



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

Group M 1961 to 1965

Group O 1966 to 1969

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

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

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

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



Eastern Creek

If you could order a perfect weekend for motorsport, you would order one just like we had at our winter meeting on the 25th and 26th June. Very cool mornings followed by sunny days around 20 degrees. This meeting was the big one of the year for our cars with the running of the John Dawson-Damer memorial race held just before lunch on Sunday. John was of course a great enthusiast of the 1960s racing cars and was our first CAMS Historic Commission chairman.

Entries totaled 12 O racing and 5 M racing cars. Without major support from the Formula Junior brigade, M numbers will always suffer, but 12 O racing was a pretty good effort. Our racing was combined with the M and O sports cars and a grid of 25 cars tooted out for qualifying.

15 minutes later the dust had settled and Les Wright in the Brabham Buick came out on top by a mere .25 second from John Bowe in the Trevor Simpson Brabham BT23B Climax, next was Damon Hancock returning after a 30 month absence from racing in his family's newly acquired Brabham BT23C FVA. Read on to see how Damon has come to grips with this wonderful ex Andrew Fellowes' Brabham with the assistance of our own Peter Molloy.



Damon Hancock in the family Brabham BT23C on debut. Peter Schell photo.

Into 4th spot was Ed Holly in the Brabham BT21C twincam, followed by Herb Neal in the Neale Ford Mk2 then Paul Hamilton in the everlasting Elfin 600, Paul has been racing this car for almost 40 years. Next was the other Elfin 600 driven by Ross Hodgson, then the 5 litre ex Indy Car owned and driven by Tim Kuchel. All weekend Tim was looking for some extra bolts for his neck to better screw his head on, such was the buffet he was experiencing with the speed of the car down the straight ! Next were a pair of sports cars, Howard Blight in his Elfin 300 supercharged twincam and the mighty Matich SR3 with Keith Berryman taking a holiday from running the farm. David Kent and Wayne Wilson were next, David looks after Wayne's car so that was appropriate. Also taking a holiday, this time from V8 Supercars was Tom Tweedie in the F2 SCA powered 1 litre Lola T60 with a fabulous time of 1:47.9 fastest of the older Group M cars. That this was set on the English Dunlops shows these tyres can be made to work. Also cracking along with a sub-50 time was Simon Pymble in the Brabham BT2 FJ. If you compared Tom with Simon, you would have to say Tom had a slight weight advantage. Also in the small capacity brigade and cutting some great lap-times was Victoria Le Gallais in her 1 litre MAE powered Brabham BT15 with a time in the late 55's. Later in the racing, Victoria got down to a 52.3 which is an extremely good time for an F3 car around the Creek, and again on English Dunlops. Rounding out the M cars was Brian Lear in the beautifully presented Elfin Mono. Doug Anderson in his Elfin FJ 1500 only managed the obligatory 3 laps. Peter Barclay also ventured out with his Brabham BT21A, but had a reoccurring problem from Lakeside and returned to the pits. Amongst the sports cars in the latter half of the grid was Jeff Brown of Brabham BT28 F3 fame, but this time he brought his Chevron B16 FVC, what a beautiful thing it is. Geoff Varey was there too, in the supercharged Team Shustring Gryphon with a sub – 2 minute time.

Our 1st event of the weekend was the Saturday afternoon race. On the dummy grid, the BT23C started to hemorrhage a fluid, and despite the best efforts of Garry (Damon's father) and Graham Hayles, it was decided to be prudent and not start. With a fill-up grid, this then moved Herb Neal up to the 2nd row to join Ed Holly, these two already swapping places several times in qualifying, Paul Hamilton and Ross Hodgson then on the 3rd row.

At the request of CAMS, lights were used at the start, and when the lights went out it was John Bowe who got the jump on Les Wright and as they thundered down to turn 2, Paul Hamilton came from nowhere to take firstly Herb Neal then when Ed Holly left the gate ever so slightly ajar, Paul managed to squeeze down the inside to be 3rd by turn 3. Peter Barclay started carving his way from the rear of the field with the BT21A going again. Later on lap 1 Herb had his major problem with the Neal Ford Mk2 and pulled to the infield. First time past the post and it was the resplendent BT23B with John Bowe in the lead by less than a second from Les Wright, then Hamilton and Holly, with Hodgson now setting his sights on the latter. John Bowe's standing start lap was a blistering 1:42.2. As the field settled down the main dices were for P1 with Wright and Bowe in a great tussle, the power of the Buick engine car just giving



"Just giving Wright the advantage" by a couple of millimeters !! Peter Schell photo

Wright the advantage, also there was a dispute over P4 Hodgson wanted it, Holly was defending. On lap 4, it came to an end, Hodgson making a rare excursion off the track. At the end of the 8 lap event, it was indeed Wright who prevailed over Bowe, Hamilton in 3rd after a rather lonely race, then Holly and Kuchel. Next racing car was Kent who had been playing with set-up and was down to a very respectable mid 42, not bad on an engine that is 15mph down on other twincams down the straight. Best of the Group M cars was Tom Tweedie. Tom was the model of consistency, on the 7 flying laps 5 were in the 48's and the other 2 just .1 into the 49's. Next was Pymble then Le Gallais and Anderson.

The warm-up race Sunday morning was delayed because of fog. Typical of Western Sydney in early winter, the fog hung around to well after scheduled start of play, and some races were shortened slightly to regain time. We were probably about 25 minutes late in the end – not too bad and the race distance was 5 laps. This time the Hancock BT23C was raring to go, and so was Damon. Herb Neal, true to his nickname "the silver fox" had done an all-nighter to have his beautiful Elfin 600 on the line replacing the very sick Neal



Herb Neal in the overnight prep'd Elfin 600 about to pass Brian Lear in the Elfin Mono. Peter Schell photo

Ford Mk2. Once again the battle royal continued at the front, and again the Buick power prevailed, sometimes Bowe was so close you couldn't see where one car finished and the other started as the picture above attests. Again Hamilton stitched up Holly on the exit to turn 2, this time Holly made sure the gate was not ajar, so Hamilton did it the hard way around the outside, with the cars just inches

apart over the rise into turn 3. Again Tweedie was Mr. Consistent, this time every flying lap was a 48. Again Bowe led Wright past the post on lap 1 by a mere 4 hundredths of a second, with the pace of the Buick engine car taking it into turn 1 in front, but not by much.



John Bowe led for the first couple of laps from Wright and Hancock. Peter Schell photo.

On the run into the complex of corners before the straight, Ross Hodgson's Elfin 600 had a complete failure of the left rear upright on the turn in to the first left hander. Inspection later showed a complete fracture and separation just below the axle output. Those behind had a view of Ross gently leaving the circuit with the rear left wheel high in the air. Pymble had the FJ BT2 really stoked up, and was never more than a second adrift from Tweedie's Lola, both hanging it all out on the last lap with both doing their fastest times. Pymble was now down to a 48.6 and a new Formula Junior lap record ! However, there was an emerging Group O star that just started to shine during this race. Damon Hancock in his first race in over 2 and half years was only a second behind the winner and along the way set the fastest lap of the race a blistering 37.0, this certainly got Chris Farrell's attention, as his lap record for 4 valve under 1600cc was definitely under threat. Chris was a garage or two along - with his 1982 Spirit Honda / BMW



Next lap in this exact spot the green Elfin left the track with the left rear wheel high in the air. Here he holds out Howard Blight in the Elfin 300 with Ed Holly in the BT21C behind. Peter Schell photo

One must mention Victoria Le Gallais, when you look at her times over the weekend, there is a certain consistency about them. Victoria has only recently started racing, in at the deep end with a Brabham BT15 with an MAE 997cc engine that needs definitely to be kept on the boil, very little power under 7,000 rpm and a rev band about 2,500 wide. So it was good to see Peter Schell in his inimitable way catch Victoria doing a bit of gardening as seen on the next page. I believe her best time of the weekend, a 1:52.3

eclipses the previous owner's best time at Eastern Creek with the car, and I'm not saying who that was cause I might incriminate myself !



Victoria Le Gallais doing a spot of gardening on lap 3 with Herb Neal coming through - Peter Schell photo

The main event of the weekend for the M and O racing cars alone, the John Dawson-Damer Memorial Trophy race over 10 laps. This is one of the longer races for M and O cars on the Historic calendar. With attrition from the previous races 12 starters faced the lights. And for a change the grid was constructed of fastest previous time in lieu of qualifying time. This time Wright led first time past the post and was on a mission. Bowe was down a half second, and almost a second, second time around. On the 4th lap Bowe made a big lunge into the mid 36's and Wright responded with a low 36 next lap. Bowe came back again next lap and it was like heavyweights trading blows, would have been a great spectacle. Hancock had dropped out after just 1 lap, slowing at turn 2, what a pity, the car had jumped out of 5th mid turn 1 not the nicest of places for that to happen. As Damon was still learning the car he thought it prudent to return to the pits, a recalcitrant dog ring was the problem. In the end Wright prevailed and once again won the Dawson-Damer trophy. Bowe's efforts had the red BT23B cross the line a mere .3 sec later, and it was daylight back to Hamilton, a 47 second gap, then another 13 seconds to Holly, then Neal in the 600 which must have been very rewarding for Herb. Then came 3 cars who had a great dice – with Kuchel in the Gilbert Indy, Kent in the BT29 now into the 41's and Wayne Wilson in the 1600 pushrod Rennmax BN2, with what must be one of the fastest times for a pushrod Group O car in the lower 42's Simon Pymble was next but Victoria Le Gallais had got down into the low 52's a terrific time as already mentioned for an MAE BT15. Geoff Varey rounded out the finishers now into the 56's. The trophy presentation was held immediately in the Hinxman room over lunch, and Les Wright accepted the winner's trophy with the handicap section awarded to a very deserving Wayne Wilson for a terrific drive to hang on the Gilbert Indy car and the BT29. The podium place-getters, John Bowe and Paul Hamilton also receiving a trophy from Adelicia Dawson-Damer, John's daughter.



Clockwise from top left:- Les Wright receiving the winner's Perpetual trophy from Adelicia and HSRCA President, Bruce Richardson. Wayne Wilson the Handicap trophy, Paul Hamilton 3rd place trophy and John Bowe the 2nd place trophy.

For our last race of the weekend, we once again joined the sports-racing cars and 20 cars faced the starter. Fresh from his victory in the DD race, Les Wright offered the big Brabham Buick to Ross Hodgson which Ross gratefully accepted to start from the rear of the grid. Also starting from the rear of the grid was Paul Hamilton, after the battery decided it had had enough at the 1 minute signal on



Easy to see where Peter Schell's fancy lies in this photo – the Match SR3 in focus and with a bit of attitude waiting to gobble Holly up on the finish line a half lap later. The Elfin 300 behind had had an almighty scrap with the blue BT21C till the SR3 got between them.

the dummy grid and was push started after everyone had departed. At race start, Hancock bogged down had a second stab at it and was eventually on his way with Holly managing to hang on his tail into T2. This handed Bowe a clear run down into turns 1 and 2 and he was off like a scalded cat. But Hancock was yet to hit his straps, and in the course of the 5 lap race went quicker and quicker, so quick in fact that on his last lap of the meeting, he did his fastest, and eclipsed the lap record for 4 valve cars by .1 second taking it down to 1:36.3057. It wasn't an easy debut weekend for the Hancock and Molloy prepared car, with various problems with gearbox and plumbing, but the combination of Damon and the BT23C has given notice. After running a comfortable 3rd for most of the race, Holly was taken by the new combination of Brabham Buick and Ross Hodgson on lap 5 and then on the line by the Match SR3, oh to have an



"Hamilton joined the Kuchel / Kent scrap" Here Paul Hamilton has just passed David Kent with the Kuchel car in his sights. Peter Schell photo.

abundance of power. Hamilton was a little way behind after making his way through the field, joining the Kuchel & Kent scrap. Tom Tweedie again managed every flying lap in the 48's, with a best of 48.0 so I doubt there is much left in it Tom, Simon Pymble this time was a bit behind and Victoria Le Gallais continued her love affair with the Chevron B16 crossing the line .3 sec behind the black beauty. Wayne Wilson dropped out after 3 laps as did Geoff Varey, and Herb's 600 pulled up stumps after the first lap.



Two beautifully presented cars, David Kent in the Brabham BT29 followed most of the meeting by Wayne Wilson's Rennmax BN2
Peter Schell photos



Tom Tweedie taking a break from V8 Fujitsu Supercar duties in the famous Lola T60.



Simon Pymble in the Brabham BT6 that's just big enough for Simon's frame, Simon lowered his own lap record during the meeting,



Tim Kuchel brought the big 5 litre Gilbert Indy car over from Adelaide, here he leads Wayne Wilson who has managed to reverse the tables on David Kent The Match SR3 is lurking in the background.

So ended a weekend of fabulous racing, everyone seemed to have a great time, the sports-cars guys enjoyed our company and vice-versa. The organizers elected to run Formula Fords with the Formula Vees, and both these categories like this arrangement, and from an M and O perspective, I believe this is a good way to accommodate the various Groups.

Morgan Park

A report by Geoff Varey and Photos by Colleen Conway

Queensland Autumn Historics at Morgan Park. April 30th /May 1st 2011

The HRCC Queensland entry was not big but the friendly club atmosphere was great.



Don Thallon, MRC Lotus 22 "lakeside"

From the very reasonably priced Friday practice and weekend carport hire to the free ticket to the club's dinner and presentation evening at Warwick RSL Club. The buffet was especially rewarding ; I scored an extra lap (seconds)!!



Peter Boel, Lola Mk5a – Victoria Le Gallais, Brabham BT15 – David Reid Cooper T59 ... in "full flight"

By chance I booked in at the City View Motel on the hill coming into Warwick from Brisbane. Hosts Henry and Colleen Ryman were more than friendly and helpful. Henry is an ex Rally driver and seems to attract motor sport enthusiasts by telepathy! Most guests were of this ilk and he and Colleen put on a BBQ Friday night only competing with THE Wedding and the cool that descends at this time of year!



Greg Craig in Alan Telfor's Gemini Mk3a leads Alan Telfer in the Lotus 20 and Alison Frech in the Whitford Special.

A very effective and compact 'MyLap' timer was loaned as our Dorians could not be used for the racing. A couple of interesting cars I saw included a Lancia Degrada F. Junior flat four, of Neville Anderson and Robert Buckley had the Golford FJ looking immaculate. There were 3 groups of Regularity, almost a third of the total entry. 3 Ferraris in Sc is not common, is it?

The track has now been extended to 3 Km. With 3 hairpins, a flip-flop and blind approach to the long downhill main straight. It is 'Very Interesting' and keeps your attention.



Busy pit area, Roger Ealand's Lotus 18 Jeff Brown's Brabham BT28, Noel Bryen's Renmax BN1 and friends.

O, Q and R were grouped together but Les Wright in his Brabham Buick was beaten only by Chris Farrell in the Ralt RT4. 3rd place was shared between Peter Mohr in the VanDiéman, and Robert in March 81A and Rhys Foster in a March 75B (Q) in the 4 races.

I apologise for any errors; as usual I was otherwise occupied with my own little world and results quoted are gleaned from results sheets not from my own observation!

Geoff Varey

Winton

Unfortunately after 35 years of being at the same time of the year, the last weekend of May, the organizers of Lakeside decided to put their meeting on the same weekend. This had the effect of diluting both meetings of M & O cars and the result was that Winton only ended up with 5 O and 2 M racing cars in the field of 13 cars when the M & O sports cars were included. It would be nice if the organizers of Historic events could try to separate them, I for one would have gone to Lakeside as well.



Keith Simpson and Ed Holly - Neil Hammond photo

Also, there were a few regulars missing, Bob Cracknell was entered, but did not run. Richard Carter was overseas and a few others were at Lakeside.

Qualifying pretty much set the scene for the racing over the weekend. Young Keith Simpson in the Penrite BT16 twincam simply drove away from the field bettering the second place getter, Ed Holly in the Brabham BT21C by 3 seconds. Next was David Kent a further second back in the Brabham BT29 with Paul Orr in the Austin Special making up the second row of the grid.



David Kent and Paul Orr – Neil Hammond photo

As usual there were three races for our category, one on Saturday afternoon and two on Sunday. All ended up with the same results as far as the O and M cars go. Keith Simpson in the Brabham BT16 in a runaway first, from Ed Holly in the Brabham BT21C who was finding David Kent closer at the conclusion of each event in his immaculate Brabham BT29. Paul Orr in the Austin Special was next followed not far behind by Kim Shearn in the Lotus 18 Formula Junior. Brian Lear was a little further down the field in the always gleaming Elfin Mono. The last 2 cars being Group M.

Mallala

Everyone who has ever been to Mallala always raves over how much of a fun and relaxed meeting it is. Yes it is a long way for the NSW and Qld based competitors, but as one who has now been there and done that, I can assure you the scuttlebutt is 100% accurate. The event this year was the 30th running of it by the Sporting Car Club of South Australia.

The SSCSA combined the Groups M and O single seaters with the Sports Racers and Clubmans which worked very well with the grid being 16 cars. The grids were progressive.



Peter Strauss enjoying a bit of a lockup and consequent understeer end of the straight .. Jim Jones photo

Word was that a time in the 13's was pretty good around the 2.6km circuit and so it was that the front row of the grid was made up of 2 guys with this time, Richard Carter Elfin Mono on pole from Peter Barclay Brabham BT21. Next was Paul Hamilton, Elfin 600 who was having trouble keeping the cooling fluids in the engine and a fair way back (in time) Ed Holly in the Brabham BT21C completing the 2nd row. Tim Kuchel brought out the 1968 Glibert Indy car, a monster machine with a 5 litre fuel injected engine that was designed off a Brabham BT11 with the changes needed for the famous oval track. David Kent was next with the Brabham BT29 yet to receive its "full house" engine. That rounded out the "O" category cars the first amongst the M category was Peter Strauss with the his Brabham BT6 Ian Ashford with the TAD, Murray Bryden with the immaculate Lotus 20, Kim Shearn with the Lotus 18 and Victoria Le Gallais in the Brabham BT15..

1st race of the weekend was in the early afternoon on the Saturday. Richard Carter made good use of pole position and was away leading Paul Hamilton by a short margin into the complex of corners after the start. By turn 3 Ed Holly had the gremlins return and was slowing and at turn 3 Peter Barclay had a monumental lose and stopped just short of coming back onto the track and being tee-boned. Tim Kuchel was still learning the Gilbert's idiosyncracies (even the computer can't spell it) but got fastest lap in the low 13's. Peter Barclay recovered to finish 5th.



A car we haven't seen in Sydney, Ian Ashford's T.A.D. Jim Jones photo

2nd race Holly off the rear of the grid got a blinder of a start and was up to 8th into turn 3 from 18th. Richard Carter and Tim Kuchel continued their battle royal and Paul Hamilton hung on to them for a while but eventually dropped back by about a second a lap. Peter Barclay was stroking the BT21 along quite nicely, but it was the scrap between Kent, Fryer and Holly



Scrap of the weekend for these guys, Kent, Fryer and Holly ... Paul Lewis photo

that was the one to watch. David Kent' BT29, and I'm sure Steve fryer would agree, seemed to grow 36 inch wide wheels at the back, no matter how Steve tried the BT29 seemed to just be there in front, and of course Holly was trying to find a way around both as the vision from Holly's onboard camera shows. Lap after lap Kent managed to hang on, until eventually Fryer managed to squeeze past. Next it was Holly's turn and the power drag out of T3 seen the 21C gobble up the 29 and set off after Fryer which fell victim to the 21C on the last lap.



2nd last lap Fryer has just got past Kent ... Paul Lewis photo

3rd race was a Handicap early on Sunday morning. A bit of a novelty in a way as the handicap events are now scratch races with a post-applied result in the Eastern States since the Driver Liaison Officer noted 40 odd cars all trying to cross the line at PI a few years ago and asked for them not to be run that way in future. So it was in effect a reverse grid race over 5 laps. The early departers seemed to have the advantage and Victoria Le Gallais came home a tremendous 2nd.



Paul Hamilton 1968 ELFIN 600 hugging the apex leaving no door open.

Don't know what happened to the winner, he was 40 seconds earlier ! David Kent managed to hang on to 5th ahead of a fast finishing Paul Hamilton who had just managed to get past Peter Strauss on the last lap. Richard Carter made hardly any improvement from being the last to start.



Victoria LeGalleis in the braking area approaching turn 5 in her Brabham.

Another Jim Jones photo with suitable caption by Jim.

4th race was event 28 on the programme. Again a Richard Carter victory, this time from Tim Kuchel by a mere 0.2 seconds, with Tim into the 13s again on the last lap as he tried very hard to usurp the Mono. By now Paul Hamilton had called it a day, the Hart twincam was later found to have a cracked head. Ed Holly managed to out-drag Peter Barclay off the start and led him for the first couple of laps, but then dropped off the pace Peter taking over on lap 3.



The T.A.D. came to grief at the end of the main straight, unfortunately quite severely damaged – Jim Jones photo



Tim Kuchel 1968 Gilbert leading Richard Carter in his 1968 Elfin Mono.

Tim Kuchel leading Richard Carter briefly, Carter won from the big blue car by just .2 sec Jim Jones photo.

5th race was to be another handicap, but all signed to have it converted to a scratch race. I think Victoria though would have preferred chance of another victory the other way. As often happens late in a meeting a few had packed up, a couple of cars were a bit recalcitrant and the result was 10 cars faced the starter. The front row consisted of Carter and Barclay, then Holly and Steve Fryer in the MRC Lotus 23. Again Holly got an great start and had Barclay by the first corner and was right up on Carter's tail. First time round, this was the order just a second covering the 3 cars. On the run along the back straight, Carter went off-line and Holly never hesitated to ask why, and went deep into one of the biggest braking challenges around. Carter then played try to get back to where I was, but Holly was on a mission and managed to hold on for a very unexpected win.



I love this Jim Jones photo and Jim's caption – Ed

So it was all over, just a long drive home. At this point I'd like to thank my pit-crew John Ellacott and Paul Lewis for accompanying me and helping the others when needs be. – such as in the following photos of Paul Hamilton's blow-out middle of the Hay plains. Nothing like a good trailer story. Paul had to unload the trailer almost to get to the spare ...



Sir Jack Brabham's "too old skit" - to feature in the Aussie production Wide Open Road on the ABC

A re-enactment of (Sir) Jack Brabham's skit, sticking it up those that were saying he was too old at the F1 race at Zandvoort in 1970 will be a part of the story of Australian motoring in the 2nd part of the 3 part documentary, the Wide Open Road.

To do the "take" Peter Simms and myself were asked to take our cars out to Eastern Creek Karts track where the scene was created. Both Peter and I became "extras" on the day, with Peter's car standing in for the F1 car of Sir Jack's and the BT6 as the car John Surtees looks on from with astonishment



Zandvoort at Eastern Creek Go Kart track.

The documentary will be aired later this year and the website for it is <http://www.abc.net.au/tv/wideopenroad/about.htm>



"John Surtees receiving some last minute "improvements."



Sir Jack in the Brabham F1 car of 1970 – only the purists will disapprove.

Having never been on a film set before, it was quite interesting; the one thing I did learn is that the actors really have to interpret what the director wants, and that it all takes a lot of time.

Sir Jack had the wildest beard you've ever seen, really complemented his jet black hair and he really managed to look like he was having to use the walking stick, till he threw it 100 yards !



AUSTRALIAN FESTIVAL of MOTORSPORT

TASMAN REVIVAL



Frank Matich to be the Tasman Revival 2012 Patron.



Noel Conlon photo

Planning for the 4th running of this international event has already started. In line with previous events, the Patron for the meeting is someone who contributed greatly to the 1960s period of Tasman racing and the Tasman Committee are very pleased that Frank Matich has accepted the role. Frank drove in the 1964 and 1965 Tasman events in a Repco Brabham Climax powered car.

Frank then went on to become very well known internationally with a series of large capacity sports cars and Formula 5000 racing cars that carried his name.

Of all the Australian drivers, Frank was one that had an innate ability to understand what a car was doing and make the adjustments needed to get the very best out of it.

One of the first demonstrations of this was at Catalina in October 1962 and the small excerpt attached says it all. Behind the scenes for this meeting was the fact that the Repco Brabham BT2 of Gavin Youl was expected to win, and when word got back to Tauranac and Brabham in England, Ron is quoted as saying "what is an Elfin?" !!

It is interesting to note of the Elfins Frank drove in the clipping above, at least two are expected at the Revival. The 1500 belongs to Doug Anderson of Coffs Harbour, the Formula Junior belongs to Charlie Mitchell in WA and the Clubman now resides in the care of Graham Hoinville of Vic.

So we are lucky indeed to have Frank Matich, almost 50 years on from this meeting at Catalina in these single seaters, to be our Patron for the 4th Tasman Revival.



Another photo of that Catalina day, this time Frank in the red Formula Junior beside Gavin Youl in the Brabham BT2 and Leo Geoghegan in the Lotus 22.

FRANK MATICH (ELFIN) WINS FIRST AUSTRALIAN FJ CHAMPIONSHIP

In only his second drive in a Formula Junior race, Frank Matich drove an 1100cc "works" Elfin to an outstanding victory in the recent first Australian FJ Championship at the Catalina circuit, Katoomba. Matich's car actually ran out of petrol several hundred yards from the finish, but he still won by four seconds from Tasmanian Gavin Youl, in the latest model Repco-Brabham FJ, while Leo Geoghegan was third, eight seconds behind Youl, in a new, previously unraced Lotus 22. Queenslanders Glynn Scott, Clive Nolan and Lionel Ayres (Lotus 20's) filled the other places. Matich's win climaxed a day of fantastic success in which he won six of the nine races which he contested with the Elfin FJ, Elfin 1500, Elfin Clubman and his Lotus Nineteen and set four new lap records, including a new outright mark of 59.2 seconds in the Lotus. He brought the FJ record down to 61.1 sec, the under 1500 racing car record to 60.1 sec and the production sports car record to 1 min 7.8 sec.

A report from Tony Simmons on the 4 Musketeers touring and racing in Europe and the UK ... lucky devils.

The photos we see here come courtesy of Kitty Chisholm who has a website [www. Geigekiwekijuh](http://www.Geigekiwekijuh). Where you can view and purchase photos of the various UK and European meetings. Kitty's husband Sir John races a very quick Gemini Mk3 and an even quicker F1 Lotus 18 2.5

Well, we have put probably the most strenuous part of the tour behind us. After landing in the UK on the 1st of June, I had to get to work straight away on the transport arrangements for my race car and the accommodation arrangements for myself. I was very fortunate to have met John Arnold on an earlier trip because John, and his wife Kate, have invited me to stay with them for the whole 5 months that I am based in the UK. John has a racing car preparation business which he operates from a spacious shed behind his 1780's farmhouse. I have an arrangement with John whereby I can prepare my Brabham in the workshop. Mallory Park racing circuit is less than a mile away, so you could say that I have been pretty fortunate to have such facilities available.

Before I left Oz, I had bought a long wheelbase Transit Jumbo van over the net. I had it checked out by the RAC and it's a beauty. I had it delivered to a coach building workshop just a mile from where I'm staying and I sent over some drawings as to how I wanted the ramps and fittings installed in the back of the van, so that I could winch the Brabham up into the van and store all my tools, parts and luggage under the car. It all works really well and I'm very happy with it. I then bought a lightweight, 2 berth caravan to tow behind the Tranny van, so that I could do what everyone else does and stay at circuits for the duration of each meeting. This saves a lot of money, but more particularly, opens up a whole World of camaraderie with other racing people from all over the World. It's just brilliant and possibly the best part of the whole experience. My little caravan is perfect for the job and the Transit tows it easily and cruises at 110 kph with really good fuel economy. It's a 2.4 litre turbo diesel with 6 speed manual. The caravan needs a little work possibly because I didn't pay very much for it!. However, most of the circuits so far have had electricity hook up, showers available on site and wi-fi. Pretty damn good, I reckon. And, I sleep better in the caravan than I do anywhere else.



Tony Simmons in the ex Greg Cusack, Scuderia Veloce Brabham BT6 at Dijon, the meeting after Porto.

Photo by Kitty Chisholm

All this transport stuff came together on the day I had to drive about 5 hours from Mallory down to Portsmouth to catch the ferry for the 25 hour trip to Santander in Northern Spain. I took off from John's place, towing a caravan for the first

time in my life, not sure how the Transit would tow it and hoping like hell that the caravan would tow properly and not weave all over the place. I needn't have worried. Apart from a little overheating on mountain climbs, the whole set up has behaved perfectly. Overheating is fixed by the old trick of turning on the heater full bore, but I will have it looked at anyway. We landed at Santander at 6pm on Wednesday 15th June. Disembarking were Roger and Margaret Ealand with the one-off Koala Formula Junior, Kim Shearn with his mate David Price and Lotus 20/22 and me with my Brabham BT6. The 4th member of the group, Bill Hemming (Elfin Catalina) had set off for France a few days earlier to go to Le



Bill Hemming at Dijon – Kitty Chisholm photo

Mans. He would drive across France and Spain to join us in Porto, Portugal for the first meeting of the tour. Porto is a beautiful old sea port city and the circuit, which was used for F1 races in the 50's, is a full on street circuit with no run off areas on nearly all corners. If you go off you are probably going to hit something unyielding, like concrete or Armco. The circuit is very hard to learn because most corners look the same as you approach them but you are not sure at first whether they go left or right, are flat out 5th gear corners or stop-go 2nd gear ones. Given the above-mentioned downside of getting it wrong, it paid to be really cautious and try not to be embarrassed by young guys who had been there before, lapping at 20+ seconds quicker. A GPS on my windscreen would have been good. By Sunday afternoon's race we were all getting the hang of most of the circuit and Kim Shearn scored an excellent 4th outright. I managed 7th outright after starting from the rear of the grid. I had a brake problem on the first lap of qualifying and technically didn't qualify, but the friendly organizers bent the rules a little to let me in the race. At the end of the 25 minute race I was enjoying the circuit while keeping a pretty conservative safety margin.

This was the first race of the tour, after all. The organizers had put all competitors and crew up in the 5 star Porto Sheraton for 3 nights free of charge and shuttled us to and from the circuit in a fleet of brand new black Mercedes. The young drivers of the Mercedes were too happy to demonstrate their high speed prowess if given the opportunity and one morning, when I overslept and was very late, I jumped in one of the Mercs and told the driver to Go! Wrong! The hairiest ride of my life. We must have been doing over 160kms in places, through the city at peak hour. Nuts! All that aside, I reckon that I could get used to such accommodation and shuttle service. Maybe I should have been a Formula 1 driver..... Porto, and Portugal, was a great experience.

I'm looking forward to getting back there for the last race of our tour, right down south in the Algarve. From Porto, it was a long haul up through Spain, across Southern France to the Rhone Valley where the road follows the big river through central France towards the venue for our 2nd meeting, just outside Dijon. Dijon is a fantastic circuit with fast open corners and lots of elevation changes and a long straight. The circuit is possibly best known for the epic, wheel banging dice for the lead of the French GP, between Gilles Villeneuve and Rene Arnoux in the 80's. The weather at Dijon was hot, 30C on Saturday and 35C on Sunday. Races are 25 minutes long. There were some very fast drivers at Dijon - Guys who had not been at Porto. These new guys were very impressive



Kim Shearn at Dijon, fresh from a 4th outright at Porto. – Kitty Chisholm photo.

and their speed was an eye opener. To be competitive with them would require a whole new mind set and a lot of time on European circuits. Better to just keep it tidy and bring the car home in one piece. That's a good idea, but my car started having gear selection problems and I was pretty lucky to finish the race. I had fitted what were clearly the wrong doughnuts to the drive shafts and excessive wind-up had distorted the drive shaft yokes. This problem had to be fixed before our next meeting at Brands Hatch on the following weekend. So, it was a dash across France to the port of Caen in Normandy to catch the ferry back to Portsmouth. I just made it and once I had cleared Portsmouth, I drove about 5 hours up to my base at Mallory. A set of correct doughnuts was located (they are almost unavailable right now and most places are quoting 8 weeks delivery.) And I spent a lot of time straightening the drive shaft yokes before fitting the doughnuts. Once finished the job looked good but..... read on. Drove down to Brands Hatch, trying not to fall asleep and eventually common sense kicked in and I pulled over for a nap. By the time I arrived at Brands, the other guys in the team had bagged enough space for me to set up my patch - caravan, awning and Brabham. One of the advantages of the caravan is that it leaves the Transit free to do shopping runs, if necessary. Friday morning was allocated for untimed free practice and, as I drove the Brabham up towards the marshalling area for my first run on the full length Grand Prix circuit, there was a loud bang from the back of the car and I shut it down instantly. A drive shaft yoke had let go, the doughnut was torn apart and there was some damage to a chassis tube. This all happened at walking speed. It is scary to think what it would have been like at racing speed, so, in one sense I was lucky. Never did get a lap on the circuit. At present, my gearbox is with a pro racing team being fitted with new drive shafts and output shafts with bullet-proof yokes, which are also fitted with central spigot locators to prevent the drive shaft flailing around, even if something does let go.



Roger Ealand in the Koala at Dijon – Kitty Chisholm photo.

Again, the camaraderie and fellowship among the competitors was fantastic. An English driver, Anthony Goddard, offered me his very rare Tojiero Ford junior for the Sunda race. Eventually Anthony and I felt that it was unlikely that the FIA stewards would permit me to run, not having done a single lap of practice, nor even qualified for the race. But I will not forget Anthony's very kind gesture. Next event is the huge Silverstone Classic on 22 -24 July, with, I'm told, in excess of 800 entries! That should be something. Silverstone is only about 45 minutes from my base, so maybe I won't be totally stuffed when I get there. Maybe I'll even get there before the other guys, so that they might ease up on giving me heaps about always being late.....fat chance. We set ourselves a pretty strenuous programme for our first 3 meetings - 3 meetings in about 17 days in 3 different countries as well as crossing the Channel twice. It gets a lot easier for the next 5 or so meetings, which are all in the UK and have occasional 2 week breaks between them. Then, immediately after Goodwood, it's back to Europe for our last 3 meetings of the tour and with lots of kilometers to cover. but with a bit more time between meetings. I'll report again after Silverstone.
Simmo.

What a great story so far – thanks Tony for making us all so envious, maybe when you get back the 4 of you will have inspired some of us to do what you've done this year.

And now from a local Scot's perspective

+



Forgot to tell you, was parked next to a bunch of various suspicious characters at Porto, buggers even turned up at Brands Hatch this weekend! Roger and Margaret Ealand, Bill Hemming, Kim Shearn and Tony Simmons plus John the mechanic. We are having a great banter getting on well and having some fun racing. The Elfin is, on the whole running well, the 22 a few niggling problems, the Koala never made the first race this weekend, problems with cam shaft. Roger should have it fixed for Silverstone as will Tony Simmons whose drive shaft broke at walking pace at Dijon.

Apart from a fuel problems at Porto your old 908 is running well and is the one to beat although Kim pipped me at Porto I got revenge at Brands! We should all meet up at Oulton Park...let the battle commence!!!!!! It's great having them in the paddock, what a laugh we are having! John (he has a hearing aid) has nick named me the "Flying Scotsman". Even got a sticker saying I love Aussie racers on the car. Preferably when they are behind me hah! Really proud of 908 the old Renault box is working over time!

Hope all is well with you,

Steve Futter

Thanks Steve ... old 908 never looked so good, hope the colonials give you a real hard time !! - Ed

Tech Tip

Inhibitor versus coolant versus water wet-er in our radiators and engines.

Recently I was talking with one of our fellow competitors about coolants, and it surprised me that he showed a lack of knowledge about how these things work.

In my MGA days I experimented with different ratios of coolant thinking that if I could raise the boiling point by 6 degrees with a 30% ratio, it would be good to raise the BP by more degrees with a higher - 50% ratio. So I did this and to my surprise the running temperature went up by the amount I was raising the BP. In other words the higher the concentration of coolant the hotter the engine ran. I phoned the tech department of the manufacturer of the coolant and they explained that coolant was designed more as an anti-freeze rather than something to raise the boiling point of water. A higher BP was in fact needed in the product because the coolant DID NOT conduct heat from the engine to the radiator as well as plain water.

So, from that point on I have always only used good old H₂O, but, always with an inhibitor. Obviously plain water is not a good thing inside an engine radiator and its piping over any period of time, it will rust and corrode and electrolosis will occur pretty rapidly. An inhibitor is designed to make the water inert, but being in a small concentration, doesn't degrade the heat transfer characteristics of the water itself.

There is another product that has come along recently called a water wetter. I have no personal experience with this additive, but it claims to decrease the surface tension between the cooling liquid and the engine internal surfaces allowing the liquid to better transfer the heat. If you think of a polished bonnet and how water "sheets" off it when waxed, that's surface tension, if you add a few drops of detergent then it no longer "sheets" the surface tension is broken, apparently water wetter works a bit like this.

Of course if you are venturing into sub-zero temperatures then it is a very good idea to use a coolant or anti-freeze, in that situation to stop the water freezing and damaging the block and head and you won't have to worry about the boiling point being raised!

So to coin a phrase, oils ain't oils – neither are cooling transfer mediums.

Follow-up to the F1 in schools article last newsletter.



This note comes from Bruce Williams, who is the Senior Product Engineer for ACL Bearings in Launceston. As you may know, ACL produce a range of race Series bearings, and I am sure Bruce would be happy to answer any queries you may have.

I had a conversation yesterday with Bob Illich, who has bought a Brabham BT30 from America and he is looking at restoring it. It has a Cosworth FVA 1.6L engine. Bob worked for the Brabham Racing organization in the UK at the same time as the Repco Brabham V8 engines were developed and used, He was

most interesting to talk with about his time there. He now lives in Perth WA and he has recently had Jack involved in lobbying to save an old Race track from housing development.

On the F1 in schools National Championships, our Team the Pentagliders, won the National Professional Class Championship, the fastest car and most energy efficient car (aerodynamics), so now they are going to the World Championships in Malaysia in September .to represent Australia against 27 other countries. These kids (young adults) "were over the Moon" with their well deserved win, (but most humble as well), and they are flat out now designing new cars, to be tested, fund raising to get themselves to the championships, giving interviews, doing presentations to various bodies (Rotary, Lions clubs etc.). They even took their race track to the Longford Circuit revival, which was a huge success, You will have to put that in your diary for another year (I assume it will be run again as it was so successful), and come out to the ACL Bearing factory for a tour.

Thanks again for bringing your car to Eastern Creek for us to get a "hands on look" and your comprehensive history of the car.

Kind regards
Bruce Williams
03 63244553

Another aluminum miracle worker unearthed.

As some of you may know, I bought a Lotus Eleven from John Partridge in Canberra just over a year ago. John had owned the car since 1965. Like all 'old' racing and sports-racing cars it had tried to copy Elvis on a number of occasions with "hits" mainly in the nose area. 1mm Aluminum doesn't take too well to this treatment and after the repairs way back then it is now razor thin in places where it has been knocked back into shape and then with a rotary disc – leveled off.

For many years, probably almost 30, I have been going to the one paint supplier and I asked him if he knew of a good alloy metal worker. Without hesitation, Brad said Mark Natoli's the man – he did Scotty Taylor's Cooper (T43) and he's not far away in Menai. Brad then told me about the Cooper and that it had its body created by Mark and was a polished alloy finish.



So I contacted Mark and we discussed what needed to be done and in recent times I have spent many days at Mark's helping and learning (just scraping the surface) the art of metal forming. We have got to the stage now where it is pretty close to finished, but Mark has to return to Fox studios where his skills have been put to

use in the making of films such as the Matrix and Australia and a couple of others one of which hasn't been released yet.

So here are a few photos of us having fun and the one above I just happened to take at Silverstone last year without knowing the relationship I was going to have with its body's creator The type 43 was Jim Russell's in period..

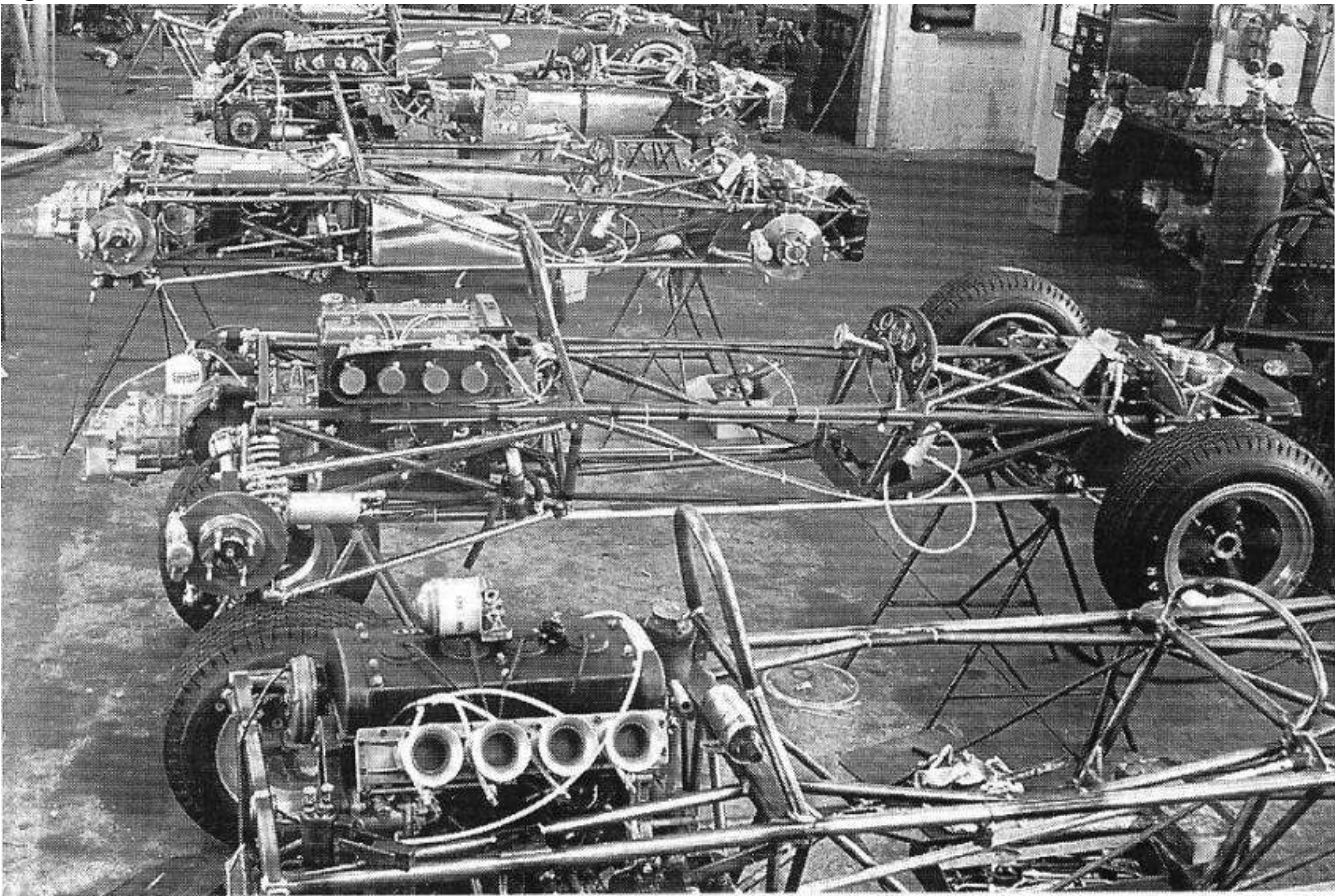


MRD – Brabham employees 1966 -1968

from John Brearley

Some years ago I bought some Brabham spares off John Brealey who lives in Adelaide. John worked at MRD in the years 66 through 68 and may well have had a hand in building my BT21C !

During the recent trip to Malalla I caught up with John on the Saturday and in the conversation I asked him about his time at Brabhams' and if there was a chance he might jot down the names of the guys that used to work there with him. It was obvious that he held those years dearly in his memories. Good to his word John has supplied a list of names that were part of the MRD team back then – there is some wonderful history in just reading them. So, thank you John, and here is the list from his memories and some candid remarks. Also I passed the list of names to Ron Tauranac and he added one or two and also some RALT employees that we might know.



An untypically quiet scene with a group of F2 and F3 cars left temporarily unattended in Ron's assembly shop at New Haw, Surrey.

Taken from the Brabham Ralt Honda book, the Ron Tauranac Story – this scene is from the period of John's time with MRD. If you look closely you will see an unpainted chassis with an FVA and no gearbox, most likely a BT23 in the foreground, a painted chassis with a twincam and Mk 5, most likely a BT21 then a painted chassis with a 1000cc Screamer and a Mk 8/9, another derivative of the 21, then what looks like another twincam and the last car in the photo seems almost complete. Because of the plate above the pedals, rather than two strips of sheet metal, this dates these cars as being post BT18.

Ron Tauranac	God	design	
Mike Hillman (didn't swear)		design	Went to BRM then Harley Davison USA
Gordon Murray		design	
Ted Marley	(Irish)	design	
Ralph Bellamy	(unflappable)		to McLaren – Lola
Alain Fenn		sales – PR	
John Bessant	(ex Army)	Works Manager	
Kath		office manager	
Marg		office No2	
Gill Oliver			
Irene Coss			

Ted		stores	
Harry	(ex Army)	stores	
Dave Hine	(ex Army)	Canadian	
Old Bill		driver Transit van up to Nuneton again – a good laugh	
Jerry Hones		foreman to Blenheim NZ – loved fishing	
Jim Keene	(muso)	welder	to Tyrells
Rodger Brandt		toolmaker	fantastic chrome moly welder boy wonder sometimes blunder.
Nick Goozee			Penske Poole
Mike Pope			P & M race prep
Martin Sloane			P & M race prep
Tony Kilburn			to Coopers then Matra RIP
Nobuhiko Kawamoto			F2 Honda – later CEO of Honda Japan
Nobi's assistants x 2			
*Bert Hawthorn	RIP		*shared a house together
*Gerry Ball	RIP		
Alan England			
*John Brealey			The spy pencil sketches to Gary Cooper
*Mike Cuss			stays in touch with Tony Alcock's wife
Ian Lees	}		self proclaimed
Allan Ould	}		experts
Max Rutherford		to Tyrell the smiling boy	
Dave Luff		F1 Brabham Good for a laugh	
Little Peter		Liked a drink, went to Penske	
Dick ?		What's it like working on race cars	
Dave of Devon		The truss	
Terry of Hull		to Tony Dean	
Allan McCall		ex lotus	
Emon Fullalove		ex Lotus to USA – Chalkie	
Tony Robinson		set up jig + tub – BT25 to coopers	
Ron Dennis		ex Cooper – we all know of Ron's recent exploits	
Neil trundle		ex Coopers	
Peter McGill		made tanks – freelance – ali wizard the best	

BRO
 Roy Billington the boy RIP
 Carey Taylor
 John Mueller
 Bob Illich

Winkleman Racing		Those that had left	
Peter Kerr	RIP	Phil Kerr	to McLaren
John Mueller		Tony Alcock	to Cosworth – Birrana
		RIP	
Casual workers		Jerry of Vickers	Brocklands to ?
Ken Fields		Peter Wilkinson	went to Gurney
Dave Charlton		Kiwi brothers	returned to NZ

Other notes
 One BT23 Tasman car returned to MRD with Elfin wheels on the rear
 Tony Alcock possibly returned to MRD after John left - + maybe McLarens
 Bob Mills – owns an Elfin Mono in the Birdwood museum, returned from Midland Texas for the Elfin reunion last year – Jim Hall – Carl Haas

RALT employees as advised by Ron Tauranac
 Dave Wynn design
 Ellie Newall Telephone and office
 Larry Perkins Workshop foreman – the best

A note from Garry Hancock.

As Damon did so well at Eastern Creek in a car he had never driven before, I asked Garry if he would give us a brief account of Damon's experience. This is what Garry wrote, noting that he didn't want to sound like too proud a Dad ! ... Ed

Damon's first drive was in 1997 when he won our club hillclimb in his unprepared, 14 year old RF83 FF in a time which bettered the then current FF record for that course. He then contested 2 supersprints at Wakefield Park, one of which he won and the other he lost by 0.1 sec, both to the national supersprint champion, Phil Poat.

The RF83 then received a "birthday" which included a Peter Wallace prepared engine and he entered his first meeting with a CAMS licence at Lakeside. With no practice on the circuit and in torrential rain he qualified P2 to Dick Carter's March 81B in a combined M O Q R division. In his first race, also in pouring rain, he ran 2nd to the March but recorded fastest lap. His second meeting was at Oran Park in July 1998 where he set a lap record which stood until the last HSRCA meeting at the circuit, a period of 12 years. Two more meetings that year with top results at Sandown and Wakefield Park saw him win his FF division trophy in the Tony Harper sponsored Aviation Theory Centre series.

In 1999 a Spectrum 06B was purchased and after some much needed work on the car a few national FF rounds were contested at Oran Park, Winton, Phillip Island etc. In the same year Damon raced at Bathurst (finished 6th) and then the AGP meeting where an overheating engine put paid to any chance of a good result. In 2000 after a 6th place at Surfers Paradise Indy FF race Damon went back to the RF83 and at Wakefield Park, set a lap record which stood until the 2005 HSRCA meeting.

After a break of approx 18 months Damon raced at Phillip Island in 2003 where he finished 2nd. After going off to work in the UK in early 2004 Damon returned to Australia later in 2005 and only drove twice until Peter Addison very generously offered him the use of his RF83. Damon drove Peter's car in two meetings in 2007 and two in 2008, the second being the Repco Tasman Revival where, in three laps, he qualified the car in P2 only to compete no further as mechanical troubles precluded any further participation in the meeting. The final drive in Peter's RF83 was in Feb. 2009 at Wakefield Park where although he had to be content with P2 to the ever hard charging John Smith in two races, he recorded fastest FF laps of the weekend. He said that he thoroughly enjoyed racing hard with a driver of John's calibre.

At the end of a break of almost two and a half years Damon was "thrown into the deep end" at the wheel of his parents' BT23C Brabham and without the benefit of any testing before the meeting he qualified the car in third position, recorded the fastest lap in the two races he finished and a new lap record. Damon says that he owes much of his modest success to the help and advice freely given by revered family-friend, Peter Molloy.



Damon in the family Brabham BT23C at Eastern Creek's turn 9 – Peter Schell photo.

Food for thought - a personal view from your Registrar.



In recent times there has been a proliferation of race promoters and organisers where Historic Cars compete over and above the traditional Clubs like the HSRCA. Many of these and some of the traditional Clubs have chosen not to use CAMS as their sporting authority. Australia, through CAMS, has the most enviable reputation for the standard and approval of Historic Racing Cars throughout the Historic Racing world.

CAMS is the body affiliated with the International governing body the FIA. CAMS has since 1953, been our National governing body and is Australia's ASN when it comes to wanting to compete overseas. CAMS is the body who has kept our sport supported by a great number of volunteers, without whom we cannot compete. CAMS issues the regulations we all compete under. CAMS is the body who requires us to complete a C of D and logbook application to maintain a purity and consistency within our ranks. CAMS requires us, as Club level competitors, to have a medical every two years and to maintain our licences every 2 years and the list goes on. All of these things are to our advantage.

Everytime a race meeting organiser uses a non-CAMS authority, it reduces CAMS income, robs them of some of the funds needed to do the above, and in time this may threaten the very things we have come to expect as Historic Racers. One has to ask, would I rather see part of entry fee go to furthering CAMS ability to support our chosen sport, or to some outside private organisation.

Some may say CAMS has made some strange decisions over the years, and on occasions have managed to alienate some of their members, but CAMS in time have changed and especially so in recent years. For instance, they have introduced a fairer system for Club members who compete only at Club level. It could be argued that this has occurred because there is now an alternative, and maybe so, but the fact is CAMS are now trying to better serve their membership.

Remember also that CAMS through its affiliation with the Australian Government, and the Australian Sports Commission, assists young up and coming drivers to achieve what their talent indicates, and are involved with many other motor sport related happenings to further our sport and encourage participation, to all our benefit.

I have now competed at two non-CAMS events, both these events used my CAMS documentation. I now ponder whether it is right and proper for a non-CAMS promoter to expect CAMS to do all the hard yards, ie approving my car to be given a logbook and C of D etc, only to then have that documentation used outside its domain.

I have come to the conclusion now, that everytime we compete at a non-CAMS event, we are undermining the very fabric of what has been developed over the last 58 years. If you agree with me, then as a competitor, I encourage you to voice your opinion with the race organisers of meetings you know you intend to do, that way the race organisers do have some feedback and don't just rely on the dollar bottom line or some other influencing factors. Or, if you agree with me, but would prefer your Registrar do this, then let me know and I will pass on your sentiments, either individually or collectively.

If we don't do this then CAMS as we know it, and the continuation of the parameters we have come to expect, I believe could be in jeopardy.

Pit Gossip

Peter Schell gave me the photos I used for the Eastern Creek report. Peter has this uncanny knack of being in the right place at the right time, capturing the opening photo of Herb Neal. Steve Koen also usually supplies some great photos too, but was tied up with some family duties. Harry Hickling of Group M supercharged Rennmax a Group Q open wheeler and MG Peking to Paris fame is deeply involved with the APV acquisition of the Autoliv Crash Test Centre as the MD. The company is also involved with Klippan seat belts. The company does work for Defence, Aerospace, Auto and the transport industries.

Richard Carter has sold his Elfin to Andrew Goldie from WA. Andrew is one of the new generation with some experience in the sharper end of the Formula Ford grids. Richard advises that Andrew may keep the car on the East coast as he is keen to do Phillip Island and Tasman events. It will be nice to see some younger faces in M and O racing.

Mallala seen the debut of the Brabham BT31 in Peter Strauss's hands that was used to goof effect by Phil Harris in the 2010 Tasman Revival. Under the expert care of Peter Lerner, Peter had 2 cars at Mallala, the BT6 Formula Junior running in M & O and the BT31 running in Q & R. Unfortunately a fuel pump problem prevented Peter from demonstrating the Repco engine Brabham to its full potential, but when it was on song it sounded and went extremely well. This is the Tasman car that (Sir) Jack used in 1968, but which due to shipping delays only ran at Sandown that year.



Tom Tweedie mentioned in the Eastern Creek report is lying 11th out of 35 entrants in the V8 Supercars 2nd tier group, the Fujitsu series after the Townsville round. As always, sponsorship has a big impact on how competitive these teams can be and if you are able to help out, Tom has his own website <http://www.tomtweedie.com/>



Peter Strauss at a test day at Calder Park in the BT31

From Garry Simkin check out some great photo os Hampton Downs when a lot of us were over there. <http://www.theroaringseason.com/showthread.php?195-Hampton-Downs-Festival-Tasman-cars>

A reminder about our Club social meeting on Wednesday 20th July, the guest speaker is Basil Van Rooyen who was brought up in South Africa and been involved in motorsport since the age of 18. Basil has a close connection many would not be aware of, when Jack Brabham finished with the BT24 at the end of 67, it went to Basil and he raced it in South Africa in F1. As Gary simkin said, it would be like someone getting hold of Mark Webber's Red Bull racer at the end of this year and racing it next. Basil now lives here in Sydney. The meeting starts at 2000hrs but a lot of us have a meal before hand. The address is Denison Sports Club 59 Chatham Rd, West Ryde.

Some of the track at Eastern Creek has been resurfaced, and a few lap records were broken, the 4 valve Group O for instance as already mentioned. One good thing about this is that Chris Farrell was heard to say he'd be down with the BT30 for the November meeting to defend it. Also the Formula Junior lap record according to Kelvin Prior was lowered by some 2 seconds by Simon Pymble.

You would think after 10 +years of having Webers, Ed Holly would know how to asjust a float level – wrong – David Kent showed how and fixed a 3 meeting old problem with the Brabham BT21C. Thanks David, the trick is NOT to compress the spring when you do !!



Chris Farrell in the Brabham BT30 2006 Tasman Revival – Peter Schell photo

Someone in our races at Eastern Creek had a GPS in their pocket, and recorded a fastest speed down the straight of 246kph, that's 152.79mph - pretty darned quick.



John Ellacott is heading off to Silverstone this weekend, and will catch up with our guys over there and hand out some Tasman Revival 2012 brochures to prospective entrant. Then heads back again with Dave Williamson to Goodwood in a couple of months, but via the salt flats of Utah, both visiting Speed Week at Bonneville the week before.

Did you know NATSOFT lists individual lap times in the results.

Some news fom our friends across the Tasman.

<http://www.dlra.org.au/2005-02.htm>



The quiet of winter in New Zealand currently provides opportunity for much needed maintenance work on our M & O cars. The new season will crack off with the traditional 'Ice Breaker' two-day meeting in September 2011 at the new Hampton Downs track. That will be followed by a one-day meeting in October at Pukekohe, a two-day meeting in November at Manfeild (which is located about 100km north of Wellington - in the North Island!) and in early December a two day informal meeting on the small 'club' track at Taupo. January will be a busy month with a two-day meeting on the big track at Taupo, followed by racing at Hampton Downs on the second of the two three-day weekends comprising the 'NZ Festival of Motor Racing (NZFMR) celebrating BMW Motorsport'. Meetings in March, April and May 2012 will close out our season.

Looking ahead to the 2012/13 season, the 'NZFMR celebrating Denny Hulme' will be held at Hampton Downs over two 3-day weekends in January 2013. Early indications already show strong interest - an ex Hulme Brabham BT20 and an ex Jack Brabham BT24 F1 as well as a Cooper T86C Alfa V8 from UK, an ex Brabham/Hulme BT4 now resident in NZ, Ed Holly's ex Hulme BT6, Denny's Cooper T52 FJ, an ex Hulme BMW M3 Group A, an ex Hulme/Hailwood Ford Escort RS2000 and Denny's first race car - a red MGTF. I hope to see lots of our Australian friends over here in NZ for the Denny Hulme Festival - Tasman cars, FJs, F5000, Formula Pacific/Atlantics, Touring cars, Sports cars, Classic bikes, Regularity Trials etc etc. Start dropping the hints to your 'better-half' now and salt away the odd spare dollar into your 'overseas race trip' piggy bank! Groups of around 6 single seater cars (unless you are Neil McCrudden WA who loads 9 cars!) can be taken in a 40 footer Hi-Top container so talk with your mates right now and start making plans. Any enquires to me - Jim Barclay jim@nzfmr.co.nz

Thank you to everyone who has contributed to the newsletter. Photographers Peter Schell, Jim Jones, Paul Lewis, Neil Hammond, Lady Kitty Chisholm, Colleen Conway and Noel Conlon you all make the newsletter come to life. Thanks also to Geoff Varey, John Brearley, Gary Hancock and Tony Simmons for great articles. As I always say, if you are involved in 1960s racing cars – this is your newsletter – your contributions make it what it is, otherwise you just read my interpretation of events.

Those partings shots ...



John Walker past owner – Richard Carter present owner of the Elfin Mono at Mallala



Photographed off my computer from the onboard camera at Eastern Creek – this shot clearly shows Ross Hodgson's wheel in the air and the car skating along.

Finally seen recently on Ebay Note the contents of the bottle do in fact contain the said smoke.

