even the Brabham Buick, but a 1:02.7 by an Elfin Mono is sensational, I don't think anyone would ever have imagined a Mono to be that quick, and in his reserved way after the race, a smiling and very happy Mr Carter, says there is a bit left in it yet ! Richard was of course the winner of the 1976 TAA Driver to Europe Formula Ford Championship in a Birrana F73, so the young man has been around racing cars for a while.

Another battle raged behind this pair, this time between the SR3 and the BT21A, this pair crossing the line a scant half second apart. A bit further back, Ross Hodgson was consistently in the 5's and 6's with a "cooking" engine in the Elfin Alfa, and not far behind was Herb Neal giving the car its first race finish in over 40 years. Leading the Junior's was Roger Ealand, who in the car now raised, was showing the much younger cars just what Colin Chapman did in 1960 with the design of the Lotus 18. Wryly, Mr Ealand managed to put the 4 speed

Renault boxed car ahead of the more fancied Brabham opposition even with a half second quickest lap time deficit. A lot of people may not know this, but CAMS in its wisdom (or otherwise) relegated Lotus 18's into Group M although they are clearly a 1960 car and Group M doesn't start to 1961. This was done as it was considered so revolutionary that it should be in the later category. For a long time now, Lotus 18's were out of favour, maybe because of this ruling, but more recently Roger, Kim Shearn and others have probably proved CAMS right, and the car from before the Group M period is stitching up cars much later in design, a great tribute to the genius that was Colin Chapman. Next was Tony Simmons in one of those more fancied cars, but again there was a story to this, Tony too has been around racing cars for along time, longer than Richard, and Roger and is relatively new to Formula Junior ranks, having acquired the BT6 from Peter Johnson. He is yet to feel 100% comfortable in the car and was unhappy with the clutch and footrest arrangement, which did cause him some grief when his foot went down between them. Unfussed, he sussed out a bit of 4 x2 and made a temporary one for the rest of the meeting, his foot was never going to get passed this one !



Necessity is the mother of all inventions Tony's temporary footrest !

Rounding out the field were Geoff Varey, Victoria Le Gallais and Brian Lear.

Race 2

Simon Pymble managed to fix the BT6 and joined the other 11 starters from the first race. This time Richard Carter conceded that the 1600cc twincam was always going to be overshadowed by the 3.5 litres of torque driven V8 and the promised continuation of the battle at the front never eventuated. The SR3 this time managed to slowly reel in the Mono in the closing stages, pulling the BT21A of Barclay along with it. Ross Hodgson continued in his regular way. Herb Neal was giving the Junior's something to aim for and again Roger Ealand eclipsed the more fancied cars behind, again with a slightly slower fastest lap time ! This time the more fancied

car was the BT6 of Simon Pymble, a car that Simon puts on like a tight fitting pair of overalls. I don't think Ron Tauranac ever imaged anyone with Simon's frame racing one of these very desirable early Brabhams.

Seeing double ... 2 BT6's in Scuderia Veloce colours ...



*Simon Pymble sitting on his Dad's BT6, shoulders well able to be seen.
Steve Koen photo*



*Tony Simmons in his BT6 sitting well inside the car. **Tony once drove for Scuderia Veloce.**
Peter Schell photo.*

Next was veteran Geoff Varey, Geoff too has been around racing for a long time, having raced Speedway in his younger days, maybe that's why we see him reveling in wet conditions. Victoria Le Gallais was next past the

finish line in her BT15. Victoria snuck into the high 13's during this event, a personal best at Wakefield, and a very respectable time for a 997cc screamer engine F3 car, and Brain Lear finished off the field in the immaculate as always red Mono.



Geoff Varey in the Gryphon, just ahead of Victoria Le Gallais' Brabham BT15 Steve Koen photo.

Race 3

Overnight drizzle, and first event of the day was always going to be an unpleasant mix for the 1960s racing cars. The event got away right on schedule at just after 9.00am, with daylight saving in effect a cool and slippery track greeted.



Richard Carter slips into the lead on a very damp and slippery track, Les in the Brabham Buick then Ross Hodgson in the Elfin Alfa have a break on the rest. Peter Schell photo.

It only took 2 races before the “new” green Mono landed on the top spot of the dais! Richard Carter in a masterful display of wet weather driving, managed to bring the Mono home a full 17 seconds clear of Ross Hodgson in the Elfin 600 over the 6 lap journey. Simon Pymble found the extra grip through extra weight beneficial and finally disposed of that pesky 18 which Roger himself brought home ahead of the might of the BT21 Brabham Buick. That is not to say that Les did not have his own problems, a dragging oil pipe added to the fun of the damp track.



Clearly visible in this Pete Schell photo, the oil pipe adrift on the Brabham Buick.

Next were Tony Simmons, Geoff Varey and Victoria Le Gallais, the BT15 seen having an occasional spin. In fact one knowledgeable observer was going to recommend Victoria for the gardening award.



*Victoria demonstrating understeer, front wheels locked about to head off the track straight's end.
You can thank Peter Schell for this one Victoria !!*

Race 4



Waiting waiting ... Steve Koen's interpretation of the dummy grid, the Team Schustring Gryphon foreground, then the Neal Ford MkII, the pesky 18 etc.

With the demise of the main opposition, Ross Hodgson thought he'd pick up the mantle and have a go at making the green Carter Mono work for its win. Ross got down into the high 4's his best time of the weekend to shadow the green Mono across the line by just half a second. Also making the dais, in 3rd spot was Herb Neal, delighted with his "new" toy and again just in front of the best of the Junior's, this time Simon Pymble again just ahead of the Ealand 18. Tony Simmons was a little adrift this time and having a lonely race as was the BT15 of Victoria Le Gallais. Rounding out the field was Brian Lear in the red Mono. Peter Barclay was missing.

Race 5

Once again the two very experienced single seater pilots turned on a great display of close racing, this Peter Schell photo shows them as far apart as they were over 8 laps, with Richard crossing the line just .08 seconds the better, note the heat haze off the Mono's exhaust.



2 Elfins, Carter's Mono, Hodgson's 600 both doing 5.0's Peter Schell photo.

And again Herb Neal gave the Junior's something to aim for, this time Simon Pymble and Tony Simmons were locked in battle and were under 2 seconds apart at race end, Geoff Varey and Victoria Le Gallais rounded out the field after Peter Barclay's gremlins struck again.



Tony at one stage managed to get ahead of Simon in the waltz of the Brabham BT6's Steve Koen photo.

A great photo of a great team – Jan and Herb Neale in the Neale Ford Mk2.



Herb Neale on the dummy grid with lovely wife Jan helping as always. Steve Koen photo.



PHILLIP ISLAND CLASSIC

2011 M & O REPORT

42 Cars arrived at the Island for competition, sadly, not many sports cars.
MS 4 cars, OS 5 cars including Andy Newall [UK] on his 6th visit in his Chevron.
MR 16 cars including FJs ; OR 13 cars and 4 invited cars.

The Island weather was perfect save a scare at 8am Sunday when we were hit with a short heavy shower.
The 2 Jims, McConville and Foulis had problems and did not race.

RACE 1- 40 cars started the 5 laps and 37 finished. Keith Simpson followed by Laurie Bennett, Richard Carter all OR cars took out the placings, great lap times in the low 1.40s. The first sports car was Andy Newall in his OS Chevron, 5th place. 6th place was Bert Skidmore first MR the Gurney Eagle. The first MS was Rod Anderson in his Stirling in 11th place. The first FJ was Don Thallon in 18th place. Paul Orr in his Austin Special jumped the start and went from 14th to 27th with a 60 second penalty. The first invited was Hugh Gartley in his Mk4 Cheetah, 9th place.



Lying 2nd and 3rd Richard Carter in the Elfin Mono leads Laurie Bennett in the Elfin 600 Photo by Jim Jones

RACE 2 - 38 cars started the 6 laps and 36 finished. Again the OR cars filled the placings, Ray Stubber followed by Richard Carter and Laurie Bennett. Andy Newall was 5th again. Chris Wilson 10th place in his GT40 first MS. First invited car again was Hugh Gartley 9th place in his Mk4 Cheetah. The first OR car in 24th place was Adam Berryman in his Cooper Climax. First FJ. Don Thallon 15th place.

RACE 3 - 37 cars started the 6 laps with 32 finishing. The first lap saw an incident towards the back of the field at corner 1 which brought out the safety car for 2 laps, racing recommencing on 3rd lap. The 5 car length rule from my [Rod] top 15 positions seemed to be adhered to. Once again the OR cars dominated with the same placings as race 2. Richard Carter should be congratulated for the fastest time for the weekend 1.39.5. Andy Newall 5th place was his again first, OS.

First MS again was Chris Wilson 10th place in the GT40. In 9th place was the first invited car, John Rundell in his E Type Jag. In 12th place was Bert Skidmore in the Gurney Eagle, MR. First FJ Don Thallon 14th place, moving up the grid with each race.



Ray Stubber on his way to a 2nd race win Jim Jones photo

RACE 4 - 25 cars started and 22 finished the reduced race length from 6 to 4 laps. This was due to the Gurney Eagle engine blowing up off the start leaving oil all the way to the inside of the circuit at corner 1. My car the Stirling was behind the Gurney Eagle and copped the lot. Fortunately the safety car brought the field into pit lane and after the clean up cars were re-gridded for the 4 lap race. I was fortunate to have my visor cleaned by a stranger. At the restart the sawdust coming up off the track was like a dust storm. The placings again Ray Stubber, Laurie Bennett and Richard Carter. Andy Newall moved up a place 4th in his OS Chevron. In 7th place was the first invited car, John Rundell's E Type and in 10th place first MS Rod Anderson's Stirling. No MR cars started and in a clean sweep Don Thallon was again the first FJ in 12th place.



Noel Bryen enjoying some seat time at the Island in the Renmax BN1 Jim Jones photo.

I can report, with the consent of the competitor, the group M sports car using a new imported set of the old English Dunlops, which he was assured were 'fresh' failed to be competitive. Some 6 or more seconds slower than Avons and on one occasion had him spear off the track for no apparent reason other than lack of grip.

My research of this tyre issue indicates that few understand the major difference between the Old English Dunlop construction and modern race tyre construction. That is, modern tyres are moulded, with a concave tread and when inflated, have a flat tread whereas the old English Dunlop are moulded with a flat tread and when inflated crown. Clearly not as safe as a modern constructed tyre .

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Some more great Jim Jones' photos



Clockwise from top left - Aaron Lewis's AAR Eagle – Bert Skidmore's Gurney Eagle – CAMS Historic Chairman, Bob Cracknell, Elfin 600 – Keith Simpson Brabham BT16 Pole sitter ffrom qualifying – Johnathon Williamson Lotus 22 – Adam Berryman ex McLaren Cooper Climax.



NZ Festival of Motor Racing celebrating Chris Amon - January 2011

report by Jim Barclay

New Zealand's Chris Amon is widely acknowledged as one of international motor racing's all time greats despite not winning a World Championship Formula One Grand Prix (F1GP). He got close many times, but was dogged by bad luck and poor reliability. However, he did prove his undoubted ability by winning many of the big races in big 'prototype' sports racing cars including the legendary Le Mans 24 hours in a Ford GT40, the Daytona 24 Hours and Monza 1000km in a Ferrari. He raced the big engined Can-Am V8 Sports Racing cars for McLaren and Ferrari 'works' teams. He also won the 1973 Nurburgring 6 Hour race in a BMW 3.0CSL GT car.

Over the last two weekends of January 2011 at Hampton Downs MotorSport Park there were a host of famous names attending or racing, including former F1 World Champion Damon Hill (UK), New Zealand's former F1 driver Howden Ganley, Graeme Lawrence, Jim Palmer, David Oxton, Brett Riley, Angus Fogg, and former Formula One race car designers Adrian Reynard (UK) and Malcolm Oastler (Australia). Pre 1963 Classic Racing Motorcycles were featured for the first time at the NZFMR and heading that entry was another Kiwi legend in Andrew Stroud. Eleven classes of cars and bikes raced each weekend including another new class for 2011 in the 1980s Saloons and GTs which brought out many of the glorious 1980s Group A cars - some of the most popular saloons ever to race.

Fans were attracted by the mouth watering prospect of seeing legend Chris Amon once again at work behind the wheel of some of the most significant cars of his illustrious career.



Chris Amon revisiting an old friend, Graham Adelman's Ferrari 246T that was recently a big part of our own Tasman Revivals 2010 and 2008. This car was driven at the meeting by Rob Hall (UK) to 6 race wins from as many starts. Jim Barclay photo

Perhaps the most evocative sight of the whole event was to see Amon reunited with the 1968 NZ Grand Prix winning Ferrari Dino 246T-004 V6, brought to NZ to race in the event by Graham Adelman (USA) and fettled by the world renowned Hall and Hall (UK) organisation. Hall and Hall also brought along another of Graham Adelman's racing legends, the 1968 BRM P126-01 V12 that was driven in the New Zealand leg of the 1968 Tasman Cup, including to first place in the Teretonga International, by Bruce McLaren. The ex Amon Ferrari 246T Dino was recently fitted with an original Tasman motor that has a bigger capacity narrow angle 'v' replacing the original Formula 2 1600cc motor- simply a search for more speed according to Amon himself. At the NZFMR, the car was not only beautifully restored and presented but also incredibly original, right down to the steering wheel with the name 'Amon' perfectly etched on the rear of one of it's three spokes. Chris was also reunited with the unique Amon AF101 Formula One car that he built with his team to race in the F1 World Championship in 1974. After only 3 unsuccessful F1 outings the team was disbanded because lack of funds prevented development of the undoubted potential the car held. Since 1974 the car has been lost for years until found in Germany some 6 years ago by Britain, Ron Maydon. It has since been freshly and beautifully restored to pristine condition, and Ron travelled all the way to New Zealand with the car to race it at the event and of course, to let Amon re-acquaint himself with a car he is on record as saying "tried to kill me three times." "That certainly rekindled a few memories," said Amon after the brief practice run at Hampton Downs. "It was great fun, and I have to say the car looks sensational." Chris had several demonstration runs in the Amon throughout the NZFMR, much to the delight of the many fans, and to Ron Maydon.



Chris with the unique Amon AF101 with owner Ron Maydon in background. Jim Barclay photo

Although not in running condition since it was quite recently literally taken off the wall of the Donington Museum (UK) to which it had been fixed for the past 40 years, Chris was delighted to see the 1970 March 701-1 Cosworth V8 racing car that he drove for the March F1 team in 1970. Now owned by expat Kiwi Roger Wills in Russia, who sent the March 701 to NZ for the NZFMR Amon Festival, Chris holds the outright lap record in perpetuity on the original track at Spa-Francorchamps (Belgium) circuit at an average speed of over 153mph in this car. Chris was amazed to see the un-restored and completely original condition of the March and delighted to reacquaint himself with the cockpit he sat in 40 years ago.

Also on hand was the 1953 Maserati 250F owned by Peter Giddings (USA). A fascinating car in itself, and a sister car to the 1954 Maserati 250F (chassis 2509) that Chris actually owned and drove in 1962/63, the Giddings car is actually 250F chassis number 2501. When New Zealander Ross Jensen's 250F (2504) was sent back to Italy in 1959 for a 'refurb', the chassis was somehow used for another project and when pressure came from Jensen for his car to be returned, there was little option but to give Jensen the Maserati ex works 'test hack' chassis number 2501, which had been driven by just about every famous name in motor racing at the time including Fangio, Behra and Moss - who won the 1956 Australian GP at Melbourne in this car. In 1960 in Italy, a fake chassis plate (2504) was put onto 2501 to help get it back onto New Zealand soil and thus through strict importation barriers. Jensen sold the car to Brian Prescott who raced it in NZ in 1961/62 and Brian, now over 80 years of age, was at the NZFMR Chris Amon Festival to see 'his' 250F, now correctly numbered back to 2501.

Amon drove the red Giddings 250F 2501 on the track at the NZFMR on two occasions. Chris was pleased to see his original 250F 2509 - now painted dark green and a resident of the Southward Car Museum in Paraparumu, New Zealand - on display over the first weekend of the NZFMR. In 2501, it didn't take Chris long to get back into the swing of things, though he admitted it was hard to concentrate on driving fast as it had been so long since he had to do 'heel-and-toe' gear changes in a 250F with the accelerator pedal in the middle and the brake on the right.



*Peter Giddings in the Maserati 250F, that was also a part of the 2010 Tasman Revival
Groundsky.co.nz photo.*

Chris also did a few laps in the 1947 A40 Special, which was the very first racing car he owned. He drove this car as a 16 year old at his first race meeting at the Levin track in April 1960 - not with any success, as Chris ruefully reflected, as the magneto failed after only 2 laps. Notwithstanding, Chris was pleased to be reunited with his first racing car.

For the fans, being able to get this close to just some of the more than 80 cars that Chris drove competitively was fabulous. And to see Amon at the wheel in his distinctive helmet, with the blue and red flashes, was like

being in a time machine. Chris was pleased to sign many copies of the new book 'Chris Amon – a Celebration of a Kiwi Icon' now available at the Bruce McLaren Trust www.bruce-mclaren.com He also autographed for thousands of fans their copies of the Official Programme (also available from the Bruce McLaren Trust), books and other collectables.



Graham Adelman (USA) in the BRM P126 waits for the signal to move out onto the track. Jim Barclay photo

There was a good entry of nearly 50 cars from abroad at this year's NZFMR Festival, with many coming from the USA, UK and Australia to honour one of the greats in motorsport. Race classes were for F5000/F1, Tasman cars, Super Historics, Invited 1960s Saloons & GTs, Pre '63 Classic Racing Motorcycles (1st weekend) Muscle Cars (2nd weekend), FJ/F3/FV, Early Historics, Invited 1970s Saloons & GTs, Formula Fords, Sports Racing & GTs, Invited 1980s Saloons & GTs. The following are brief reports on the Tasman and FJ/F3/FV classes.

Tasman Class - In the Tasman class, Rob Hall (UK) drove Graham Adelman's 1968 Ferrari Dino 246T to a clean sweep as fastest qualifier and with two race wins from two races in the weather affected first weekend, and fastest qualifier and four race wins of four races on the second weekend. His masterful display of driving in the wet on the first Saturday was a sight to behold.



Neil McCrudden with the Macon MR1 F2 car, one of 9 cars he and his WA guys squeeze into a 40ft container.

Murray Sinclair gave chase on the first weekend in his ex Graeme Lawrence 1969 Brabham BT29 but persistent engine misfire problems prevented Murray racing on the second weekend. Expat Kiwi Phil Harris (USA) got the

ex Jack Brabham 1969 Brabham BT31 Repco V8 going well by the second weekend to record 4 second places to Rob Hall. West Australian, Martin Bullock in his 1970 Chevron B17C F2 car had a consistent run of 3rd places on the second weekend and was closely followed by fellow WA driver Lance Carwardine in his 1969 Jane Brabham BT23.



Lance Carwardine in the Jane Brabham BT23 Jim Barclay photo

A highlight for Aucklander, Craig Abbott in his ex Frank Williams 1967 Brabham BT21 was to race with the iconic British Racing Green-orange-nosed ex Bruce McLaren 1968 BRM P126 driven by Graham Adelman (USA). Stalwart West Australian Neil McCrudden drove his 1969 Macon MR1 F2 consistently – one of 9 cars that Neil cleverly managed with great skill to shoe-horn into the WA shipping container. Queenslander Peter Boel was shunted on the right rear suspension in Race 1 but he was able to repair damage and come back for strong placings on weekend two. American Bruce Hamilton was able to race only on the first weekend in his 1970 Brabham BT 36 before returning to USA; Lindsay O'Donnell of Christchurch was in the same situation with his 1967 McLaren M4A in being able to race on the 1st weekend only and American Peter McLaughlin suffered damage to his 1968 Brabham BT30 on the first weekend that prevented him driving the car on the 2nd weekend. Consistent finishers were West Australian Andrew Gifford 1967 GWG F2, Peter Avery (Waikanae) 1965 Brabham BT15, expat Kiwi Dave Mitchell (Saudi Arabia) having his first race meeting in 1968 Brabham BT21B, and Englishman Rick Wareing in his 1964 Brabham BT11A Climax. Sadly, a broken gearbox prevented Chris Atkinson from driving the ex Brabham/Hulme 1962 Brabham BT4 Climax belonging to American David Jacobs. The Brabham has since sold to a New Zealand owner.



Andrew Gifford in the GWG F2 car, another WA competitor, Andrew wrote a great article in the last newsletter. Jim Barclay photo

The NZFMR 'spirit' award for the class was presented to Peter Boel (Queensland) in recognition of the spirit he displayed to repair damage to his 1966 Lotus 41C in time to race again at the second weekend.



*Peter lying 4th after repairs were made to the car. Colleen Conway photo
See Peter's article later in the newsletter.*

FJ/F3/FV - A combined class of Formula Junior, Formula 3 and Formula Vee cars attracted a field of 19 starters, 7 of whom were from Australia. Leading qualifier on the 1st weekend was Auckland, Chris Atkinson in his disc-braked 1961 Lotus 20/22 and he was closely followed by West Australian, Kevin Taylor in his 1967 Brabham BT21 F3. These two swapped places often with Atkinson leading the way to 1st place in two races on the first weekend and Taylor to four races on the second weekend. The lead two were followed all the way in a consistent run of 3rd places by Neil McCrudden (WA) in his '62 Lotus 20/22 FJ.



*Neil McCrudden in the Lotus 20/22 on his way to another 3rd placing.
Groundsky.co.nz photo*

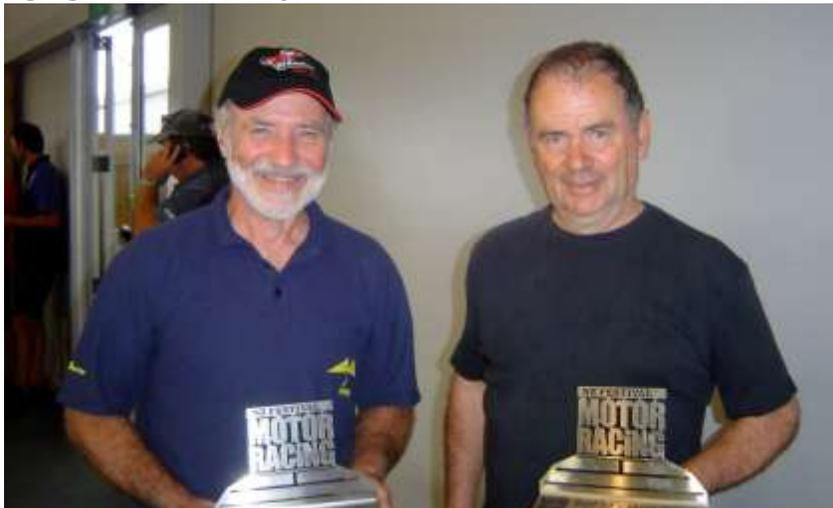
Next came the first of the front engine FJ brigade of Nigel Russell '59 FMZ FJ, Paul Halford '59 Autosud FJ and Tony Olisoff '60 Emeryson Elfin FJ. NZFMR Chairman, Jim Barclay in his rear engine drum-braked 1961 Gemini Mk3A FJ placed amongst these three when he was able to race. Alan Cattle's immaculate front

engined '59 Volpini FJ had the legs on the Rob Williams '59 Elva BMC FJ and these two were often hassled by the '65 Cooper F3 of Bruce Munro and the '75 Stag Formula Vee of Queenslander Alan Don. Fellow Queenslanders Allan Conway had a good run in his '61 Gemini Mk3A FJ and Jim Waugh in his '82 Spectre Formula Vee kept close company throughout.



Allan Conway in the thick of it groundsky.co.nz photo

From NSW, expat Kiwi Harley Oliver had a rare drive in the shared John Holmes Lotus 18 FJ until John reclaimed the seat for the second weekend. Roger Herrick brought out his Fiat engined '59 Taraschi FJ for the first weekend and then his immaculate '60 Lola Mk2 for the 2nd – only to suffer a drive shaft fracture in qualifying that put him out of further running. Bruce Edgar from WA had a miserable run with the engine in his '63 Elfin FJ. Perhaps the hard luck stories for the class rest with Noel Woodford who had moved mountains over the past 8 months to complete a total rebuild of a 'basket case' 1961 Gemini Mk3A FJ imported from USA, only to have an oil line melt in practice and wreck his new engine; and Neil Tolich who broke his engine in the unique '59 Jocko Special FJ in practice and thus did not race at all. ***The NZFMR 'spirit' award for the class was presented to Neil McCrudden of Western Australia with his 1961 Lotus 20/22 FJ – one of nine cars he was instrumental in bringing to the Festival from WA.***



Smiling Peter Boel (left) and Neil McCrudden with their Spirit of the Meetings awards Colleen Conway photo

Major Awards - In addition to the Individual Class 'spirit' awards, three major trophies were presented as follows:

The *NZFMR Chris Amon Trophy* – is “presented annually to an individual who showed exceptional endeavour in support of the Festival”. The trophy was awarded to Ron Maydon (UK), owner of the 1974 Amon AF101. Ron found the Amon AF101, patiently restored it and waited for the NZFMR Chris Amon Festival to bring the car to NZ. Ron was “delighted to see Chris reunited with his old car and even more delighted that Chris agreed to don his famous helmet and drive the Amon AF101 on the track.”

The *NZFMR Bruce McLaren Award* – is “presented annually to the individual, group or organisation that makes an outstanding contribution to the spirit of the Festival and will recognise the recipient’s outstanding contribution towards enhancing the Festival of experience for others.” The Bruce McLaren Award was presented to Graham Adelman (USA) for his generosity in bringing the ex Chris Amon 1968 Ferrari 246T and the ex Bruce McLaren 1968 BRM P126 to the NZFMR Chris Amon Festival.



Graham Adelman in the BRM P126 awarded the NZFMR Bruce McLaren award. Groundsky.co.nz photo

The *NZFMR Premiere Class Trophy* – For 2011, the Tasman Class were nominated as the premiere class from which the driver with the most race wins would be awarded the NZFMR Premiere Class Trophy. The winner of the award was Rob Hall (UK) driving Graham Adelman’s 1968 Ferrari 246T Dino V6.

NZFMR Denny Hulme Festival Jan 2013 – All owners of M & O cars will be interested to know that the *NZ Festival of Motor Racing celebrating Denny Hulme* will be held at Hampton Downs over two three-day weekends 18-20 Jan 2013 and 25-27 Jan 2013. The NZFMR Denny Hulme Festival will follow the bi-annual Tasman Revival event staged by HSRCA at Eastern Creek, Sydney. Start planning now to come to New Zealand and enjoy some great racing at Hampton Downs for the NZFMR Denny Hulme Festival. Send questions to Jim Barclay jim@nzfmr.co.nz and follow progress on www.nzfmr.co.nz

New Zealand Festival of Motor Sport celebrating Chris Amon

Report from Peter Boel.

Following the Tasman Revival in Sydney many of the overseas entrants carried on to New Zealand for their Tasman event celebrating the career of Chris Amon. The meeting was held over two weekends at Hampton Downs with Chris Amon in attendance. My Lotus 41C had returned to New Zealand (which it now calls home) from its outing at Eastern Creek and I was joined by six other cars from Brisbane including Alan Conway in his Group M Gemini FJ. Neil McCrudden brought his Macon MR1 and Lotus 20FJ plus a further seven cars from West Australia and cars from the USA and Europe included the Ferrari 246T that Amon raced in the 1960's Tasman Series and the Amon March 701 F1 car, Jack Brabham's BT4 Climax, Bruce McLaren's V12 BRM P126, a Maserati 250F and a Repco Brabham V8 amongst many interesting valuable cars. Thirty two F5000 and F1 cars including the Amon AF 1-01 Formula 1 car were entered for their event and the noise of all these cars thundering around the circuit was something to behold.



The damaged rear end of the lotus 41C Colleen Conway photo

Each weekend comprised a practice and qualifying session on the Friday followed by two races per day on Saturday and Sunday. The Formula 5000 and Tasman cars were the stars of the meeting but all classes of historic cars were catered for with good fields in all. The remnants tropical cyclone Yazi arrived over NZ on the first Saturday afternoon causing the abandonment of the meeting for the rest of the weekend in the teeming rain. The weather was much improved for the second weekend of the event and good racing was enjoyed by all.

Chris Atkinson in a Lotus 22 was the pick of the Formula Junior field closely followed by Neil McCrudden in his Lotus 20. I had a less than satisfactory start to the weekend when Peter McLaughlin in his Brabham BT30 smacked into the rear of my Lotus at high speed on the straight after the end of Friday practice. The right rear quarter of my car was completely torn off and the sump holed. I thought that was the end of my weekend. However some locals took away all my broken bits and next morning a re-welded upright, new track rods, shock absorber, a collection of rose joints etc were in my pit area ready to rebuild the car. In the end I only missed qualifying and one race. That had me starting from the rear of the Tasman grid in race two but I managed to make it to a very satisfying 4th position in the Sunday races. Rob Hall in the Ferrari 246T was again the pick of the Tasman field followed closely by the Repco Brabham BT31 of Phil Harris and Martin Bullock in

the Chevron B17C. Class awards rather than trophies for wins were given out at the end of the meeting and surprisingly I received the Tasman Class award and Neil McCrudden the F3/Formula Junior/FV award.



Happier times, Peter leading Lance Carwadine late in the meeting. ... Colleen Conway photo

A very enjoyable meeting that included an interesting conversation at Sunday lunch with Chris Amon and Howden Ganley. And I owe a huge thanks to the very generous bunch of Kiwis who were determined to get me going again after my on track mishap.

Race results can be found on <http://www.mylaps.com/results/showevent.jsp?id=622861>

Eastern Creek, Tasman Revival November 2010, a personal view.

A report from Peter Avery.

I know that 2010 was not a great year for weather in Australia but still you've got to love it! You guys may take it for granted but whenever I visit a great continent one of the things I appreciate is the weather forecasting. From the weekend we arrived in Sydney we enjoyed a spectacular day on the Harbour and watched the evening weather reports that said it would be fine all week long with expected showers on the Sunday afternoon, the last day of the meeting.

Pictures of Brabhams racing in the 60s illustrate small protruding flaps mounted vertically at the trailing edge of the nosecone adjacent to the footwell. These are also common on other cars, most of the Australian entrants seemed to have adopted them. The purpose is to create a low pressure so as to allow faster exit of hot air from the front mounted radiator. I had wondered about the value of mounting some but because of the generally cooler weather we experience on this side of the Tasman and the fact that our races are usually only 6 laps long I had considered them to be unnecessary.

Because of a holdup clearing the track from a previous race on the Friday midday I think, there was ample time to consider all manner of foot well cooling systems. I believe we were there on the dummy grid [no fault of the race officials] for 1 hour in over 35 degree heat. You've got to love that sunshine. [Note to self; keep

working on the fitness program, less weight = greater horsepower, increased cardio vascular fitness = better breathing and increases concentration]. All week long the sun shone yet the standard reply to the comment “great weather” was “yeah but it’s going to rain on Sunday”.

One of the issues that many of us face is the lack of track time for both driving practice and testing. I was aware that I lacked seat time and although I had only done minor tweaks to the car I still hadn’t managed to get any testing laps before hand. The problem I was experiencing was in braking with initial bite being very good followed by locking up and subsequently going into a corner too deep and missing the apex. It was through studying photographs that I realized that with a combination of having too much positive camber and the front springs being too soft, the front geometry was radically changing under heavy braking resulting in the tyres reducing their contact patch with the track surface and subsequent lock up occurring.

This was later rectified during the Amon Festival meeting at Hampton Downs resulting in a cure for the braking problem and increased cornering speed. This problem had caused some grief during an early race with me rocketing up inside Don Thallon and the mighty Cooper on the entrance to turn two. Don had the skill to avoid me at the time and the good grace to accept my apology afterwards.

The problem was still there in the last race on the Saturday when on lap 4, I was passed by a sideways Ken Williams going around the outside of me on turn one. It was a great pass but one hell of a corner to try it on. My entrance to turn 2 was fluffed resulting in me going very deep as I was being chased by the Darth Vader figure in the Dalro Jag special. I knew I had to get out of there pretty quick as a previous close encounter with the dark green monster was a bit intimidating.



Yes it is a big car, and rather daunting to race against, here the Dalro Jag completely hides the car behind, I cannot work out who it is – maybe Eli Solomon. Peter Schell photo.

This previously published photo from the Tasman Revival shows the Dalro and a correction, the Dalro is hiding 2 cars behind it, not one !

It was fellow competitor Murray Sinclair who, when explaining to me how to drive the Eastern Creek circuit described it like this ... *“you’ve got to get the last corner before the main straight right in order to get good exit speed, then keep your foot on it with a slight lift before the sweeper, and the exit of turn two is a bastard!”*

As it turned out, the exit of turn 2 and the entrance to turn 3 can be a bit of a bastard especially when you have another car climbing all over you. My understanding of the rules of racing is that you are free to drive around a slower vehicle in front of you but not over it!

I still have a very vivid image of the shiny aluminium undersides of the Dalro Special and also of a large spinning wheel under full neck snapping acceleration as it bumped and gyrated its way over my left shoulder before leaving a black wheelie mark from the windscreen down alongside the red stripe already painted on the nose of the car. I managed to drive to the pit entrance before turn four. Considering the severity of the impact the damage appeared to be limited to a bent left front steering arm, minor body and wheel damage and a bent tailpipe. It did look, however, like my meeting was over. Needless to say I was not best pleased by this prospect.



Dalro and the Brabham exit turn 2

Coopers photography photo

I notice that very few of my fellow single seater competitors use any sort of neck brace. I can personally vouch for their effectiveness, even though mine is only the simple foam neck band type. Following this sudden jolt and subsequent force pushing my head sideways, I was left with only a slight stiff neck for a few days, my car not quite as lucky. It was Bruce Mansell who came to my rescue by volunteering to rummage around his workshop that evening for a replacement arm. The following morning, true to his word, Bruce was there bright and early with two to choose from and the loan of his one man wheel alignment apparatus. The result being that the car was ready well before my support crew made it to the circuit.

We made it easily onto the grid for the feature Tasman race. This was the first time I have been in a race where they played the National Anthem beforehand and I enjoyed the moment and the view of the assembled cars from my position towards the back of the grid.

Another new experience was racing for 15 laps which I found enjoyable and yes your tyres can go off after about 10 laps. [Note to self, keep working on the fitness!] There was an excellent report of the race previously published. As I drove down towards the pit lane the end of the race I was bit surprised to be signaled at by a marshal and separated out from the pack. Thinking that perhaps I was about to have a chat with the Clerk of the Course, I was even more surprised to be parking up as the third car in the second class (Group M) in the Park Ferme, ie last on the podium.



But to get to the podium and to shake the great Black Jack's hand was a very memorable thrill which made the whole experience a very positive one. Because of the delay in returning to the pits, Tony my helper and my wife were both fearing the worst and began searching for the missing Brabham. Had they not ignored my seven year old boy ..."but Mum, that's Dad on the radio!", they would have found me earlier.

Then half an hour later just as the weather forecasters predicted, it rained, not so good for the Formula 500 guys but it did make for a very watchable race.

Special thanks to Bruce Mansell, and also to all the others who were so generous in their assistance and to the organizers of the HSRCA.

Peter Avery on the podium for the Group M section of the Tasman Revival with Sir Jack. Peter Schell photo.

Editor's note

I guess when you have been around motorsport for a while you realize there is always another viewpoint, especially after a coming together. I can assure you I have been there, done that, as I guess many of us have. The last thing I want is for this newsletter to be controversial, so in that regard I wanted to give Les Wright the opportunity of offering his recall of what happened. In typical Les fashion of as few words as possible Les wrote that in his opinion the incident happened as a result of the Brabham leaving the circuit under brakes at turn 2 and then re-entering the track directly into the path of the Dalro, contrary to the Aussie rule of re-entering when safe to do so. Les also said, he would like to believe that Peter did not see the Dalro when he tried to drive back onto the black stuff."

2012 Tasman revival update

The third bi-annual Tasman Revival is but a distant memory and planning for number four has begun. Like most major start-up events, the Tasman Revival has taken three events to reach a point where it can take its regular slot in the calendar, both national and internationally. Also like all such events, the cost to the promoting club of running the earlier meetings has been substantial and the HSRCA is to be congratulated on its perseverance, its commitment to historic motor sport in Australia and its belief in the Tasman concept. Championships come and go and our country has played host to some sensational motor sport, but none, with possible exception of the national Grand Prix (Formula 1 since 1985) has been as influential and important to Australian motor sport and worthy of tribute as the Tasman Series.



The 2012 Tasman Revival Race Eastern Creek waiting starter's orders Peter Schell photo

Details for 2012 are yet to be decided but Eastern Creek International Raceway has been booked for the usual late November date. Although most historic categories will be catered for, the emphasis will again be on single-seaters of the Tasman period, following the pattern set in 2006, 2008 and 2010. The Tasman Revival has become the showcase for these cars and the size of the grids has reflected that.

November 2012 may seem like a long time away but it will be upon us in no time. Put the date in your diary and start planning now.

Stephen Knox,
2010 Tasman revival Chairman of the steering committee

Barn Finds

by Trevor Simpson

You hear stories of cars being found in barns which have been there for many years. Well finding the Brabham BT14 FL.8.65 was a very similar story. It was found in a race car workshop in Atlanta, Georgia.

Almost 12 months ago I commissioned a motor racing enthusiast to find 1960s or early 1970s race cars in Europe and the USA. Over many months we discussed various cars all of which were of no interest to me. One day I received an email from Paul advising me that he had found a car under a cover in a race car workshop and he thought it may be a Brabham.

The car had been placed in the corner of the workshop and had not been moved for over 10 years. Paul pointed out that it was not for sale but he knew the owner of the workshop and would do some investigating for me. His investigations revealed that it was a Brabham BT14 FL.8.65 and he said he had contacted the owner to discuss the possibility of him selling it. Some weeks later the owner said he could be interested, however, wanted to know more about the prospective purchaser. Within weeks I had purchased the car and it was on its way to Australia.



This is a photo before moving the car from where it sat for 10 years.

Early History

On 19 April 1965 Robert Ashcroft Racing entered BT 14 FL.8.65 in the Sunday Mirror Trophy Race at Goodwood. The driver was little known John Cardwell and the entry list included driving greats such as Graham Hill, Jackie Stewart, Jim Clark, Dan Gurney, Jack Brabham, Bruce McLaren, Jochen Rindt, Mike Spence, Frank Gardner, Mike Hailwood and many more well know driver of that era. The car finished a creditable 11th outright, not bad for a 1.5 litre car.

Later History

The car was originally owned by Robert Ashcroft Racing and passed on to Derek Bennett (the then owner of Chevron Cars), Jim Chanock and Davey Powell. It was then sold to Robert Hollander from the US who successfully campaigned it at Watkins Glen, Mid Ohio and Road Atlanta.

In 1999 Robert Hollander engaged Fitz Engineering in Edgemont, Pennsylvania to undertake a full restoration (detailed file of this came with the car with all the receipts etc). When the restoration was completed Robert Hollander ran the car at Road Atlanta and Watkins Glen only and then sold it to a fellow American, Robert Hibdon. Robert ran the car at only four meetings (according to the log book) and then left it in the workshop for years to come to gather dust.



FL-8-65 sitting next to its stablemate, the Brabham BT23

Included in the purchase were a few spares, a log book dating back to the mid 80s and an FAI H.T.P. When the car arrived in Sydney I noted the fire extinguisher certification had expired in 1999 and the seat belts in 2000 which confirmed that the car had sat in the workshop for some time. The car is now undergoing a restoration which will be completed late this year. It will be repainted in its original colour scheme as it appeared on 19 April 1965 in the Sunday Mirror Trophy Race at Goodwood which is white with a blue nose and stripe to the windscreen.

I have since spoken to Robert Hollander in the US and he has agreed to send me all the photos and any other information he has including old log books etc.

Pit Gossip

Gary Hancock has bought Andrew Fellowes' Brabham BT23C, the Peter Gethin F2 car from 1968 and Sir John Whitmore in 1969. Gary and John Wright, run Gosford Bolts and Bearings and are huge supporters of Historic Racing, both guys have been scrutineers for many years. Damon, Gary's son is usually at the very pointy end of the hotly contested Historic Formula Ford races, and it is Damon who is

earmarked to drive this seriously quick Group O car. Next time you need BOLTS or BEARINGS, give Gary or John a call, 02 43254216, I can assure you they will not only be competitive in their prices, but they will go that extra mile to make sure your needs are satisfied. Oh and John and Gary have been around racecars for a very long time too, John built and ran the JWS sports car in the 1984 Sandown 1000km race with Jeff Harris, Ray Hanger and Barry Jones as drivers.



Andrew Fellowes in the Brabham BT23C at the 2010 Tasman Revival – Steve Koen photo.

Peter Strauss has been out on a spending spree. Firstly Peter bought the Brabham BT31 that Phil Harris used to good effect at the Tasman Revival and New Zealand meetings. This car was (Sir) Jack's for the Tasman events in 1969 but was delayed getting to Australia and only competed in one round. Later going to Bib Stillwell, the car is based on a



A Peter Schell photo of Phil Harris in action at the 2010 Tasman Revival
Brabham BT29 and is powered by a Repco V8 of 2.5 litres.

Peter Strauss has also purchased the Stillwell Brabham BT11 which Bib used to win the Gold Star Championship in 1964 and 1965. Upon Bib's retirement the car was purchased by Alec Mildren as a spare, and used to good effect when the Maserati engine in the car now owned by Mike Ryves did not perform as expected. Frank Gardner used the car in the 1966 Tasman Series (see photo recently posted on The Nostalgia Forum - black with yellow nose), and it was then sold in April/May 1966 to Kerry Grant (still in black livery). The car was leased by Scuderia Veloce for Jackie Stewart to drive in the inaugural Speed Week meeting at Surfers Paradise in August 1966 (and painted in the SV colours of red with green band around the nose - but not fully enclosing the nose. After that Surfers meeting the car was returned to Kerry Grant, who continued to campaign the car before selling it to Vince Anderson, who bought the car after campaigning a Mini in sedan car racing. The car has remained unused for around 12 years.



Stillwell's retirement from racing after winning the Horden Trophy in the BT11. Gerry Brown mechanic in the insert. From RCN Jan 66

John Macey has bought Max Lane's Brabham BT18. This car has not been seen for a little while, Max has recently bought a beautiful front engine Lola which he debuted in at the recent Tasman. The Brabham was fully refurbished by Peter and Jamie Larner before Max bought it from them and is in beautiful condition. John has recently retired from Aussie Legends racing and is looking forward to his first foray into Historic Racing. John has also been a keen supporter of Historic Rallying and won the inaugural Repco Mountain Rally in 1991 in his Porsche 356 with navigator Keith Champion. Welcome to the M and O Racing ranks, John. The photo here shows the car in Bryan Miller's trailer on its way to its new home in Bomaderry near Nowra.



With the devastating earthquake and tsunami in Japan, there was a lot of concern for our fellow competitors many of whom have now made two trips to our Tasman Revivals. I sent a message off to Hideo Yoshikawa who was instrumental in bringing the guys out first time in 2008 asking how they all were. Thankfully they are all ok, but Hideo did say it is a very sad time for all in Japan at the present time, the ongoing uncertainty over the Nuclear power plant and the incredible loss of life are very hard to come to grips with. Additionally each day there are planned blackouts of about 3 to 4 hours for all parts of Tokyo and this is having a severe impact as well. I am sure you all join with me in wishing the guys over there all the best for the near future. All race meetings have been cancelled till at least July.



Hideo in the Brabham BT21 EC 2010 – Peter Schell photo

Did anyone catch the words Craig Lowndes said after stepping out of the McLaren MP4-23, I am pretty sure they were “it was so nice to be in a real racing car” when asked if he would like to be a part of the F1 scene, he said “No, it’s about 14 years too late [to get a chance in F1] but it’s extremely satisfying to drive a car that’s purpose built for speed and precision. It was a rush of a feeling.” Craig managed a lap only 1 second slower than Jenson Button, not bad for a “taxi driver” ! Although of course Craig is not new to single seaters have spent some time in the UK in Formula 3000.



On the other sign of the coin, Jenson Button was very impressed with the V8 supercar, so there must be something that has to be said for the “taxi cab” brigade. For the record the best lap ever was a 2:06 by Lowndes in last year’s practice, Jenson button managed a 1:48 on his 2nd ever lap of the circuit, and incredible feat by any imagination. Wonder how many laps he did on the simulator?

If you are in the UK in July, don’t miss out on the biggest Historic Motorsport event in the world, the SILVERSTONE CLASSIC. On the days of 22,23,24 July the meeting will have around a thousand cars and drivers competing and the biggest gathering of Jaguar E-Types ever seen. Checkout their website at <http://silverstoneclassic.com/event-guide/the-races-2/> You are bound to see a few competitors who have now made the trip downunder ...

Nigel Tait, the owner of the Matich Repco V8 powered SR4 advises that there is a new book out about the Repco Engine Development Company. Written by Malcolm Preston, the book is entitled *Maybach to Holden, Repco, the Cars People and Engines*. Malcolm was General Manager of this Company which took over from Repco Brabham and which went on to develop the Holden 308 and Formula 5000 engines. The book was written independently from Repco, but Nigel understands that it is available Repco stores.

F1 in Schools. The HSRCA was recently asked if we could supply a few Formula type cars to Eastern Creek to show the competitors in the Australian Championships for F1 in Schools competition. Around 30 schools from all states were competing to represent Australia at the World Championships in Malaysia later this year. Four of us took our cars and an immense amount of interest was shown in them by these budding engineers. As my car was the only one that had competed at Longford, the Pentaglider team showed tremendous interest in it and all took a turn to try out the seating position. Don't know whether the inspiration had anything to do with it, but they went on to be "Top Gun" at the meeting and will be going to Malaysia as a result. All the teams have heaps of sponsors, quite incredible really, and one of them for the Pentaglidiers was ACL Bearings at Launceston, and in fact Bruce Williams the Product Engineer was there supporting them. The cars are powered by a CO2 bottle like you use to make sparkling water and streak down a track about 50 metres long in around 1 second. Obviously aerodynamics, bearings in the wheels and a host of other factors contribute to a winning car, and to this end the students learn how to use a wind tunnel, a smoke tunnel, CNC machines and so forth. The whole competition was professionally based with the various teams competing within different age groups. The meeting at Eastern Creek was their National Championship. See <http://www.f1inschools.org.au/get-involved/>

It is well worth a visit to this website to see what talent there is in schools for engineers in the making.



Ed Gavin, Ed Holly, Percy Hunter and David Kent enjoying a quiet moment.



The winning Pentaglider Team from Launceston near Longford Tasmania just before winning the title.

#A few website reminders.

Natsoft is the Australian website for all motorsport results. <http://www.natsoft.com.au/cgi-bin/results.cgi>

Brian Darby has a great selection of photos from our era of motorsport <http://aussieroadracing.homestead.com/>

The Nostalgia Forum also has some wonderful photos in a thread <http://forums.autosport.com/index.php?s=8cea397f02e0d9a9b6c4d0788e1a5a1e&showtopic=93148&st=4880&start=4880>

Pinky's website lists all the classic car / motorsport related events – and Pinky will add your event for free. With over 5 million hits a year it is a great place to see whats on and when <http://www.pinky.com.au/NSW.htm>

Rod Anderson is the new M and O Representative for the VHRR. Rod has taken over from Derek Smith who had held the job for a couple of years. Rod has already given us all a great report on the Phillip Island Classic earlier in the newsletter, and is keen to work with us here in NSW to the benefit of all M and O competitors, not just the “racing” ones. Rod has owned and raced the Stirling, a Lotus twincam powered sports car similar to a Lotus 23



Rod in the Stirling ahead of Steve Fryer MRC Lotus 23, Paul Orr Austin Special and a locked up Don Tallon MRC Lotus 22. John Lemm photo

Graham Dell of Sydney has been around Club motorsport for a long time in various cars doing sprints, lap-dashes and hillclimbs. Just recently he has taken delivery from Joe Bosworth in WA of a Brabham BT15, and not just any BT15, but the car that was raced from new by our own “driver to Europe” winner Jim Sullivan in the 1965 and 1966 seasons. Joe has owned the car since the early 70s and used it as a Formula Ford in the USA.

Interestingly Jim's car F3-3-65 and Victoria Le Gallais' car F3-25-65 did battle all those years ago when Keith St John drove the latter. Can't wait to see them both on the track again together!

Photo below comes from RCN June 65.



Jim Sullivan at the wheel of his Formula 3 Repco Brabham at Silverstone. Though troubled by engine misfiring, Jim managed to improve eight places from his starting position to finish tenth.

For sales

#Herb Neal has for sale Dennis's Lynx BMC Formula Junior, the Lynx works car that was used so effectively by Kevin Bartlett in period.

FOR SALE
LYNX B.M.C F.J
1961 \$70K NEG.
INCL. MANY SPARES
& REG. TRAILER

1969
LOTUS EUROPA
SERIES 2
\$30K NEG
PHONE. HERB NEAL
02
4573242A
0414886660

LYNX B.M.C.

1961 Formula Junior



This 1961 Lynx BMC Formula Junior was originally built by Lynx Engineering at their factory in Burwood N.S.W. By John Brudertin Leon Thomas. It is the only Lynx to use the front suspension, chassis and body work from the Ron Tauranac Era and the rear suspension from the later low-line Lynx. Kevin Bartlett became the factory driver and in his capable hands made the car the most successful Formula Junior of the time. The car was sold off around 1963 and passed through many owners. Becoming a Formula Ford around 1969. In 1972 it was badly damaged. It has been restored back to the Kevin Bartlett 1961 Formula Junior Era.



OWNERSHIP HISTORY:

1961-63	Lynx Engineering
1963-64	Clive Mills
1964-65	Alan Cross
1965	Phil Sup Motors
1965-66	Ross Wrayce
1966-68	Raydon Mills

LAP RECORDS:

Oran Park
 Warwick Farm
 Lake Side
 Hamewood

OWNERSHIP HISTORY:

1968-70	Andrew Miedecke
1970-72	Richard Carter
1972-82	Wally Storey
1982-91	Don Black
1991-01	Herb Neal
01	Dennis Neal

Ron Coath has his Brabham BT21 for sale. Ron is in Canberra and can be contacted on 0438 804 251



Howard Tucker has his Lynx for sale at
<http://my105.com/ListingDetails/tabid/65/p/3/cid/526/id/3749/Default.aspx>

Doug Anderson has his blue Elfin Catalina up for sale. Doug also has a red, ex Matich Elfin Catalina, and 2 cars in the same category gets a bit difficult. Doug can be contacted on 02 66469077 or 0408 910981



Bruce Mansell has a Brabham BT9 that is currently under restoration for sale. Can be had in a number of configurations. The car will have many new parts, new bodywork, and a new Hewland gearbox and a new all steel twincam engine. Bruce also has 2 1950s, 60s Lotus Elites for sale.

Andrew Fellowes has his BT36 for sale – BT36-2 with Richardson FVA with zero miles, Simkin FT200 with zero miles, too many spares to list!
Andrew, 0418 764 805



Coming events

Mallala	SA	23 - 24 April
Morgan Park	Qld	30 April – 1 May
Winton	Vic	28 – 29 May
Eastern Creek	NSW	25 – 26 June
Morgan Park	Qld	30 – 31 July
Winton	Vic	13 – 14 August
Wakefield Park	NSW	24 – 25 September
Sandown	Vic	5 – 6 November
Eastern Creek	NSW	26 – 27 November

Eastern Creek to get a facelift.

The Hon. Kevin Greene, NSW Minister for Sport and Recreation, with Andrew Leithhead, President of the Australian Racing Drivers Club at the announcement of the \$7 million state government investment in the development of Eastern Creek International Raceway.

Plans for the development of Eastern Creek International Raceway include a new 1.8 kilometre circuit within the complex. EASTERN CREEK BOOSTS FACILITIES WITH \$9 MILLION DOLLAR UPGRADE
http://ardc.pressroom.com.au/press_release_detail.asp?clientID=39&prID=4300&navSectionID=2



Don't forget the Eastern Creek meeting in June features our M and O racing cars, with the running of the John Dawson-Damer trophy race at this meeting.



John Smith in the Dawson-Damer Lotus 49 at the 2010 Tasman Revival, on his way to winning last year's Dawson Damer Trophy. Steve Koen photo.

A BIG THANKYOU to all of the contributors to this newsletter. As I always say it is our newsletter and the more people contribute the better it gets.

And to the PHOTOGRAPHERS .. you guys make the stories come alive ... thanks ... I know a lot of you have spent megadollars on camera equipment and you give of your time to capture what we do so well. You guys are as passionate about what you do as we are about having the right set-up, engine etc.... and the results you get are truly incredible, how you get a car so sharp with a blurred background is beyond me !

That blast from the past.....



The place Amaroo, the lead car, Paul Hamilton Elfin 600, the date January 1990.

Who is the driver and what is the make of car 4 ?

First correct reply gets their name in the next newsletter !

The next newsletter is due out in July, and I have a blank piece of paper as of now, so contributions most welcome. Will have reports on Lakeside (need a contribution please) Mallala – Winton – Eastern Creek

Ed Holly edholly@optusnet.com.au