



# The HSRCA 1960s Racing Cars Groups M & O Newsletter No 21

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*The views expressed in this newsletter are not necessarily those of the Historic Sports and Racing Car Association, the HSRCA, nor necessarily those of the editor. The newsletter exists for the benefit of all those who have an interest in the 1960s racing cars, and especially the owners and drivers of these wonderful machines.*

And it was the owners and drivers of these wonderful machines that put on such a great show on the last weekend of November at Sydney Motorsport Park. The entry level was about the same as the previous 3 Tasman Revivals with 34 O cars and 40 M cars of which 27 were Formula Junior and Formula 3 cars. Additional to the 27 M, FJ/F3 cars, there were 8 pre-M Juniors as well.

Just a couple of weeks before there were two Historic Race meetings on the same weekend, Historic Sandown in Melbourne, Victoria and Historic Barbagello in Perth WA. Many of the Formula Junior brigade and especially those from the UK and NZ supported the WA event on their way to the Tasman event 4,000 km away across the Australian continent.

And just before Sandown, was Motorclassica, a concourse extravaganza with a very significant Repco Brabham display coordinated by Melbournian, Peter Strauss. A report follows in the newsletter and this was a great tribute to both Sir Jack Brabham as well as Ron Tauranac.



A Bruce Moxon photo of Peter and the Swiss flag.

So first off a report on the Tasman Revival for 2012 and what better way to start the report than to have a photo of an iconic Australian racing car from the Group M period, Leo Geoghegan's Lotus 32 brought back to Australia and driven extremely capably by Peter Studer from Switzerland. After each event, Peter would put up the Swiss flag, a wonderful gesture. Unfortunately with a red flag ending of the main event, Peter was unable to "show the flag" at the end of the Tasman Revival race..



As good as it gets in Historic Racing. - Leo Geoghegan holding the Tasman Cup, and Damon Hancock holding the Group O - Leo Geoghegan trophy - for winning the Tasman Revival race. Note the beautiful scenery in the background; prints on fabric supplied by John Ellacott made to come alive with the translucent light coming through the windows of the Memorabilia Tent. A Peter Schell photo.

The index to the newsletter is shown on the next page, but an acknowledgement of the tremendous response to requests for articles has to be made. As you read on into the newsletter you will see many contributions from some very enthusiastic 1960s racing cars drivers and owners. These articles make the newsletter a very diverse document, and it must be said the enthusiasm of the Formula Junior guys really does show ...

## Index

Page 4	The Tasman Revival report introduction
Page 4	The Group M cars at the Tasman Revival
Page 8	The Group O cars at the Tasman Revival
Page 12	The 1960's Tasman Revival race
Page 22	The Formula Juniors at the Tasman Revival
Page 27	A report on Barbagello WA by Michael Sexton.
Page 31	A report on Sandown by Norm Falkiner
Page 34	Brabham at Motorclassica 2013
Page 36	Thoughts on the Tasman Revival by Bill Hemming.
Page 37	Pit Gossip
Page 40	Reflections on a winter break by Bob Birrell of the UK.



Patron, Frank Matich with a photo from slightly younger days. with Charlie Mitchell (standing) with their Elfin FJ/1500 just out of view. Peter Schell photo.

# The 2012 Tasman Revival. November 22 – 25

## Sydney Motorsport Park, formerly Eastern Creek International Raceway

The 2012 Tasman Revival was the 4<sup>th</sup> running of this major event showcasing all the cars built for racing, whether they be single seaters or the sports-racing variety. On another note it was the culmination of 8 years work by a very dedicated band of volunteers who have been together all this time with great focus to make these meetings the best true Historic meetings in Australia, true in the respect that in the Historic era the purpose built racing car was what all young up and coming racing drivers aspired to. It is easy to schedule production touring cars as a draw card as this is what the younger generations think racing is these days, and the various meetings that do this both here and interstate show that it is a great success, but the HSRCA has always given tremendous support to the real racing cars, the ones that made the history we all celebrate now, not the cars that are built today to a set of Historic rules. So the first thank you must go to the HSRCA without who's support this meeting would never have happened in 2006, 08, 10 and now 12.

As stated in the opening, there were 74 M and O cars at the Revival, maybe a little less than previously. There were also no race-winning standouts like the Lotus 49 of past years, so the results were always going to be unpredictable, not only in O but M and FJ too, so it was with great anticipation that we all approached the running of the events, especially qualifying for the 3 Groups on the Friday morning.

Before going into the race reports, to give an idea of the very strong overseas support given to the M and O groups, the 24 international drivers competing within this 1960s racing cars category are listed here in no particular order. Additionally there were 20 other internationals competing in other categories.

### **Group O** 8 competitors

Phil Harris USA 1968 Brabham BT23C – NZ Murray Sinclair 1969 Brabham BT29 – USA Travis Engen 1970 Chevron B17B – NZ Peter Boel 1966 Lotus 41C – NZ Eric Swinbourne 1967 McLaren M4A – NZ Grant Clearwater 1965 Brabham BT16 – UK Ronnie Haines 1966 Cooper T82 - Singapore Eli Solomon 1966 Brabham BT18

### **Group M** 4 competitors

Switzerland Peter Studer 1964 Lotus 32 - UK Scotty Taylor 1960 Cooper Climax - UK Rodger Newman 1965 Brabham BT14 – UK Paul Busby 1966 Cooper T82 [This was Rodger Newman's 3<sup>rd</sup> Tasman Revival all the way from the UK.](#)

### **Formula Junior** 12 competitors

UK John Dowson 1962 Brabham BT2 – NZ Noel Woodford 1961 Gemini Mk3A – NZ John Rapley 1962 Brabham BT2 – NZ Tony Olisoff 1960 Emeryson Elfin – Belgium Jan Biekens 1960 Stranguellini – NZ Jim Barclay 1961 Gemini Mk3A – UK Duncan Rabagliati 1959 Alexis HF1 – NZ Alan Cattle 1959 Volpini – UK Bob Birrell Renmax BN1 – NZ Ian Garmey 1961 Cooper Mk2 – NZ John Holmes 1960 Lotus 18 – Peter Boel 1963 Lola Mk5A

### **Group M racing** *How good was it for these cars to be separate from the younger siblings in Group O*

#### **Qualifying**

As Group M were the first to do their qualifying on the Friday morning, we will start the reports with them. The Group M cars were gridded with the Formula Vees and a split grid used for the race starts which worked very well. Standout amongst the group was Peter Studer, who until the day before had never seen the Eastern Creek, Sydney Motorsport Park (SMSP) layout yet put the magnificent looking Lotus 32 on the second row of the grid just .09 sec shy of Don Thallon (P2) in the 2.7 litre Cooper Climax type 53. Pole was set by Ed Holly in his Brabham BT6 both of whom really know the SMSP layout. Next was Les Wright in the Jaguar powered Dalro. 3<sup>rd</sup> row comprised Richard Nitschke in his Elfin Catalina, then strangely a newcomer to SMSP, Adam Berryman in the 1964 Tasman Championship and Bruce McLaren winning Cooper Type 70. Adam had never been to the Sydney track before so some improvement was expected and at this stage he was about 9 seconds

off the pace. Col Haste was next in his Brabham BT2 with Robert McConville in his Dad's Cooper T75 Alfa next. Then



The line-up for the qualifying session for the Group M and Formula Vee cars. Brian Caldersmith photo

came Richard Longes in his Brabham BT14 from Rodger Newman also in a BT14 then Henry Oosterbaan in the Tony Caldersmith built Alton AR2 and then Harley Oliver in his Lotus 18. Scotty Taylor had a problem on the Thursday with his starter motor and thankfully David Kent from Group O managed to get Scotty going again Friday morning, in time for the M qualifying but a recalcitrant carburetor delayed Scotty but he got a guernsey with the O guys.

### Race 1 - Event 2

In coolish conditions the race was started going on 2.00pm Daylight Saving time. From pole Holly was never headed being chased all the way by Don Thallon. Richard Nitschke got a great start (the author can attest to Elfin's making fantastic starts) and was up to 3<sup>rd</sup> on the first time around just a tenth behind the big 2.7 Cooper, then came the Dalro Jaguar with Peter Studer a couple of car lengths behind. On the next lap Studer has dismissed the Dalro and was onto the Elfin with Richard trying very hard, doing his fastest time of the race. This worked but not for the next lap when Studer pounced taking over the 3<sup>rd</sup> spot. A first lap casualty was Adam Berryman in the very beautiful Cooper. Further down the field a weekend long battle between Rodger Newman and Richard Longes was developing in the battle of the BT14's this time Richard managed to prevail



The battle of the Brabham BT14's Richard Longes nearer the camera and Rodger Newman from the UK for the 3<sup>rd</sup> time. Steve Koen photo.

by less than 2 seconds after the 6 lap journey. A few of the Vees managed to climb into the M car's ranks. Paul Busby had a DNF. At race end it was Holly BT6 from Thallon Cooper and Studer Lotus. Nitschke was next in the very well driven Elfin then Wright in the Dalro young Robert McConville did very well in the 1300cc Cooper Alfa to finish just ahead of Col Haste who was just ahead of Scotty Taylor in the Cooper T53.

### Race 2 - Event 13



Christopher Dobie catches Peter Studer ahead of Les Wright before Peter was past Ed Holly and Don Thallon.

2nd race from the start of the day, Saturday morning, perfect conditions, the Queenslanders must have thought they were at home. (sorry Aussie joke) Pole sitter Holly had fitted a set of new English Dunlops 204 compound after the previous race, which had been on a set of old Japanese made Dunlops and was quite apprehensive about not having sampled them before and that they were totally new without being scrubbed. The warm up lap soon indicated that any apprehension was well founded ! At the flag drop Holly got away to a good start but this time found the grip levels rather inferior to what had preceded the day before and by the first lap Thallon had managed to find a way around and on the next circuit so had both Peter Studer and Richard Nitschke, Holly was really struggling to come to grips (no pun intended) with the new tyres. Next circuit and Nitschke relinquished 3<sup>rd</sup>, and Holly managed to hang on to

the leaders having to learn how best to use these new shoes. On lap 4 Studer made his move on Thallon to take the lead and then the next lap when in the clear put in his best time of the meeting so far a 1:46.6 a terrific time considering Peter was on L section Dunlops not M section as Group M are allowed to run here. At the end of the 6 lap journey Peter Studer prevailed over Thallon by 1.9 seconds with Holly 0.9 behind. Nitschke had dropped off the pace a bit towards the end and was about 10 seconds behind. A bit further back was Scotty Taylor enjoying the flowing circuit immensely and the company of Col Haste and Robert McConville both of whom were right in the rear view mirrors. Richard Longes managed to put a couple of Vees between himself and Rodger Newman. Henri Oosterbaan was having a ball in the Alton and Paul Busby too was slowly learning the circuit as was Harley Oliver.



Peter Schell captures Ed Holly struggling with tyres and Richard Nitschke looking for a way around, which Richard briefly did.

### Race 3 - Event 24

A bit warmer than the morning race, but still perfect conditions. This time the grid was made up of Studer on pole, then Thallon making up the front row. Holly and Nitschke next, then Haste and Berryman then Taylor, Longes, Newman, Busby Oosterbaan and Oliver. Once again the Vees were separated by a 10 second delayed start. From pole Peter Studer dictated the terms, although Holly managed to lead into turn 1 but that was all. The first circuit saw Studer with a 1 sec advantage over Holly then a second back was Thallon and a second back again Nitschke, a couple of seconds to Haste with Adam Berryman in his hip pocket, a slight gap to Taylor then Longes and Newman barely a car length apart. The 2<sup>nd</sup> tour had Berryman showing the Cooper's power with a move to pass the Brabham of Haste and on the next tour Taylor followed the younger Cooper's lead



Scotty Taylor slips past Col Haste, photo by Roderick MacKenzie

putting Haste back to 6<sup>th</sup>. Meanwhile at the front Studer was definitely controlling the race lead with about a 100 yard lead, but it was Berryman who was consistently lowering his lap times as he came to grips with the SMSP layout getting down into the low 50s to finish well behind the leaders but demonstrating the potential of the 1964 Tasman Championship winning car. Once again Richard Longes managed to put a couple of Vees between himself and Rodger Newman, the battle of the BT14s and chequered flag time was quite crowded with 6 cars passing with a couple of seconds. At race end it was Peter Studer in the magnificent Lotus 32 who now had his 2<sup>nd</sup> win from Holly and Nitschke. Berryman was next, then Taylor just eclipsing Haste as they crossed the line a car length apart, then Longes, Newman, Busby, Oosterbaan and Oliver.



Race 2 Peter Schell captures the moment Thallon gets ahead of Holly, with Studer and Nitchke waiting their turn

So ended the separate grid Group M racing for the weekend, Sunday would see the feature event over 15 laps which will be the real test of driver and car amongst the younger Group O cars. But before we leave one last

look at the Lotus 32 again of Peter Studer, it could be 1965/6 all over again with Leo in a fullface helmet. Peter Schell took the shot.



## Groups O (and P)

### Qualifying

The much anticipated qualifying session did not disappoint, taking place late in the first morning of the Friday. Bearing in mind the many overseas entries, and that they had only had the private practice session on the Thursday to learn the track, their results were quite impressive. Phil Harris of course has been here a number of times from the USA, but it was Murray Sinclair from NZ in his Cosworth FVC who topped the chart for the visitors closely followed by Travis Engen from the US in his Chevron B17C, followed by Eric Swinbourne from NZ in a McLaren M4A.

*The field was so big it needs a spread of two photos to capture.*



Back to the main action, it was Damon Hancock who stamped his authority on the Group O field in the family's Brabham BT23C, which when last competing in a Tasman event was in the hands of Andrew Fellowes. Damon





put the car on pole with a 1.6 second advantage over our 1976 Formula Ford driver to Europe champion, Richard Carter in his very quick nimble and ever so skinny Elfin Mono. This was a terrific effort by Richard with the twincam powered car against the full weight of Damon's FVA powered car fettle by Tasman veteran



Damon Hancock setting pole leaving everyone in his dust.  
Steve Koen photo.

Peter Molloy. The next row was no less impressive with Chris Farrell in his once every two years airing of his Brabham BT30 also with FVA power about .8 behind Richard and .6 ahead of Ray Stubber in his Brabham BT29, Ray hails from WA but does a lot of his racing in the Eastern States and always has his car well up any 1960s grid. Heading row 3 was Andrew Goldie in his first drive at SMSP of his ex Carter Elfin 600. Must be something in the car's dna that gave Andrew such a quick time just .6 adrift from Stubber on his first visit to SMSP, along side Andrew was Aaron Lewis who really had the big Indy Car Eagle honking around the Creek with a sub 38 time. 4<sup>th</sup> row was made up of Victorian's affectionately known as the

Mexicans – south of the border – Ken Bedggod in his very trusty Penrite Brabham BT16 alongside Laurie Bennett in his Elfin 600. 5<sup>th</sup> row and the competitiveness of the cars normally right at the front is phenomenal, Phil Harris in his Brabham BT23C sits alongside Murray Sinclair in his Brabham BT29. 6<sup>th</sup> row see Travis Engen in his Chevron B17B taking the left side of the row from Paul Hamilton in his very well used Elfin 600, no stranger to the high profile events from day 1 when Garrie Cooper used it to such good effect in International racing. All these cars were sub 1:40 a very healthy



Then came Richard Carter seen here in company with Andrew Goldie and Laurie Bennett. Peter Schell photo.

time to get around SMSP's GP circuit in a car without wings and slicks. 7<sup>th</sup> row comprised of Peter Barclay in his Brabham BT21A with Martin Bullock from WA in his Chevron B17C Peter Boel headed the 8<sup>th</sup> row with his well used Lotus 41C from Ross Hodgson in the ex Herb Neal Elfin 600, Ross no stranger to the 600 having run David Medley's Alfa powered Elfin at previous Tasman events 9<sup>th</sup> row Eric Swinbourne in the beautiful McLaren M4A with Peter Strauss in the 1969 Brabham BT31, a car driven by Sir Jack that year at Sandown after being delayed on the boat to Australia and only making it for that one round of the Tasman championship that year. 10<sup>th</sup> row saw Kiwi Grant Clearwater in his freshly repainted Brabham BT16 just ahead of South Aussie Tim Kuchel in his Brabham BT18. 11<sup>th</sup> row David Kent in his Brabham BT29 and WA stalwart Neil McCrudden fresh from his assisting with the Barbagello meeting in that state in his Macon MR1. 12<sup>th</sup> row Two Group O rookies., Steve Weller and in his freshly and beautifully Herb Neal restored Elfin 600 from John Macey although he has owned the car for a while the ex Lerner ex Lane Brabham BT 18. 13<sup>th</sup> row was Herb Neal in the car he built himself and competed with in 1968, a stunning creation the Neal Ford Mk2 with good mate Ian Ross beside in his Repco V8 powered Elfin 600. 14<sup>th</sup> row was Wayne Wilson forsaking his Rennmax of the first 3 Tasman events for his stunning blue Brabham BT29 alongside Rob McMillan in his Brabham BT16/23 a car with wonderful history and a Coventry Climax 2.5 litre. Row 15 was Geoff Varey who never misses a meeting with his Gryphon supercharged FIAT powered team Shoostering car alongside Ronnie Haines who came from the UK with his Cooper T82. Row 16 Norm Falkiner in the car that blitzed them at Sandown 2 weeks before and this time driven by its owner with Eli Solomon from Singapore in his much traveled Brabham BT18 ahead of Brian Searles in his Alexis Mk9, Scotty Taylor practiced amongst the O cars and managed to put in a time that would have been in the 16<sup>th</sup> row.

### Race 1

Late in the afternoon of the Friday and 7<sup>th</sup> race on the programme, the Group O field assembled for their first real demonstration of the pecking order under race conditions. With 29 starters it was a massive field of late 1960s racing cars, the most spectacular non-winged machines known to man – and that from a group M racer. At the drop of the flag, Hancock got a lot of wheelspin and Carter looked like he might take the lead, however the power of the FVA kicked in and the door closed. On the first pass of the start line it was Hancock a half second to Carter with Stubber all but alongside and a couple of lengths back to Goldie. Then came Bennett and Lewis, the whole field making a wonderful sight and sound as it raced into turn 1. On the second lap Goldie managed to get the better of Stubber as did Harris on Barclay. On the third lap Carter put in a blinder and



“Carter puts in a blinder, smashes his own lap record down to 1:34.95” - Steve Koen captures the moment. manages to take the lead and cements that on the next lap with a lap record shattering 1:34.95 lowering his own lap record by 1.3 seconds, a huge slice in any one's books. Another mover during the race was demon USA

racer Travis Engen who managed to climb his way up to 10<sup>th</sup> from a low of 13<sup>th</sup> on the first lap. Steve Weller did well too up to 16<sup>th</sup> in his first race in the Elfin 600. After the race Hancock admitted the pace was so hot and the pressure applied by Carter that to look after the tyres for the main race of the weekend was of great importance, but take nothing away from Carter, it was a magnificent drive to win by a margin of 9 seconds. Hancock just did enough to take 2<sup>nd</sup> from Goldie, Stubber Bennett Lewis Harris Hamilton then Bedggood – who continued their dogfight as though there was no 2 years in between ! Rounding out the top 10 was Travis Engen.

## Race 2

With Carter now achieving the fastest lap of the meeting so far, he inherits pole position for race 2 Saturday morning. This race was red flagged in its early stages and the cars returned to their pit and the race was rerun straight after lunch. The red flag due to a coming together between Bennett and Goldie and thankfully both cars were able to take place in the restart. This time Hancock was out to show the 23C's stuff in earnest and takes fastest lap with a 35.1 taking a leaf out of Carter's book and smashing his own lap record by the best part of a second. Who needs wings, these guys are flying without them. Hancock leads from start to finish and wins by an impressive same margin as Carter had the afternoon before. Goldie too gets into the 36's where Carter was circulating and makes a real run for it on the last lap to cross the line almost beside Carter. Harris led the next bunch some 7 seconds adrift with Bennett, Farrell, Stubber and Hamilton and Engen all vying for position. The



Colleen Conway captures the incident that causes the red flag, thankfully both Goldie and Bennett were able to take place in the restart later in the day.

next bunch too were all very close in fact just .2 second covered Clearwater and Barclay and Sinclair, Barclay in a New Zealand sandwich.

## Race 3

Just 2 hours after their previous start no one had to worry about getting up too much engine temperature. This time Hancock decided to sit it out, conserving the tyres for the 15 lapper the next day and as it turned out this was one ripper of a race with the first 3 positions covered by just .4 second after 6 laps. Pole sitter again was Carter but on the first tour Richard was back to 3<sup>rd</sup> behind Farrell and Stubber with Goldie lurking then a short gap to Bennett then Harris. On the 2<sup>nd</sup> tour Farrell's engine developed a problem which would sideline him for the rest for the weekend moving Carter into 2<sup>nd</sup>. On the 3<sup>rd</sup> circuit Carter found a way around Stubber and maintains this lead till the finish, but Stubber and Goldie never stop trying and the 3 cross the line almost together. Harris ended up having a bit of a lonely drive to come home a well deserved 4<sup>th</sup> then it was Lewis, Hamilton and Engen down to 7<sup>th</sup>. Clearwater, Bennett and Bullock rounded out the top 10. Also having DNF's were Strauss with the BT31 and Bedggood in the BT16. Strauss's weekend in the 31 was finished, but Bedggood was there for the main race next day.

So ended the Group O races for the weekend, the M and O cars combining for the main race the next day and the grid worked out on fastest times to be set by the timing people at Natsoft.



Aaron Lewis leads Paul Hamilton, then Travis Engen, Ken Bedgood and Murray Sinclair just a nose. Steve Koen photo.

### **The Tasman Revival race scheduled over 15 laps and to start at 1.00pm**

The cars assembled on the dummy grid from about 1230 and by 1245, the scheduled time to move off to the main grid, an impressive sight was constructed with 44 cars lined up, less a few that had succumbed earlier in the meeting, most full of fuel for the longest race every two years for these thoroughbreds of the 1960s. Real racing cars all with racing heritage some as long as your arm.

So it was at 1245 the cars moved off to take up their position on the main grid, to await the National Anthems of both Australia and New Zealand. From being on station on the main grid on the track itself from around 1248, the cars were sent off on their warm up lap almost 20 minutes later. A lead group of about 8 cars made a real break by the time an almost full circuit had been completed, and with the cars nearing the end of the lap, the race was red flagged when a stalled car was still blocking the back of the grid area and a tow truck and personnel had been sent out on the hot track. The positioning of the flag point coming onto the straight was a cause of concern all weekend and it appeared it was left to this flag point alone to show the leaders the flag to stop racing. It is a flag point that you virtually cannot see from a full face helmet and is well out of your direct line of sight and maybe even your peripheral vision. That at least one car missed the notification is not surprising and this driver found after cresting the brow of the hill (that denies a clear view of the straight until



The view from a single seater's perspective coming onto the main straight, there is a crest in the track that denies vision for about 500 yards.

well down its length) that he had slowing cars blocking the track to the left and a tow truck blocking the track to the right. At this point on the straight, as the lower part comes into view the scenery goes past pretty quickly as the cars have normally accelerated to over 120 mph at this point. It has to be born in mind that in a single seater your eyesight is very low compared to any other car, and small undulations can cause a loss of distant vision.

After the red flag most of the lead cars return to pit row via the full circuit whilst others further behind move directly into the pit row area from the top of the circuit. Now the drivers have been in the cars going on 45 minutes and are awaiting instructions from race control whilst the leaders are brought from the back of the pit row area and the problem on the straight is finally dealt with. The cars are now extremely hot the drivers are even more so. The “total loss” on board batteries are complaining trying to start such hot engines, however the signal to start is given and the lead cars start to move off onto the track for the restart. The car laying in about 7<sup>th</sup> spot is a McLaren M4A, a beautiful car as mentioned before. On trying to start the car something happens



3 of the 4 fire fighters - Garry Simkin closest to the fire with an extinguisher, Ed Farrar from WA about to follow Gary in also with an extinguisher. Richard Knowles from NZ is about to reach into the cockpit. Colleen Conway photo.

and there is a very loud sound for a second or two then a fire erupts from under the engine. The cars in front have disappeared onto the track and Peter Barclay is next in line very close behind the McLaren, way too close but do anything but get out of the way, which Peter has the presence of mind to do very quickly. Cameron Forsyth, Paul Hamilton’s pit crew races to the car now really starting to be engulfed with fire in the rear compartment and helps the driver out with the back of his driver’s suit on fire. Garry Simkin then Ed Farrar moments later react at the same time as Cameron and race across the pit lane to grab fire extinguishers and in a flurry of extinguisher powder have the fire out. After Barclay gets his car out of the way, Holly sees what is going on as he is the next car in line but by the time he gets out of the car to get his extinguisher at the rear, Garry Simkin and Ed Farrar have the fire out. Just as Garry is starting to hit the fire with the extinguisher,

Richard Knowles, a pit crew of the McLaren, after helping Cameron get the driver out returns to the car and reaches into the cockpit for some very good reason.

*All 4 of these guys, Cameron Forsyth, Garry Simkin, Ed Farrar and Richard Knowles all, deserve the biggest vote of thanks from all of us as their extremely quick actions that definitely saved what could in a few more moments have escalated into a situation none of us want to contemplate.*

Thankfully after all this, some discussion ensued and the race was postponed till after the next event. The drivers then got out after a long, long time in the heat and cool drinks were handed out by the officials on duty. Not long afterwards the cars were called to the dummy grid for the restart.



Photos above, top left Steve Oom catches the fire as it starts, the back and seat area of the driver's suit has flames on it - next is Garry Simkin running for an extinguisher, and Ed Farrar with braces is about to follow Garry - next is Garry starting to hit the fire with the extinguisher and Ed Farrar from WA (just out of picture) comes in after Gary's one runs out - the fire is out Garry Simkin helps the McLaren crew member, Richard push the car away, last 3 photos courtesy Colleen Conway. The McLaren survived and was not too badly damaged.

### **The restart.**

The records show that the main event, the 1960 Tasman Revival Feature Race started at 1415 hours. This race too was red flagged on the 10<sup>th</sup> circuit, to end an event with a buildup of 2 years work by a very dedicated and committed band of guys who have essentially been together now for all 4 Tasman Revivals, 8 years of meetings discussions a thousand emails and lots of hard work.

By now the pecking order was pretty much settled, with, if anything Hancock to show the Brabham in its best light. Damon did this on lap 2 with another shattering of his lap record set in his last race the 2<sup>nd</sup> one for Group O, remembering he missed the 3<sup>rd</sup> race. This a 1:34.4241 which took another .8 off his previous best and

lowered the record for the weekend by almost a full 2 seconds. The FVA powered BT23C carried Damon Hancock to a resounding win 11 seconds clear of the other podium place-getters, Carter and Stubber who crossed the line less than a half second apart. All of the cars were running maximum temperatures, most well over 100 deg both oil and water at the sharp ends of the 2 Groups, and a terrific testimony to the car preparers that of the 36 starters almost all were finishers. In the end the race occupied just 14 minutes and 36 seconds



A Steve Koen photo of the main grid awaiting the green flag for the warm-up lap.

from flag drop to the last full lap before the red flag which was brought about by a blockage at the hairpin after Corporate Hill. The minor placings went to Andrew Goldie then Laurie Bennett, then Ken Bedggood, a great result for him. Travis Engen was right up there in 7<sup>th</sup> and should have been very happy with his times on the weekend, so to Grant Clearwater then Murray Sinclair and Tim Kuchel. Peter Barclay was just outside the top 10 followed by Neil McCrudden then David Kent and Brabham rookie John Macey just ahead of Wayne Wilson.



There away into turn 1- photo from the HSRCA website.

The first of the Group M cars was next with Adam Berryman coming through the field in the 1964 Tasman Championship winning Cooper Climax T70 just ahead of the 1964 Tasman series mount for Frank Gardner, his Brabham BT6 with Ed Holly aboard, sort of a bit like history repeating itself ! In 3<sup>rd</sup> spot was Peter Studer as mentioned previously all the way from Switzerland with his ex Leo Geoghegan 1964 Lotus 32 which wasn't the car Leo used in the 64 Tasman series, but later that year in the Gold Star championship then in 65

and 66. In a fine drive all weekend, Richard Nitschke brought the Elfin Catalina home in 4<sup>th</sup> place in Group M just ahead of Don Thallon in his little used lately Cooper Climax T53. Then all the way from the UK was Scotty

Taylor in his Cooper Type 53, next was Col Haste in his Brabham BT2 then Richard Longes, Rodger Newman and Harley Oliver.





A selection of Steve Koen shots top early in the race Hancock, Carter, Stubber Goldie and Bennett. Middle David Kent doing a (Sir) Jack Brabham impersonation in his Brabham bottom, from each side of the Pacific Clearwater (NZ) and Travis Engen (USA)



Colleen Conway captures another true Tasman history car, the BT31 of Peter Strauss with the Macon MR1 of Neil McCrudden and rookie into Brabham's for this meeting John Macey behind. John did very well over the weekend settling into the BT18 very nicely.



Paul Busby from the UK in his Cooper T82 Steve Koen photo.



Peter Studer and Harry Galloway who repaired the Lotus 32 in period. Peter Schell photo.

Ross Hodgson in his Elfin 600, Eric Swinbourne in the McLaren and Peter Strauss behind. Peter Schell photo.



The first 3 place getters from each Group duly took their turn on the podium, by the time the Group M boys were there the FJ race had begun, so they had to contend with a bit of noise, but the photographers didn't seem to mind.

Ronnie Haines Cooper type T82 and Norm Falkiner Elfin Mono in close company . Peter Schell



Damon Hancock holds the Tasman Cup in honour of his winning the Group O section of the Tasman Revival race,



Adam Berryman is all smiles as he holds the Group M trophy for winning Group M, Ed Holly foreground holds

Richard Carter 2<sup>nd</sup> in the foreground and Ray Stubber right of picture. Peter Schell photo.  
Damon also won the Leo Geoghegan Trophy.

the 2<sup>nd</sup> place getter's trophy and all the way from Switzerland, Peter Studer did extremely well in Leo's old 32 to gain 3<sup>rd</sup> place. Peter Schell photo.

And so the Tasman Revival & Leo Geoghegan trophy for Group O racing went to Damon Hancock and the Jack Brabham trophy for Group M went to Adam Berryman and the sun set on another Tasman Revival for these front line racing cars of a most wonderful era of Australian motorsport, an era that saw a mini F1 circus here in Australia and NZ for the summer months throughout the 1960s. Immediately after the Tasman Revival race, the FJ's were having their big event due to the rescheduling necessary after the first red flag incident.



Scotty Taylor leads Brian Seales (Alexis) from Norm Falkiner, the 3 crossed the line 1 second apart ! Steve Koen photo.

### **Some issues raised from the running of the 15 lap reduced to 12 laps then red flagged at 9 laps Shannons Insurance 1960's Tasman Revival Feature Event.**

The unfortunate events which led to red flags and subsequent delays in the Tasman Revival race created considerable discussion amongst competitors, and posed questions as to protocols for the deployment of recovery vehicles, effective methods of display of red flags (and whether flashing warning lights should also be adopted), and whether there is a place for a safety car in longer historic races. Of paramount importance is the issue of driver welfare, particularly in ultra hot conditions when cars are held in situ for long periods prior to the start or a restart, and the need to avoid unnecessary damage to cars through overheating. While the prevailing weather conditions were beyond human control, hope was expressed that lessons will be learned from the incidents which unfolded and that, with the benefit of hindsight, future problems may be reduced or eliminated."



Pretty as a picture, Harley Oliver with his Lotus 18 and having a great time. Steve Koen photo.

#### **A note from Adam Berryman**

*Adam had never been to Eastern Creek before, and managed to steer his Cooper Climax, the actual 1964 Tasman Championship winner as though Bruce McLaren himself was looking over his shoulder, and here are a few words he has written to share.*

Can I say what an honour it was winning the JB Trophy and being on the podium with you and Peter. It was also nice to have the top three places filled by Cooper, Brabham and Lotus. It's a a good indicator of the quality and diversity of cars in Group M.

In the first two races, my DNFs were caused by a bleed line on the water inlet manifold which kept blowing off. The first time it happened I thought I was on fire, as it was blowing hot water all over my back but I couldn't see anything wrong. Exciting, to say the least. This was frustrating, as I needed these races to learn the circuit, as I was still struggling with both the track and the Jack Knight 5 speed gearbox. Nevertheless, by race three, we had it fixed. I started 14th and ended up 4th. At least, my times were getting to within the ball park.



Adam in the 1964 inaugural Tasman Championship winning Cooper Type 70. Rod MacKenzie photo

For the Tasman Revival feature race, my aim was to stick on the tail of Don Thallon in the T53 Cooper. Don is always quick and I thought if I can stay with him I might be in the hunt at the end. Don had given me some useful advice too. He stays in third gear from the hairpin at turn 2 for the rest of the circuit until the straight. This I tried to good effect. It enables you to concentrate on the track and driving, rather than being distracted by several gear changes at every corner. My plan for the feature race was to be there at the end. If we had run the full 15 laps, I would have been very marginal on fuel. The other consideration was the heat. I was pretty sure everyone would be slowing down towards the end, so my plan was to start comfortably and get quicker as the race progressed.

As the flag dropped, I got a good start and tucked into fifth behind Don Thallon's Cooper T53 and that exceedingly beautiful and quick Elfin Catalina of Richard Nitschke. We both managed to pass the Elfin on lap 2 and then Don Thallon ran wide going over Corporate Hill and I managed to sneak past. This I wasn't expecting and I thought Don would counter attack. But he didn't. I could see you in the Brabham BT6 and Peter Studer in the Lotus 32 not far in front. I dug in and set about catching you both. It took about three or four laps but I finally got on the back of Peter. He races hard !!! We had a good dice for a couple of laps but then I managed to exercise the long legs on the 2.5 litre Climax and passed him down the straight.



A lap later I tried the same manoeuvre on Ed. I was sure you guys were going to come back at me, but I think we then ran out of laps and the race was red flagged. This was a massive relief. My car gets extremely hot for the driver as both the top longitudinal chassis rails carrying hot water and oil. So I was really hot and knackered. I don't know how those GP guys ever manage 200 lap events !!!

However, it was all exceedingly worthwhile, as standing on the top step of the podium with Ed and Peter gave me a great thrill, and I was delighted to bring the Cooper T70 back to the winners circle after some nearly 50 years out of circulation.

Can I please take this opportunity to thank all the HSRCA organizers and volunteers of the Tasman Revival Event. It is clearly a massive task, but I must say, I was blown away by the quality of the meeting. Can I also please thank the guys who gave me a hand over the weekend, namely Derek Wickett, Jeremy Mantello, Paul Davis and Andrew McCarthy.

I will definitely be back. Adam Berryman Cooper Climax T70

## **The Formula Juniors at the Tasman Revival.**

With the main event for the Juniors on the Sunday sponsored by Credit Suisse, the Formula Junior and Formula 3 cars were always going to put on a strong showing, and especially so with the inclusion of Duncan Rabagliati and his much raced Alexis HF1 in the field of 35 cars. Much credit must also go to Roger Ealand, who like Duncan in the UK and Europe, just won't take no as an answer when it comes to wanting entries etc from his constituents ! The Formula Junior (and F3's) band of guys and gals is so cohesive that a number of them have written stories for the newsletter. Additionally the Australian Formula Junior Association, AFJA have their own website and it will be worth a visit to see their report on the Tasman Revival meeting within their site. Simply go to <http://www.australianformulajunior.com/afjassoc.html>

*Both Jan Biekens and John Rapley have both sent terrific reports about the meeting. The Formula Juniors and F3's had an immense amount of fun on the weekend and some of the older Group L type cars doubled up into the Group L races as well as the Junior ones, so plenty of track time. Their reports follow Jan first ...*

### **Report of the Credit Suisse Formula Junior and Formula 3 International Challenge at the Sydney Motorsport Park, November 25 2012.**

**By Jan Biekens**

We never had so much track time as during the Tasman Revival meeting. The front-engined juniors had double races as they also were invited with other classes. I think Duncan Rabagliati holds the record and went out 13 times! We all did well in the first three races of the juniors together with the F3 cars. John Dowson had a 2nd place and two wins overall. Myself I had a 3rd place and two wins in the front-engined class. After my first races I had a problem with my gearbox, it wouldn't stay in second unless I kept my hand on the gear lever to keep it in. More and more I got used to it and in the four corners which I had to take in second and driving with one hand I felt like John Delane. 25 juniors and 2 F3 cars started in the final race on Sunday. My big opponents were Max Lane in his Lola Mk 2 and Tony Olisoff in the Emerson Elfin. On the pre-grid Dan is always stimulating me with sayings like: 'Jan please tell me what oil pressure you have at the hairpin', this time he only told me that I should be faster in the first corner (which he told me during the whole weekend). My start was not too bad and after two corners I was second in the front-engines just behind Max. Sadly Tony had problems



A wonderful Steve Koen shot of Jan in the Stanguellini Formula Junior.

and had to pull out. Three John Delane corners and three miss-shifts later I lost some 50 meters on Max. What happened ? Luckily I found out that it was my gear lever knob that was almost off. I tried to get it on but only managed it to do so after I gave it a big smash on the top and screw it tighten again. There were still enough laps to go so I started to chase the Lola. After three laps I was finally back on his tail and could pass him. During the last few laps of the race someone put a lot of oil on the track but the one-hand driving turned out to be a perfect sliding technique for my Stanguellini and I could hold my position towards the end, winning the

front-engined class and 8th place of all the juniors. Duncan took fourth place in the front-engined and a 13th place in total of the juniors finishing fourteen seconds before Bob Birrell in the Rennmax BN-1. Sadly John couldn't maintain his dominant position he had during the weekend but still finished third of the juniors and fourth overall. John wasn't sad at all, he had a terrific driving over the weekend and I remember him walking into the paddock with a big smile on his face when someone gave him a period picture from **Frank Gardner** in his beautiful Brabham.

Of course our great assistant during the whole Australian trip Mr Daniel Setford had to have the final words again: 'Jan, didn't you had a misfire when you came in after the race.' 'No, why?' 'I replied. 'Because you have no fuel left' he said in a Droxford kind of way.

What a splendid time we had in Barbagello and Eastern Creek !



Jan holding his trophy for winning the front engine category with pitcrew and mentor, Dan Setford

## Eastern Creek the View from the BT2.

By John Rapley

After a couple of days in the CBD so my wife could explore the shops, walk over the Harbour Bridge, and take a ferry ride to look around; it was time for the Tasman Revival to begin. Wednesday morning I picked up my rental car and drove out to the circuit to help unload our container. All went well and by 11:30 the cars were all out and scrutineered. Somewhat amazed by the great progress, we then moved the cars to our pit area. This had not been marked out, so I helped Tony lay out the herring-bone lines to mark out the pit areas for each car. With so many entries, we certainly needed to pack them in! Wednesday evening concluded with the welcome function at the wonderful waterfront location, with spectacular views and first class hospitality. We sadly were a little late, due to the little voice in the Sat-nav guiding us the wrong way. However once we fought our way in, we had a superb time.

Thursday was cool for some, but suited this Kiwi, as I come from a more southern location/climate. The circuit was all I expected and more what a great track!

I needed all the practice sessions to learn the basics of the layout, as I have not driven outside the North Island, except for Calder and Philip Is during the 50<sup>th</sup> FJ Celebrations; so am not used to learning a new track.



Colleen Conway captures John Rapley in a rare moment ahead of Peter Strauss, Brabham BT2 leading a Brabham BT6.

Friday morning, and time for the all important qualifying. I picked up the required transducer from the most helpful lady at race control, and mounted it as she had told me lets hope it works was my thought at the time. I was really unsure how I would go on such a challenging track, so tried to concentrate on getting at least one or two corners roughly right. I would have been most disappointed if I had not gone well under the two minutes, and went with some trepidation to collect the results sheet. Phew! The timer/transducer worked, and I managed a high 1:56 that will do!

With a well thought out programme, we all had our first race on Friday afternoon.

It was getting rather warm for me anyway, and I was desperately trying to bed in four new tyres.

My start was reasonable, and turn one passed without incident. Turn two is where it all starts to happen. Someone locked up in the middle lane where I found myself, but I managed to slow and follow through all the traffic to safely make it to turn three, as the quick cars opened up a gap on us middle pack runners. Ah, breathing space but not a lot of it. I had sneaked ahead of the car on the grid which was beside my BT2, and



was chasing David in the Cooper. Some of the cars, that I was sure were quicker than me, were obviously busy holding each other up great! Then I noticed oil on the track, and later all over my visor. I dared not wipe it, in case I had less vision, so just eased off. A lap later Noel Bryen, in the beautifully sleek Rennmax slipped past, then we seemed to be on our own; and so it was to the flag.

I was really surprised by the number of DNFs which accounted for us being in a group well clear of those behind, and quite a way back from the quicker cars fighting for the top six spots. I was most pleasantly surprised to come 9<sup>th</sup>.



Another one of Colleen's shots, this time John in an Aussie sandwich, All these drivers have been all over the world with their Juniors, Kim Shean in the Lotus 18, Bill Hemming in his Elf, then John himself, and lastly David Reid in his Cooper Type 59.

In the true spirit of Historic Racing, Noel had saved a possible close call. I was turning in for the hairpin and at the last moment saw a flash of light blue to my right. It was Noel in the Rennmax coming down the inside, probably in the correct position to make a pass. I had not paid sufficient attention to my mirrors, but he negated any possibility of us getting too close by pulling back in good time. After the race I went looking for Noel, but only found his car in the pits, so passed on my message of thanks for his excellent driving which kept us both safe - to others in the pit garage. He later came to find me in the FJ marquee, so I was able to thank him personally which he modestly shrugged off.

Saturday dawned warmer than Friday a disturbing trend!

We were later in the morning, so there was plenty of time to check and service the BT2. All seemed OK, so it was now all up to me, the driver!

The race start and turn 2 was the usual mad scramble, with me somehow ending up in front of Bill (who is normally quicker). Bill soon passed me and normal service resumed. Noel was nowhere to be seen, and unfortunately was a DNF.

Very sadly he found that 4<sup>th</sup> gear was damaged, putting the Rennmax out for the weekend. I thus missed out on following him around, which I had been looking forward to, after race one; as following an experienced local, who is a shade quicker, is a great way to learn the correct lines.

Four laps into the race, I saw a yellow flag down the main straight, and found that Noel Woodford, in the Kiwi Gemini, had been forced to pull off near the end of the straight. I learned afterwards that he had badly damaged his engine, while pressing hard in the lead group. A great pity, as he had been the quickest Kiwi by far, not that the national rivalry is anything more than a bit of fun.

For our second race on Saturday, David was back on the grid, having repaired the Cooper. That meant I had real known competition, as he was usually able to beat me!

We started together, but somehow I managed to find myself ahead after turn two possibly David being polite to a visitor mmmmmmm!?!



Colleen here captures the diversity of the Formula Juniors. Jan Biekens in the Stanguellini, Tony Olisoff in his Emeryson Elfin, Max Lane in the Lola Mk2, John Medley in his long time owned and very well used NotaBMC, Jim Barclay in his Gemini Mk3a and Peter Strauss in his Brabham BT6. This photo was from the qualifying session.

Bill was ahead, and David was chasing hard during the race, but we gradually spread out, and the gaps increased as we started lapping the tailenders. I totally agree with the drivers briefing instructions to pass the slower cars with caution. The speed difference in the FJ field was far more than I had expected, so we mid field runners had to lap cars in each race; and the Cars are the Stars.

The race was my best effort at setting a reasonable pace, with the time sheet showing a 1:53:8. I am happy with that time, as my speed is usually about 3 to 4 seconds off the leaders. There were a couple of corners that still had me foxed, but that is the price of being a slow learner!



Duncan Rabagliati in his much loved 1959 Alexis HF1. Steve Koen captures the car at speed. Note the stickers on the flanks showing the car has been raced at a myriad of venues. Duncan's car like most of the other front engine ones which could have been in the older category of Group L did multiple events in that category and the Formula Junior category, in all about a dozen events on the weekend !

Sunday's 10 lap feature race yielded an even more pronounced pattern of the front runners forming a lead group, then our small mid-pack group, with the remainder of the field strung out and lapped. This race was even more spread out as oil was laid down on lap 6 and caused us to take cautious evasive action to negotiate several corners. It was quite a slick, especially in the last set of corners leading onto the straight. Thoughts of the Exxon Valdez, and the Rena, did cross my mind!



In the silver car is AFJA President, won't take no for an answer, Roger Ealand in his Koala, beside him Tony Simmons in the BT6 Brabham., next is Victoria LeGallais in her Brabham BT15 F3, then another F3 car Jeff Brown in his Brabham BT28, then Graham Brown in his BT2 Brabham, then Simon Pymble in his BT6 Brabham and Kim Shean in the Lotus 18. Jeff in the BT28 also had his Chevron B16 at the meeting for Mark Hales from the UK to drive.

The race was the hottest one I have driven in, and my BT2 did spit out some coolant into the catch tank. It was also running slightly rough (maybe driver imagination) at the end.

However I did achieve my bottom line objective. I completed every lap of practice, qualifying, and racing. I did not spin or leave the track (yes some would say too slow), and I drove the car back to the pits at the end!

We needed to load the cars back into the containers asap, so all the BT2 had was a clean before it was loaded. I shall be checking and thoroughly servicing the car when I get it home, especially as it ran too hot for the first time in years. Loading went well, with many hands making for a relatively smooth job.

Thanks from my wife and I, for the grand hospitality of HSRCA and AFJA. We really enjoyed the Wednesday and Saturday evening functions. The Chifley is a super place to stay, and Suite 7, provided by the AFJA, was a godsend in the heat. Catching up with friends and making some new ones was the icing on the cake.

A couple of thoughts for improvements have come to mind.

The restricted pedestrian access between the Chifley and the track caused us a problem one day; with my wife enduring the long walk, due to a combination of circumstances.

The running of the Feature Tasman Race should (and will no doubt) be reviewed.

I was saddened to hear that NSW has made the track an OH&S workplace.

I hope the last two sentences are not linked.

Due to the efforts of HSRCA to get us Kiwis to Eastern Creek, and the marvellous hospitality of HSRCA and AFJA, plus help at all levels during the weekend, I now have a large tick beside one of the main items on my Bucket list.

I hope to see as many as possible at the Denis Hulme festival in January.

John W Rapley

## **A report on the Race meeting at Barbagello Western Australia and why motor racing beats golf every time!!**

**by Michael Sexton.**

On arriving in Perth we soon began to understand the rich racing history that lay behind our new friends at the West Australian Sporting Car Club (WASCC), it being the oldest motor sport club in Australia dating back to 1927 and with a history that involved hosting both local and international events.

The first Australian post WW2 race meeting, the Victory GP was held at Caversham, WA in 1946 and was attended by some 60,000 people. Then in 1962 the WASCC had the honour of hosting the 1962 Australian Grand Prix (AGP) at Caversham, an event that was won by Bruce McLaren.

During the late 1960's the Caversham circuit was reclaimed by the State and the Wanneroo circuit was developed and in 1979 this was also to host the AGP. The circuit was progressively developed through the following years and in 1992 Perth local Alf Barbagallo provided substantial long-term support for the circuit and so it was renamed the Barbagallo Raceway.

Today the WASCC promote eight to ten race meetings a year with the highlight each year being the WA round of the V8 Supercar Series.

The circuit is an absolute jewel with challenging corners, and significant changes in elevation; aspects of which are reminiscent of Dijon. The surface is fabulous and the pit area absolutely first class.



However, to talk of the circuit ahead of the people, is for me at least, to miss the point and the pleasure of this weekend. From the moment we arrived we were looked after in the most generous of ways. Neil and Mandy McCrudden were always at the center of the hospitality, providing accommodation for many and a most

excellent welcoming dinner for all the International attendees as well as for many of the locals. They simply could not have done more to make us all feel welcome.

Thursday was largely an unpacking and general familiarization day, while Friday provided ample practice sessions, from memory four opportunities to get on the track. Early indications that a slightly troublesome weekend might be in store first surfaced in the form of a punctured carburetor float prior to practice.

No problem, expatriate Kiwi Brett provided solder and soldering iron. My repair lasted but three practice sessions, which then had Neil prying a float from a triple set of 1 3/4" SUs he had on his workbench.

Saturday kicked off with qualifying in the morning and Race 1 in the afternoon. What fun, with many races within the race as front engine and rear engine FJs, together with Formula Vs, scrapped amongst themselves. Kevin Taylor (Aus) 1<sup>st</sup>, John Dowson (UK) 2<sup>nd</sup> and Noel Woodford being the first NZ car home in 3<sup>rd</sup> place. Tony Olisoff, Jim Barclay and I had our own closely fought race mid field, there being just 0.6 of second between the three of us as we crossed the finishing line with Tony taking the honours.



Michael is in the polished aluminum front engine 1959 Gemini Mk2

The second sign of my impending doom arrived at the very end of that race in the form of a faulty clutch master cylinder. And here started a tale of fabulous camaraderie and support.

Post race I received all manner of help to try and fix the cylinder, but the seals were shot and it just wasn't repairable. So while Neil trawled through his spares to find several old 5/8" cylinders we raced around Perth in search of a seal kit or replacement cylinder.

Sunday morning had Tony Olisoff and Roy (Roger Ealand's race support mechanic) working with me (well really I mostly watched) to cobble together a clutch solution that might suffice for the balance of the race meeting.

We missed the first two races Sunday, but the Gemini was ready for the 1962 Grand Prix re enactment race, albeit with a slightly wonky clutch pedal. The race was an eclectic grouping of lovely historic racecars including some unique Australian Specials. The Gemini was going well until lap 6 when the left hand drive shaft sheared all the four bolts holding it to the wheel hub. This resulted in the left rear wheel splaying to the outside and the 10mm spacer plate being flung to oblivion, all at close to 160 kph. We hobbled into the pits somewhat dispirited and could only look sadly at the sheared bolts tucked deep inside the hub and lament the loss of the specially machined spacer!

Fittingly, Noel Woodford (NZ) won the GP re enactment in his lovely Gemini Mk 3A, with Roger Ealand (Aust.) second and John Dowson (UK) third.



Immediately the race was over locals Bruce Yeo, his son Allan, his son in law James and his grandson Anthony came to my rescue. With the lunch break declared Allan, his daughter, Bruce and I headed to the track in the hope we might find the spacer. While looking Bruce's phone rang, it was son in law James (who had been in the race) to say he had seen the spacer fly past him by the lower Marshalls post. So off we went and there it was lying on the grass!!

Allan (who had also been in the race) then set about attacking the sheared off bolts with a tiny screwdriver and a hammer and one by one he got them out!

Minutes later Bruce was back with four new 5/16" UNF thread cap screws cut down to the correct length! Allan then set to work repairing the aluminum spacer that looked as if it had been run over by a lawn mower! Anthony arrived and began talking to me about the clutch master cylinder and how he could get it fixed for me Monday. Having repaired the spacer Allan scanned the lock wired bolts on the right hand side and decided that they needed redoing. As he set to work on these Anthony took over fitting and lock tightening the cap screws to the left hand side. All was repaired to better than original and unbelievably in time for the next race! And there

was I, normally reasonably adept at dealing with mechanical issues, left standing in awe of the skills, friendship and support being shown me by these wonderful WA folk who just minutes earlier were complete strangers.

Unfortunately, the flailing driveshaft had damaged the differential and 5 laps into the next race the differential failed! The f#\$kup fairy had clearly moved in for the weekend. Undeterred this wonderful family wanted to immediately start and strip the differential from the rear of the car so a repair program could commence. It was all I could do to stop them and insist that they had done more than enough. The Gemini was packed in the container for Sydney, where I was sure to have time to affect a repair.

As it was Anthony did have the master cylinder repaired for me Monday and also provided me with a list of folk who were able to help with a replacement Morris Minor differential.

I should also add that when one of the Formula Tasman's came into the Pits seriously ablaze Sunday morning it was Allan who grabbed Tony's large fire extinguisher and dealt to the blaze.

I really just cannot speak more highly of these folk from WA, they are as special as their wonderful circuit. Some might reflect that I had my fair share of bad luck over the weekend but I think I had a very special weekend, one that had some great racing but more, one that reminded me how amazing some folk are and how in this crazy world of motor sport people will turn summersaults to help a fellow competitor get back on the track...and that is why in my opinion motorsport beats golf every time!!

*Footnote:- With a lot of assistance from the TAFE team at Eastern Creek, Michael did get the car going, however there were other problems and Michael only made it to the track briefly.*

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## **Historic Sandown (same weekend as Barbagello) - 10<sup>th</sup> & 11<sup>th</sup> November**

**M and O Report. By Norm Falkiner -- Photos courtesy Jim Jones.**



Considering it was the same weekend at Barbagello, and 2 weeks before the Tasman Revival, Sandown attracted a quality field. Here **Jim Jones** captures David Hardman, Elfin Mono ahead of Laurie Bennett, Elfin 600 then Tim Kuchel, Brabham BT18 then Peter Strauss Brabham BT11A then Grant Patullo Renmax BN1, Richard Nitschke Elfin Catalina, then a couple of sports cars to Jim McConville Cooper T75, Brain Sampson in his Elva sportscar to Kim Shearn in his much travelled Lotus 18.

Historic Sandown saw a relatively small field for M and O and we were joined by the P's. In the first Friday practice session a FF imitated the Exxon Valdez and resurfaced the track. First to arrive was Peter Strauss in the beautiful BT 31 Brabham and skated into the fence at the kink in the back strait. Wheel and suspension damage on one side but fortunately the chassis and Peter escaped harm.



1 Peter Strauss gets the big Brabham out of shape on oil and with the Armco not far away, the Brabham suffers some damage in the Sunday morning race.

Qualifying saw David Hardman having his first drive in the Elfin Mono recently beautifully rebuilt by his father Jim set the fastest time ahead of Laurie Bennett. The rest of the field was fairly spread out with Kim Shearn not recording a time and having to replace his gearbox. Peter Strauss with his BT31 in the Brabham recycle bin had arrived back at the circuit with another Brabham and Peter Larner was heard telling Strauss it was a BT11 and he would have to alter his entry accordingly.



An unusual car, Barry Murphy in the Wayne Ford 3.6 litre Special.



Race 1 saw David Hardman fly off the line and was rewarded with a 10 second penalty for jumping. He was first across the line but was relegated to second on time. Race 1 to Laurie Bennett in the Elfin 600B. Tim Kuchel from SA was 3<sup>rd</sup> ahead of Strauss in the Brabham BT11. Kim Shearn did not start as the gearbox was still being replaced.



Grant Patullo in his Renmax BN1 which has been used to such good effect by Grant over a number of years.

Race 2 saw Laurie Bennett with a change of ratios and lead the first part of the race. David overtook Laurie and held the lead to the flag with Laurie making up about 50 meters on the Mono up the back straight each lap. Tim Kuchel was again a consistent third. Kim was the only Junior running but was plagued with electrical problems and Peter Strauss was out for the rest of the day with his gear linkage failing.



The way it was for 2 of the 3 races, David Hardman ahead of Laurie Bennett. David was driving Norm Falkiner's Mono and both these cars backed up a fortnight later at the Tasman Revival.

Race 3 was almost a rerun of race 2 with the two front runners going at it very hard. David in the Mono won by less than .2 of a second. Tim again third in the Brabham BT18.

I think it would be fair to say that the battle for the win in all three races with David Hardman and the highly competitive Laurie Bennett were the best races of the meeting. It was also great to see David do so well in the Mono setting fastest laps in qualifying and in each race.

## BRABHAM AT MOTORCLASSICA 2013

By Peter Strauss



As I was one of the advisers for Motorclassica 2013 at the Melbourne Exhibition Buildings I persuaded the organisers to make Sir Jack Brabham the feature for this year. We invited Sir Jack and Ron Tauranac for the event.



We managed to assemble 13 of Sir Jack's cars, representing his extensive involvement in motor racing over a long career. The feature car was the BT19 Repco in which Sir Jack won his third World Drivers' Championship and Manufacturing Championship in a car bearing his name.



**The public's response to Sir Jack was enormous, verified by the many people who lined up on both days to obtain his signature on a variety of memorabilia.**



**I also organised a professional crew to film Sir Jack and Ron Tauranac reminiscing their adventures whilst sitting amongst the cars. This was compared by Chris Defraga. Sir Jack and Ron appreciated the small collection of the cars they produced and raced.**

## Tasman thoughts

.....

from Bill Hemming

Well it's taken me nearly a week to recover! This was a major event and involved a major commitment from everyone involved...organisers, officials, drivers AND families. It is a sensation that the HSRCA commits to a predominantly "open wheeler" concept, and all of us with such cars need to continue to support this concept.

I therefore offer what I hope will be seen as constructive comments that will help see this event carry on into the future.

- A) Being an open wheeler emphasis probably should mean that the "popular" Formula Juniors and F5000's act as curtain raisers to the main Tasman event rather than relegated to late in the day. (the fact I had a car in both these categories does NOT make me biased!)
- B) Sunday was too drawn out and the few spectators must have wondered why they were looking at an empty track for over an hour. There must be a more interesting way to pay homage to our past champions than a long parade lap in front of a few people and long interviews which were only meaningful to those who knew the subject matter already. Perhaps the big screens used during the V8 Supercars could feature our heroes in historic film footage.
- C) The race stoppages and delays during the feature race were a farcical tragedy. I'm sure the club will be reviewing the decisions and actions taken, but it did highlight just how intrusive OH and S has become at Eastern Creek meetings. There is obviously scope to lessen the promoters' responsibilities (cars without roll bars etc were asked to sign special indemnity forms). Why can't we all sign a more stringent indemnity and just get on with it.
- D) Gee, 4 days a long meeting! Maybe we're just getting too old, but everyone's costs would be reduced by going back to a 2/3 day event, with more activity on the Sunday.
- E) By and large, the racing was brilliant. Maybe this is all the meeting should concentrate on which will ensure ongoing competitor satisfaction and participation which will then eventually lead to greater public attendance. The money and effort expended on getting internationals and marketing (both aspects were first class!) does not seem to translate to paying crowds.



Collen Conway captures Bill in the Elfin FJ in qualifying behind Tony Olisoff and Graham Brown.

These comments may seem negative, but please realise we (competitors) are very grateful and appreciative of the efforts put into this meeting. But we know the meeting cannot continue unless the expenses and officialdom issues are reigned in. Both these issues are controlled by the organising club, therefore both issues can be addressed with a less ambitious mindset.

Obviously, I find it easier to comment rather than get on a committee and actually do something! So more power to the organising committee. We'd just like to see things made easier for you.

See you at the next meeting.

## Pit Gossip

A friend of Aaron Lewis' is trying to locate his old Lotus 31 which he thinks is here in Australia – if anyone can help please contact Aaron. [Aaron@rovercoaches.com.au](mailto:Aaron@rovercoaches.com.au) The details of the request are ... In 1966 I bought a 1965 Lotus 31 1000cc F3 car. I took the car to South Africa and sold it a few years later. In 1990 I received a call from a chap in Oz saying he had the car and was looking for any paperwork I had. If it is still around I would be interested in buying it.

<<>>

Great to see Herb Neal's Neal Ford being awarded the best presented car of the meeting award. The scrutineers had a very tough time coming to the decision with so many wonderfully prepared cars there, but the fact that Herb built to car in 1968 and that is in such incredibly beautiful condition that put it above all the others. Congratulations Herb, and we can't forget Jan who gives Herb such wonderful support.



Herb in the best presented car at the meeting Neal Ford Mk2, with ever present Jan, his wonderful wife keeping him cool.

<<>>

The fastest lap gridding system again worked very well at the Tasman meeting. Group M and O including the Formula Juniors were the only ones who used it, which is surprising as it has been a boon to our Groups. Since its introduction there has hardly been a touch between cars especially on the critical first lap scramble. This system is used in the USA and NZ in Historic Racing. Even some of those that have had a helmet on since the 1960s like it.

<<>>

Tony Caldersmith was the only person to pick up the deliberate error in the last newsletter. It said Scotty Taylor was bringing a Cooper Type 53 the same type as Jack won his first F1 Championship in, Tony replied "Just a small point about Scotty Taylor's T53 Cooper: Jack won his first World F1 title in his T51 Cooper not the T53 (that was his second title car)" - thanks Tony ...

<<>>

Gary Simkin and others occasionally check out a NZ website with quite a bit of Australian content called the **roaringseason**. It can be found at <http://www.theroaringseason.com/content.php>



Anytime now the Australian Formula Junior association will have the Tasman newsletter on their website, so a visit to <http://www.australianformulajunior.com/afjassoc.html> is a must. Of course the FJ guys include the F3's in their fold.



Marc Schagen and his Dad Adrien have been Lotus fans since Adrien bought an Elite new back in the early 1960s. From as long as Marc can remember he has been noting the various Lotuses that have competed here in Australia and has turned those notes into a fabulous book Hardcover with a dust jacket he is selling them for a mere \$50, way to little for such a wonderful book. It details all the Lotuses that have competed here from Mk6 through to the 79. It truly is a work of art. If you would like one, contact Marc at [mschagen@bigpond.net.au](mailto:mschagen@bigpond.net.au)

**NEW 2012 LIMITED RELEASE**



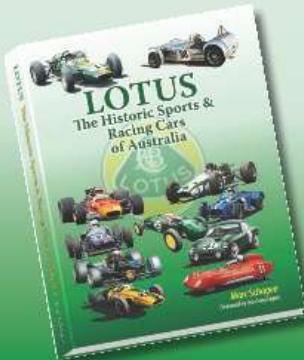
# LOTUS

## The Historic Sports & Racing Cars Of Australia

Marc Schagen  
Foreword by Leo Geoghegan

Just published and up to date history of every Lotus sports and racing car that has raced and "lived" in Australia since the first car came here in 1955. This book includes many never before seen photos colour or black and white of each car, many taken by professionals in the period. This is the culmination of a lifetime hobby of collecting information on each car.

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Did you know your eyesight is apparently better early in the day than later? Maybe make up a test chart at home and see if its true. Was at my doctors early one day and noticed I could not only read the bottom line with total clarity, but also the chart makers name from a distance, asked the Doc about this and he said yes usually your eyesight is better early in the day. Food for thought.

As always, the full results of any Australian race meeting can be found at <http://racing.natsoft.com.au/results/> simply click on circuit racing and then find the meeting you are after in chronological order.

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Just going to a HSRCA Club meeting has its hazards these days, Paul Hamilton's Lexus was side swiped as this Bowling Club member tried to exit the Club premises via the obstacle course.

<>

A visit to the CAMS website is a worthwhile exercise if you know someone who is thinking of getting a racing license, quite a few of the parameters have changed. Go to

[http://www.cams.com.au/en/Media/News/2012/IMPORTANT\\_CHANGES\\_TO\\_CIRCUIT\\_RACING\\_LICENCE\\_REQUIREMENTS.aspx](http://www.cams.com.au/en/Media/News/2012/IMPORTANT_CHANGES_TO_CIRCUIT_RACING_LICENCE_REQUIREMENTS.aspx)



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<http://www.theroaringseason.com/content.php>

Incredible as it may seem, but I found a photo of Ralph Sach using the BT6 when it belonged to Alec Mildren Racing climbing the hill at Silverdale. It is included here as it is quite unique running without its bodywork. You never know what you can find ! I have tried to join this website to contribute to the request for id but have been unable to so far.

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Watch out for the February issue of Australian Classic Car magazine, has a track test of a Brabham BT21C in it. Done by Tim Robson who became an instant convert to single seaters of the 1960s after he sampled it just before the Tasman Revival meeting for ACC and the NRMA in conjunction with some promotional work. Tim is Editor in Chief, Motoring/Publishing at NRMA Motoring & Services

Hard luck story of the meeting has to go to Charlie Mitchell all the way from Perth WA with his unique to Australian Motor Sport Elfin FJ. Charlie brought the car all the way over only to find the engine he had been waiting for here had some problems and wasn't ready. This is the car that Frank Matich, the Patron for the 2012 Tasman Revival drove to beat the Factory cars from Brabham (BT2 with Gavin Youl) and Lotus (22 with Leo Geoghegan) When Youl rang Tauranac in the UK after the meeting Ron is quoted as saying what is an Elfin ? The car is a credit to Charlie who presented it in beautifully restored condition. It hasn't been driven in over 30 years and Charlie bought it off Garrie Cooper's family many years ago, Garrie having bought it back to race in Historics before his untimely passing.



Matich's most successful Elfin, the red FJ to become the giant killing 1500 which took on the 2.5 cars in 1962 and 3 Peter Schell photo.

## REFLECTIONS FROM A WINTER BREAK IN OZ

By Bob Birrell.

It seemed such a generous deal – our hosts were providing so much for so little money – actually we gained a lot more than the deal promised as our hosts went much further to make us feel welcome – I for one have made several new friends and I know my fellow poms feel the same way.

From the moment I arrived in Perth, we Brits (for the sake of clarity Jan & Roos Biekens are considered to be honorary Brits!) were welcomed and integrated into the brotherhood of Historic Racing – Marty Bullock was there to meet me at 0130 as I stepped off the aircraft and with Duncan & Mair Rabagliati, we shared his delightful home for the next week. Before the trip, I hadn't really known Neil McCrudden – how that was to change – he ran 12 cars at Barbagallo and most generously had provided a Lotus 20/22 for me to race – he'd gone to the trouble to adjust the driving compartment to fit my not inconsiderable bulk.

As if this were not enough, he and Mandy laid on a most splendid welcoming party at his Museum of Historic Racers – a treasure trove for us all.

Barbagallo – short and challenging – the facilities, clubrooms, pit garages etc were the equal or better than all bar a very few European venues – really impressive – only 2 observations

Never quite sure if it was Waneroo or Barbagallo!

Flies – I thought that all Aussies wore slouch hats with flies suspended on strings – “to keep the corks away”



Bob's not inconsiderable frame just fits into a Renmax BN1 as this Steve Koen shot shows.

Race Organisation was exemplary – scrutineering was relaxed and involved the scrutineer going to the car – unlike UK where a lengthy queue is the norm. The speed of running the races was a real surprise – you guys keep the track “hot” with the finishing race clearing the circuit and the next in position in a heartbeat – this was especially so at Eastern Creek with a far longer track where the finishing cars peeled off back to the paddock



without a complete slow down lap and the next race was pre-gridded – even small details like clearly marked grid numbers painted on the grid were something of a new experience – easy to achieve and a great help in avoiding delays.

Hats off to Neil and Marty who spent the entire week making sure we were all so well looked after – Marty was so eager to get rid of the Brits that he spent the entire Sunday night helping to assemble and reload our container.

Neil's Lotus ran without a hitch – 3 practice sessions, 1 qualifying and 5 races without so much as a spanner needed.

Roger Ealand showed such devotion to the Formula Junior Cause by driving his equipe from Queensland which is I'm told not a short distance from WA – hard for us Poms to take in – I complain about having to drive to Brands Hatch – about 5 hours on a good day! A real tragedy when the gearbox on his Fiat Van disembowelled itself as soon as it reached the circuit – last I heard, Marty's team were struggling with toothless cogs.



Here Colleen captures Bob running around the outside of Peter Larnar at turn 9. Both cars owned by Roger Ealand.

Actually this presented a further problem – Roger with such generous spirit, had offered me his Rennmax to drive at Eastern Creek – and now it was in WA with no means of getting back to Sydney – Neil again to the rescue – space was found in his WA Container and the Rennmax duly made it to Eastern Creek

Eastern Creek – again you are trying to throw us off the scent – by calling it Sydney Raceway or some such – we aren't fooled – its Eastern Creek but yet again a splendid reception - this time overlooking Sydney Harbour in a superb setting thanks to host Guido

I get ahead of myself – I spent a great week in Melbourne with my erstwhile Brabham BT6 jousting companion Peter Strauss – seven days meeting his many friends all devoted to our shared common cause of spending as much time and money as possible on historic cars. Earlier in the year, I'd transported Peter round Europe in a smart white Mercedes – that's what I told him before his flight – I may have omitted the detail – that it was a 10 years old Sprinter Van without aircon! Peter does things in style – we travelled from Melbourne in his idea of a

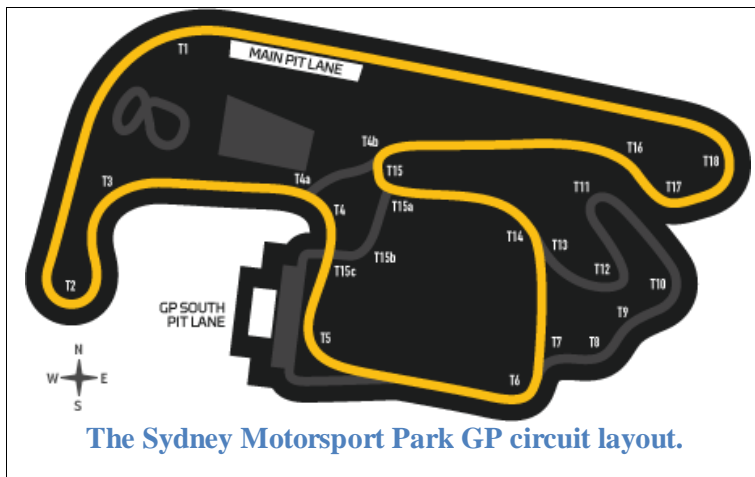
white Mercedes – a nearly new MB 4x4 – not so great either – this time the engine cried enough some 350 kms short and spilled its entrails onto the Hume Highway

The racing at Eastern Creek was truly memorable – a poor adjective really as I found memorising the track particularly difficult – Roger was really generous – allowing me plenty seat time to memorise what lay ahead at least by the first race, I knew whether a left or right lay ahead beyond the next crest – the Rennmax was a super toy – very similar to my Brabham BT6 and in my hands at least, just as fast – it was beautifully prepared and ran all weekend without needing attention



Roger in the very pretty Koala – Steve Koen photo.

I've no idea how Roger copes – he had the ongoing drama with his van stranded in WA, running 3 Formula Juniors and as chairman of the Australian Formula Junior Association, leading from the front as always



The Sydney Motorsport Park GP circuit layout.

As I sit in my winter woollies (snow and minus 3 degrees outside) I reflect on the extraordinary generosity of spirit among our Australian friends – the sheer hard work by Paul Hamilton and his team to put a logistic nightmare all together not only for we Brits but a larger contingent of Kiwis. A fabulous package – I find myself wondering how come we didn't have more adventurous spirits from UK – to use your expression – “NO WORRIES MATE” – wait till next time – to use my expression “WATCH MY TRACER”

## John Smith



John is now back in Australia after a motorbike accident in the USA as reported in the last newsletter. After winning the inaugural 2006 Tasman Revival John backed that up in 2010 with a win that year as well. The inaugural event was one of the best Historic races ever seen in Australia when “Smithy” in the Lotus 49 had a 15 lap long duel with 1960s Tasman Championship veteran Spencer Martin in a Brabham Alfa 2.5. The pair were never more than a couple of car lengths apart and the legs of the 3 litre Lotus 49 were a distinct advantage over the smaller engined Brabam. The Lotus 49 did not compete in 2008 but returned in 2010 where it again came to the fore over the very pretty Ferrari 246T of Graham Adelman and driven by Rob Hall of Hall and Hall of the UK.

John has suffered severe injuries and I know the many competitors and followers of both Historic and mainstream motorsport, where John still competes, will wish him a speediest of recoveries now that he is back home. John is one of those very gifted guys like Sir Jack Brabham, Frank Match and few others who have a great affinity with what a car is telling them, then are able to adjust it to get the very best out of it. Not that John ever needs to do that, he manages anyway. We all miss you John.

If you have someone interested that might want to sample some track time – here is a great and inexpensive way of doing that introduction ...



**only \$30**

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**Catalina Park NSW. A racetrack from the 60s and 70s now just a memory.**



Still standing after almost 40 years since it was last a start/finish line

*Ever wondered how Catalina Park at Katoomba NSW got its name – here is what is now a duck pond with a proper Olympic pool on the hill in the background – but back in the late 50s it was the local swimming place with a Catalina floating on the water. Wonder what ever happened to the flying boat – anyone know? The maritime people would take a dim view of the speedboat so close to the swimmers these days, things have changed a bit !*



**That parting shot.**

**Aaron Lewis's BT25 with a smiling Sir Jack and Ron. This was Sir Jack's 1968 Indy car powered by a 4.2 Repco V8**



**Last but by no means least.**

**A hearty thanks to all those who put so much work into making the 2012 Tasman Revival happen. To Stephen Knox the chairman of the Tasman Revival committee, Peter Addison, the guy who puts all the nuts and bolts together, and the rest of the team thank you on behalf of the Group M and O guys and gals. You guys keep the era, when the single seat racing car was the car to aspire to, alive by creating such hype every two years. Thanks must also go to the Sydney Motorsport Park team who are our joint venture partners and this year were an immense help in the promotion of the event as well as helping out by being there with the HSRCA.**

**And none of us would get to enjoy the cars on the track, both competitors and spectators alike without the wonderful and unselfish support given by the volunteers. Thank you almost doesn't seem like enough to show our appreciation of what you all do for us ....**

**This is the 21<sup>st</sup> newsletter, not sure if that means it has come of age or something !**

**To all of you who support the M and O people, have a wonderful Christmas and a safe and very happy 2013.**

**A big thank you note to all of those that you can see have contributed to this newsletter. There are quite a lot of you, from story tellers to photographers and those in between – you make the editor's job so much easier – thank you.**

**Oh, almost forgot the tech tip ...**

**When asked about corner weights Ron Tauranac replied, what are they ? We simply adjusted the springs till the front wheels both locked together in a straight line and that was good enough.**