



The HSRCA  
1960s Racing Cars - Groups M & O  
Newsletter No 26 – April 2014  
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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.*

## **Wakefield Park HSRCA meeting 22 – 23 February 2014.**

As usual the new year's first race meeting was at Wakefield Park where a reasonable selection of our cars competed. The stand-out car was the 1965 Rennmax BN1 of Kevin Davis who has maybe owned this Rennmax longer than any other Rennmax owner ever.



If you are looking for race results – Natsoft have the weekend listed as an HSV Owners Club sprint ! But it is under Wakefield Park date as above. The weekend started off with for us with event 3 on Saturday morning – qualifying. With the surgeon's knife looming large for the Monday, Paul Hamilton was on a mission, and put himself on pole with the Elfin 600 from Richard Carter in his Elfin Mono. Richard Knox was next in the Olympus Ford, then Noel Bryen in his Rennmax FJ showing the way to Tony Simmons in the BT6 Brabham. Geoff Varey had the Gryphon into the 13's with Ken Davis not far behind into the 16's, in amongst a gaggle of Formula Vees.

Race 1 was to see a couple of the M and O cars not finish with damage from separate coming-togethers. Early in the race Richard Knox spun coming onto the straight leaving the Rennmax of Noel Bryen's no where to go, and the front left wheel of the Rennmax contacted the rear wheel of the Olympus Ford bending the steering arm enough to have to park the car for the rest of the weekend. Then, after getting into the very low 3's and leading the race, Richard Carter was lapping Max Pearson on the last lap at the quickest point of the track, the kink, when Max took the racing line after Richard thought Max was wide to allow him to pass. This resulted in Richard getting quite some air under the Mono and Max to ponder the

last time he was in a race in his BT29, which saw it loose almost all its corners at Morgan Park when a car spun in front of him. Thankfully Richard came down right side up, the Mono suffering a damaged rear wishbone, and as a precaution Richard parked it for the rest of the weekend. Max fared a little better, and was able to finish the weekend ok. Paul Hamilton then inherited the lead and went on to a resounding win from Brad Morrin in his Match SR3 and Tony Simmons in the Brabham. Such a pity that both Carter and Bryen were out, Noel was leading Simmons when the Rennmax and the Olympus Ford came together.



Peter Schell captures Max Pearson about to pass Kevin Davis with Tony Simmons about to follow him through. Peter Schell photo.

Race 2 The depleted small field was led home by Paul Hamilton, Max Pearson, Tony Simmons and Geoff Varey, Kevin Davis was further down the field and again in the 16's. This was to be Paul's last race for the weekend as he had to return home for his date on Monday.



Paul Hamilton had a perfect weekend, here leading in his last race on Saturday afternoon before heading off home.

Race 3 With the lessening numbers, our Groups were combined with Q and R, making a field of 8 cars to face the starter. The 2 cars in our Group came home 7<sup>th</sup> and 8<sup>th</sup>. The win was taken by David Kent in his Chevron B29 2 litre BDG gadget. David a week before had only just finished rebuilding Max Pearson's BT29 after the accident at Morgan Park.

Race 4 There were 5 of our Group in this event! Brad Morrin swept all before him coming home 6<sup>th</sup>, then Max Pearson – Tony Simmons – Geoff Varey and Kevin Davis, now into the 15's. Again David Kent took the win with a best time in the very low 1's.

So it was all over around 1430, a nice early mark for all.

Photo right some MO spectators watching Paul Hamilton





Geoff Varey and Tony Simmons on the run into turn 2.

### Some details from Kevin Davis about his car :-

My crew and I, had a terrific weekend. I was very happy the car went well and I hope there is an improvement in me in the future. I last raced the car at Amaroo in 1977. 37 years is a long time between races.



As for a brief history of my car it's as follows.

Original owner was Laurie Ellis, this being his 2nd chassis, as his 1st chassis was not completed by him and is the car now owned by Roger Eland. Although my car was started construction in about 1963 or 1964 Laurie did not finish it and race it until, we think, 1967 as Formula Libre. Laurie sold it in 1969 to Ivor & John Valantin. I have no history of this period and Ivor sold it in early 1973 to Monty South who ran a couple of times as Formula Libre. I purchased the car in 1973 and ran it in F2 for a year or so until my 1300 Ford Engine came from England and I ran it as F3 until a crash in 1977. My only claim to fame was putting it 6th on the grid for a Goodyear F3 race at Amaroo in 1975 (it was, at that time, a very old car) see attached photo. With the crash and the changing to a 1600cc Formula I shelved the car until I started restoring it about 5 years ago. The car is pretty much as it was when I bought it however the upper fibreglass body is new from a mould of Harry Hinklings Rennmax. Hope this is OK for what you want, it wasn't a very famous car but I probable claim to be the longest contineous owner of a Rennmax.

# A report on the Phillip Island meeting 7<sup>th</sup> – 9<sup>th</sup> March 2014.

Story by Gary Hancock. – photos kindly supplied by Jim Jones.

I've been asked to write about the GROUP M&O happenings at the Phillip Island Classic meeting but as I was mostly involved with our own car I didn't get to see much of what occurred with most of the M&O contingent.



Normally I crop photos to what is of our interest, but this photo from Jim is just too good, oh and the subject matter is pretty good too. Damon in the family BT23C on his way to 4 wins from 4 starts.

## Qualifying

There were two sessions on Friday, one in the morning and another in the early afternoon. We were "dragging the chain" somewhat in our preparation and were the last car on the circuit for Q1. With 49 cars running in the session Damon had a difficult job in getting through the traffic and posting a quick lap time but was successful in securing P2, 0.42 secs behind John Bowe driving the beautiful BT23B owned by Trevor Simpson. The two very quick ELFIN 600's of Laurie Bennet and Andrew Goldie filled the next two spots ahead of Aaron Lewis in the Gurney Eagle, Andrew Newall in the GT40 and stalwarts Richard Carter (Elfin Mono) and Keith Simpson (BT16) filled positions 7 & 8. Peter Turnbull (Turnham TS8) and Andrew Sefton (Haggis U2 Clubman) rounded out the top ten.



Did Gary mention a bit slippery ? Peter Strauss and Aaron Lewis exchanging glances.

Some time before the second session there was a light rain lasting long enough to make conditions very slippery for the cars on the circuit at the time. The track surface was drying for the M&O Q2 session but was still quite slippery in certain sections. Damon decided not to drive the session thinking that he was unlikely to better his Q1 time. One driver who did **better** his Q1 time was Keith Simpson who recorded a lap almost 4 secs under his morning time. Other improvers were Richard Carter 0.6 secs, Andy Newall (1.11 secs) and Justin McClintock (Galloway SP1300) by over 7 secs.



Jim catches John Bowe this time with the cloud building even bigger and again too good to crop Jim !.

### Race 1

Saturday, race day was fine and cool with a strong breeze blowing almost directly up the main straight.



Keith Simpson always puts in a giant killing effort in the Brabham BT16 twincam

The top runners were gridded in the following order:-

John Bowe, Damon Hancock, Keith Simpson, Laurie Bennet, Andrew Goldie, Andrew Newall and Aaron Lewis.

The lead was fought out by J.B. and Damon with the latter being the eventual winner by 2.02 secs ahead of J.B. Andrew & Keith finished 3rd & 4th just ahead of Richard 5th and Laurie 6th. Andy Newall drove the GT40 well to finish 7th ahead of Aaron 8th.



John saying to George Goodaye, I think I'll have to go out again, not warm enough to fry the eggs yet - Alan Matthews is non committal.

We later found out that Damon had lowered the Group O lap record set by Ray Stubber the previous year by 1.407secs. Although Ray was not racing in Group O he was there to see his 1 year old record lowered and very sportingly congratulated Damon. J.B. also finished with his best lap under Rays previous record.



Andrew Goldie for a while had the better of the cars previous owner Richard Carter

## Race 2

The second race, run early on Saturday afternoon was also fiercely fought out by the same protagonists. Damon managed to finish ahead of J.B by just over a second. J.B, however was relegated to 5th due to a post race penalty

applied for allegedly jumping the start. Laurie was also penalised by the same 32 sec margin and was awarded 9th. After a great battle Andrew finished 2nd, Richard 3rd and Keith 4th, Andy 6th, Aaron 7th and Justin in the giant-killing Galloway 1300 finished 8th. Herb Neal was unfortunate not to finish after having a coming together with Andrew ([Sefton](#)) in the Haggis U2.



Adam Berryman in the ex Bruce McLaren Cooper T70 – always immaculately presented.

### Race 3

Sunday morning was fine with the wind blowing in the opposite direction to which it had on Saturday i.e. directly down the straight.

Again the race was driven very hard by the top runners and on the last lap J.B. was rounding the last turn in front with Damon closing fast. As they entered the straight, Damon with the aid of the slipstream pulled out and won by 0.0146 secs. J.B. however recorded the fastest lap of 1.36.9952 just 0.006 faster than Damon's best. Richard again finished 3rd, Andrew 4th and the hard charging Keith Simpson 5th. This time Aaron & Andy Newall swapped places with Aaron 6th and Andy 7th. Following them home was Laurie and then Steve Weller who was improving in his immaculate Elfin 600. Peter Strauss completed the top ten places in his equally immaculate, one and only BT31.



Don Thallon was amongst the Formula Junior "ratpack" Don and Grant Craft were mixing it with the likes of Repco powered Brabhams and Match 4.7 litre sports cars. The leading Formula Junior drivers are indecently quick in these wonderful cars of the early 60s.

## Race 4

In this race those who improved were Aaron who finished 5th , Richard 2nd, Peter 8th. J.B. told me after the race that his team had made some adjustments that instead of improving the set-up had in fact detracted from the way that the BT23B had been handling in the previous races. Damon won this race by some 4 seconds to Richard and completed a rather successful weekend for our team



Norm Falkiner tries the outside line on the Cooper Type 70.

I must, at this point, pass on my heartfelt gratitude to my own crew, Graeme Hayles and Dave Condon. These guys are really the ones who do all the work to ensure Damon gets to drive a well prepared motor car. My thanks also to newly arrived helper [Tony McCarrol](#) and to [Pete Molloy](#) for all his mentoring and technical advice.



Save the best till last ? ... that's what [Richard Carter](#) did, 2<sup>nd</sup> place amongst that grid, well maybe we shouldn't be surprised !

I also thank all of those people who have made our move into GROUP O a very pleasant one. We have formed some very good friendships and regard the general camaraderie within the group as second to none.

I apologise to all of you who I have not mentioned. Every one contributed to making this a great meeting and a great weekend

*I am sure everyone appreciates Gary's dilemma in writing a story for the Newsletter, when he is there primarily to look after Damon and the car ... thanks very much Gary for the report.*



*As always the results can be found at Natsoft <http://racing.natsoft.com.au/results/> just click on circuit racing – but here is the field as of qualifying session 2 on the Friday.*

1	2	John Bowe	Brabham BT 23B-2	1:41.9164*	
2	28	Damon Hancock	Brabham BT23C	1:42.4362	0:00.5198
3	53	Laurie Bennett	Elfin 600B	1:44.2215	0:02.3051
4	22	Andrew Goldie	Elfin 600	1:44.4249	0:02.5085
5	6	Aaron Lewis	AAR Gurney Eagle T2G	1:45.8499	0:03.9335
6	4	Andrew Newall	GT 40	1:46.3197	0:04.4033
7	1	Richard Carter	Elfin Mono	1:47.5458	0:05.6294
8	38	Keith Simpson	Brabham BT16	1:47.7997	0:05.8833
9	66	Peter Turnbull	Turnham TS8	1:50.9072	0:08.9908
10	5	Andrew Sefton	Haggis U2 Clubman	1:52.7874	0:10.8710
11	26	Peter Strauss	Repco Brabham BT31	1:54.1963	0:12.2799
12	29	Grant Craft	Brabham BT2	1:54.2858	0:12.3694
13	92	Don Thallon	MRC 22 Ford FJ	1:54.2945	0:12.3781
14	17	Tim Berryman	Matich SR3	1:54.7661	0:12.8497
15	83	Jeff Brown	Chevron B16	1:55.7263	0:13.8099
16	44	Hugh Gartley	Cheetah Mk4	1:56.6362	0:14.7198
17	39	Jim Doig	Asp Clubman		
18	57	Lilo Zicron	Lola T70 Spyder	1:59.0420	0:17.1256
19	46	Will Walker	Lotus Super 7 II	1:59.8893	0:17.9729
20	25	Herb Neal	Neal Ford Mk2	2:00.3720	0:18.4556
21	84	Andrew Carrig	Arbyen WDC	2:00.5065	0:18.5901
22	63	Noel Bryen	Renmax BN1 FJ	2:01.3406	0:19.4242
23	8	Kim Shearn	Lotus 20/22 FJ	2:01.3756	0:19.4592
24	30	Norman Falkiner	Elfin Mono	2:01.5843	0:19.6679
25	21	Justin McClintock	Galloway SP1300	2:02.2863	0:20.3699
26	18	Stephen Moody	Lotus 18 FJ	2:02.5713	0:20.6549
27	85	Geoff Burton	Brabham BT29	2:05.1054	0:23.1890
28	23	Bill Hemming	Elfin FJ	2:07.5602	0:25.6438
29	67	Larry Varley	Williams Special	2:07.6865	0:25.7701
30	42	Hugh Coleman	Chevron B8	2:08.2665	0:26.3501
31	7	Murray Bryden	Lotus 20 B	2:09.4994	0:27.5830
32	77	Rob Kilpatrick	Welsor Clubman	2:10.0150	0:28.0986
33	47	Adam Berryman	Cooper Climax T70	2:11.0146	0:29.0982
34	32	Tony Burrage	Renmax 23b	2:12.2198	0:30.3034
35	76	Peter Larner	Cooper T-76 F3	2:13.4819	0:31.5655
36	16	David Reid	Cooper T59 FJ	2:14.0842	0:32.1678
37	71	Bob Collinson	Asp	2:15.1009	0:33.1845
38	41	Richard Longes	Brabham BT 14	2:15.8199	0:33.9035
39	70	Tony Simmons	Brabham BT6 FJ	2:16.3822	0:34.4658
40	3	James Calder	Lotus Super Seven	2:16.8084	0:34.8920
41	62	Ian Bailey	Lynx FJ Mk3	2:18.9894	0:37.0730
42	40	Bruce Edgar	Elfin FJ	2:19.0754	0:37.1590
43	27	Martin Bullock	Lotus 27	2:20.7122	0:38.7958
44	61	Robert Buckley	Golford Special FJ	2:22.5169	0:40.6005
45	88	Allan Ould	Aztec AR9	2:22.8996	0:40.9832
46	31	Barry Murphy	Wayne Ford Special W	2:29.5407	0:47.6243
47	9	Ian Henderson	Brabham BT6	2:32.3134	0:50.3970
48	24	Geoff Varey	Gryphon Mk11	2:32.8659	0:50.9495
49	36	Chad Parrish	Shelby		
	10	Stephen Weller	Elfin 600B		
	12	Andrew Ford	Mallock U2		

Fastest Lap Av.Speed Is 157kph, 130% Of First 1 Is 2:12.4913

Thanks again to Gary – and to Jim Jones for the terrific photos.

## Spending Australia Day in Macquarie St with a bunch of HSRCA mates.

Once again a group of 10 HSRCA members woke early to have their cars in place at the traditional Australia Day CARnivale which covers most of Macquarie and surrounding streets at the northern end of Hyde Park. We had been given our traditional spot at the very top of Macquarie St, arguably the best spot there is !

It must be some 30 years since the first event was held and in those days it was in one of Sydney's oldest areas known as the Rocks and the best position then was under the southern approaches to the Harbour Bridge or in the Argyle Cut tunnel. Our own Stephen Knox has had a lot to do with it over these years and in recent times it has been run by John Flowers using the processes put in place by Stephen all those years ago.

The crowds this year were as strong as ever, with a noticeable shift to a more cosmopolitan mix of people, especially those from the northern parts of the Pacific. There has been no lessening of interest by the passers-by with many stopping to chat about the cars, the types of which some had never seen before. And it was a great opportunity to advertise the HSRCA's race meetings for the year with a flyer printed especially for the occasion.

Those that gave up their day to be a part of the display were:- Terry Lawler - racing Group C touring car, Daniel Bando - Formula Vee, Rod Kennedy – racing Lotus Elan, John Brown - regularity Matra sports car , David Kent - Chevron Group Q racing car, Noel Bryen - Rennmax BN1 Formula Junior, Wayne Newman – Clubman racing car, Beach Thomas – Chickadee Group C Toyota Celica, Ed Holly - Brabham BT6 Group M racing car and Lotus Eleven Group L sports racing car, helping out on the day were Wayne Wilson with his foot in a Moon Boot after major ankle surgery and the other knee on a very fast scooter and John Ellacott the newly elected chairman of the 2014 Tasman Meeting who kindly drove the BT6 there inside it's trailer.



The crowds were like this all day !



Wayne Newman and John Ellacott with the HSRCA banner a bit after 0700 before the throngs arrive. Apologies to the 4 out of picture !

## M and O well represented at the Australian Grand Prix Historic Demonstration.

As it has done for many years now, the AGP has a Historic Demonstration as part of the weekend activities. This year there were 60 cars invited, which is ably coordinated by Grant and Brenda Campbell.

Representing the 1960s m and O period for racing and sports racing cars were Max Pearson in the Midren Waggott - Scott Whittaker in the Milano GT2 – Ed Holly BT6 – Rob McConville in the family Cooper type 75 Alfa – Geoff Burton in the McConville family's Brabham BT29 – Ian Henderson in the very desirable Porsche 906 – Peter Strauss in the Brabham BT11 – Hugh Colman from the UK in his Chevron B8 – Bab Harborow in the Cooper Type 75 BRM – Miken Gosbell in the Cooper type 52 and although not strictly M and O – Ernie is a honorary M and O guy – Ernie Nagamatsu in Old Yeller II.



A couple of stories about the weekend – Mike Gosbell took the little Cooper down agreeing to a sale of the car after this weekend – only to have a rod go through the side of the block - damn .... Max Pearson wasn't going to let a blown Waggott engine get in the way of the AGP gig – especially with a spare FVA lying around, so that's the way it ran after a frantic week to get it into the hole and working, I think Max was pretty happy with the way it went to. Oh, and the next time you watch *Viva Las Vegas* have a good look at the cars, my suspicions were confirmed by Ernie – it is Old Yeller that makes an appearance in the movie !

The entrants were given about an average 15 minutes track time each day – but Saturday was longer, enough for 7 or 8 laps and many of the demonstration drives were rather spirited – but no body did anything they shouldn't have and the organisers were apparently well pleased with the on track spectacle and driving standards. I have to say that Scotty and I did have a great time over those laps and that Milano GT2 sure does go well in Scotty's hands. Seems we'd left most of the field behind when this photo was taken !



Photo courtesy Dr Peter Clark – Clark Media Services – mobile 0407219744 – Oh and Scotty, can't really see that I was holding you up !

Upcoming meetings for the HSRCA .... Note November is the TASMAN MEETING ... yes the flyer will have an M or O car on it shortly ...

# HISTORIC RACING

Welcome to **WAKEFIELD PARK**

Sept 27 - 28, 2014

**THIS MEETING  
WILL FEATURE  
GROUPS J, K & L**



COME AND JOIN IN THE CELEBRATIONS OF  
THE 20th ANNIVERSARY OF THE OPENING  
MEETING OF WAKFIELD PARK BY THE HSRCA



HISTORIC SPORTS & RACING CAR ASSOCIATION OF NSW INC



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**THE TASMAN MEETING**  
Featuring Groups M, O, Q, R & S



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## Singapore GP update.

As many will be aware, David Kent and I met with Eli Solomon and Colin Syn, Deputy Chairman of the Singapore GP whilst at Albert Park. Eli has for some time now had this pet idea of having a Historic race in Singapore to commemorate the GP's that were run there in the 1960s and early 70s and what better time than to have it as a part of the FIA Singapore GP.

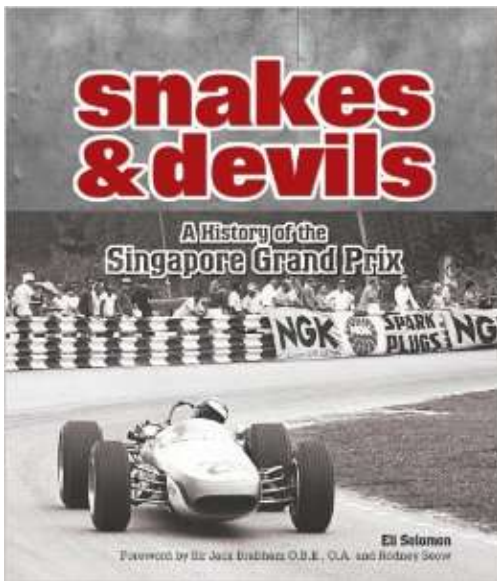
Colin asked for us to put together a proposal with costings which has now been done and is in Colin's hands for consideration. David also met with Eugene Arocca CEO of CAMS and Eugene said CAMS would help with licencing and logbooks as far as possible, with the help of Michael Smith, currently General Manager Motorsport CAMS, who has had extensive dealings with the Singapore GP board.

The proposal was for around 35 cars to attend, with some from NZ and maybe some from UK and Europe.

To read a bit about the history of the event, here are a couple of websites ... and a photo of Eli and the book he published, called Snakes and Ladders

[http://eresources.nlb.gov.sg/infopedia/articles/SIP\\_1353\\_2008-12-02.html](http://eresources.nlb.gov.sg/infopedia/articles/SIP_1353_2008-12-02.html)

[http://en.wikipedia.org/wiki/Singapore\\_Grand\\_Prix](http://en.wikipedia.org/wiki/Singapore_Grand_Prix)



## Finding and restoring a Brabham BT15 – Graham Dell

It all started when I was clashing with Cams over the C of D for the NOTA 28 I was restoring. Cams would not accept Guy Buckingham's statement, on the basis of "Guy's memory isn't what it used to be." Someone referred me to a Joe Bosworth in Perth WA. Well, Joe wrote a 5 page letter to Cams, problem solved.

During my conversations which continued after the CAMS episode he casually mentioned he had a Brabham BT15. Well my love affair with these little gems started when I saw Dave Hills BT15 at a Supersprint event I was competing in. This BT15 is the ex Holley, now Victoria De Galalai car.

Back to Joe Bosworth...I had to ask him, "is this a car you would consider selling?". No luck, it would have to be offered to his 3 sons before I had a chance.



Joe had become a 'phone friend' and we exchanged calls every month or 2 and just chatted. Its not difficult to chat to Joe, as he is a fascinating racer going back to the 1960s in Australia and then the 1970s in US. I occasionally raised the BT15, asking if there was any progress in rebuilding it and if any of his sons wanted it? I asked as diplomatically as I could. Finally he agreed he would sell, probably 5 years after he first mentioned it. He invited me to Perth to look at it but aborted my trip a couple of days beforehand. "The sun and moon don't line up", he said. Months later I was invited to Perth to look at the car. Well it really was a chassis and box of bits. Lots of boxes. Some on his garage floor, some on shelves, some in the garden shed down the back of the garden.

Around 1970 he returned from the US, bought the BT15 with him and disassembled it with the intention of restoring it. The chassis was on the floor, gear box still in it, instrument panel fitted and radiator fitted. Pedals were also still fitted. The chassis was semi OK, light rust here and there. Really needed a strip down. Suspension parts had been chromed 30 or 40 years ago and had to be re done. All in all a total rebuild. A price was agreed, \$10 000 more than I thought it was worth but Joe had read me well, he knew I had to have it.

I shipped it back from Perth and laid it all out on my garage floor to see what I did not have. Enter Grant Burford. From there we assembled the whole car to find my Hi Toque starter motor wouldn't fit so back to the old Lucas one. The only missing bit was a couple of rods from the rear roll bar to the chassis. Ed Holly made these for me so restoration could start.

The chassis was sand blasted, taken to Elwyn Bickley in Goulburn. Elwyn cut off an ugly roll bar and welded on a new one. Race harness pick up points were welded as it only had a lap belt held in by a wire rope. Scrutineers in the US are not the same as Todd Hamilton and crew! Now to Nowra for the chassis to be painted machinery grey. In the meantime all suspension parts were with the chrome and Grant Burford started to rebuild a Formulae Ford motor for me. Although it is the 3<sup>rd</sup> Formula 3 built by Brabham, Joe raced it in the US for 10 years as a Formula Ford.

To continue. Instruments were checked by Bill Ritchie, ex Olympic Instruments and I had the seat covered as it was bare fiberglass. Naturally all brakes and clutch had to be rebuilt. New master cylinders and calipers rebuilt. Say good by to \$1100 at 'preferred customer' rates. The radiator/oil cooler was checked, all OK. Chrome returned another near \$1000. All nuts and bolts were replaced after being plated. New oil pump hoses were bought. How can a 30 inch hose cost that much? Good ol' Gary Simpkin went through the Hewland MK8, weaved his magic although it was quite sound. A whole new set of gears were fitted (luckily they came with the car). Two new Brabham diff side plates were imported. Any body want 2 as new Mark 8 Diff side plates?

Naturally new rubber doughnuts were imported again from Tayling Racing US.

In the meantime, I decided the nose cone was beyond repair. You know, star cracked, the nose had been nudged in the heat of battle. The original engine cover was autographed by Jack Brabham so it is hanging on my garage wall. George Goodare made the nose cone and engine cover. Even a moulding for when I put a 1000cc MAE 30 degree motor in to make it a Formula 3 again. What a great job George did, came to my house about 6 times to fit the body until the gaps were so accurate. Grant Buford rewired the car and fitted the rebuilt 1600 Ford engine. The whole assembly was straight forward. Nice clean bits were chromed or rebuilt. A harness was ordered from the UK where it was made for me and so much cheaper than the price here. We had to work out the route of the gear lever, changed that to a more simple arrangement.

Next the windscreen....I did have bits as a template. First one did not fit, second one did and \$150 down the drain and it fitted perfectly. Next painting, I was recommended Caldwells at Bankstown. What a job, what a job! Original colour it left the factory with a gold nose and stripe, same with the engine cover. Cost? I will tell anyone privately. So reasonable. Now its finished and sitting in the garage. I have to find the courage to drive it. Although I have retired from Supersprinting in my Lotus 7 Replica (now for sale) I guess I should at least give the Brabham an outing at Wakefield Park. It may entice me out of retirement.

*Great story Graham – thanks a lot for sharing it with us – we expect of course to see it gracing a Group M grid not too far into the future .... Ed*

## Around the pits.

Early reports from Mallala indicate Richard Carter and Laurie Bennett were exchanging places and seeing who could get off the line quickest without a penalty ! A report on this event in the next newsletter. Meantime some great photos by Lyntonh can be found at <http://forums.autosport.com/topic/192988-mallala-easter-historics-2014/> the photo here is of Laurie Bennett about to move out onto the track with Don Thallon behind.



The May meeting's acceptances have just arrived and we have around the mid 30's in numbers. Well done to everyone who has supported this exciting new concept of trying to bring Historic Racing into the modern era, and well done too to the hard working organizers within the HSRCA and ARDC to put it all together.

There has been some confusion about the Tasman Revival meeting's continuance. It is true that the meeting will be of a slightly less grand scale than past biennial events, however rest assured that M and O are in for a really good time. The event has been renamed the Tasman Meeting, it will still have a Tasman race and we are hopeful of attracting a good overseas number of entrants with a 3 meeting "Tasman Tour" Of course there is no reason why we shouldn't be a part of this "Tour" and the brochure sent out to overseas competitors is attached here so you can see the information about the meetings. Obviously to take up the benefits on the brochure you will have to export your car first !

The HSRCA has been instrumental in having CAMS appoint a dedicated Steward to our meetings. David Bellenger is the incumbent and has now officiated at Wakefield Park, Phillip Island, Mallala and will be at the Sydney Retro Speedfest then all the other CAMS run Historic events for the year. This is a recent news release from CAMS

*CAMS has appointed David Bellenger as the Australian Historic Series Steward. Mr Bellenger is the first Historic Series Steward ever to be appointed in Australia and the move is set to ensure historic racing continues to flourish. The position is designed to assist the development of Historic Racing in Australia and ensure that there is positive movement on issues that affect the sport.*



*Mr Bellenger expressed his excitement at his appointment and the opportunities it presents to positively influence the sport. "I am certainly pleased and very honoured to have been appointed the Historic Series Steward," said Mr Bellenger. "The position is brand new and it is great to be the first person to take up this role in Australia. I am very much looking forward to working with the Historic Racing community, to among other things improve driver standards and move towards a safer future for the sport."*

For more reading on the Phillip Island meeting there is a website thread on TNF that has a lot of info and some more photos, go to <http://forums.autosport.com/topic/180855-philip-island-classic-8-10-march/>

Chad Parrish has very recently purchased the BT23C Brabham campaigned as part of Brian Wilson's stable. Chad as a kid used to hang around the pits at Amaroo assisting Peter Addison and Peter was one of the last drivers of the car some years ago now. This car has wonderful history, driven numerous times by Jack himself. Chad is very keen to trace the full history is about to participate in the F1 demo at the Retro meeting before giving the car a birthday.



Chad's BT23C, it will be overshadowed his other Group O car but only in size. Seen here with Peter Addison before a Tasman event.

Meanwhile Brian Wilson himself will also appear in the BT24 at the Retro, which will be a great opportunity to again see this very famous car in action as it hasn't been out for some time. It is arguably the equal most significant Group O car in existence, the other car being the BT19 which is unlikely to ever turn a wheel in anger again.

Ryan Sorensen will be having his first run in the ex Wayne Wilson 1969 Rennmax BN2. We welcome Ryan to the M and O ranks and I am sure Wayne will be very interested to see how a youngster goes in his old steed.

# TASMAN TOUR DOWN UNDER

## 2014



This series is a development of the very successful biennial Tasman Revival race meetings which the Historic Sports and Racing Car Association of NSW (HSRCA) has organized at Sydney Motorsport Park since 2006. The HSRCA will coordinate the event entry and transportation of cars visiting Australia to compete in a series of historic race meetings in October/November 2014 with an option for cars to then go on to participate in the NZ Festival of Motor Racing in January 2015 at the Hampton Downs circuit. Details of the tour events are as follows:

### The Race Meetings in Australia

1. **October 25/26** - WA Sporting Car Club (WASCC)  
*Barbagallo Raceway*, Western Australia
2. **November 8/9** - Victorian Historic Racing Register (VHRR)  
*Sandown Park*, Victoria
3. **November 29/30** - HSRCA - Tour Finale  
*Sydney Motorsport Park*, NSW (Eastern Creek)



Various supporting social functions will be arranged by the organizing clubs.

Subject to resolution of freight arrangements, provision may be made for competitors unable to commit to either the Barbagallo or Sandown events.

Entry in the NZ events must be arranged direct with the NZ Historic Racing Club (HRC).

### Eligible Cars

There will be events at each meeting for a wide range of historic cars but a high priority will be given to cars from the 1960s and 70s. Subject to entry numbers it is expected that there will be separate events for Formula Ford, Formula Junior, 60's Tasman style cars, F5000 and 70's/80's wing and slick cars. All cars will be required to hold either a FIA HTP or other documentation evidencing eligibility for historic events in their home country.

### Competitor Licences

Drivers of competing cars must hold either an FIA H1 licence, FIA International C licence, or the highest grade national licence issued by their home country national sporting authority supported by the appropriate visa authorizing participation in an Australian national event.

## Shipping Arrangements

Cars will be sea freighted to Freemantle WA in containers from UK, USA East or West coast, Japan and NZ. Road transport to the Bargaballo circuit and from there to the rail head will be arranged by WASCC . The containers will be rail freighted to Melbourne for the Sandown event and then transported by road to Sydney Motorsport Park. At the conclusion of the Sydney final event the cars will be shipped from Sydney either to Auckland for the NZ events or returned to the port from which they originally came. HSRCA's responsibility in respect of shipping arrangements will conclude with delivery of the containers at the dock in either Auckland or the home port.

Competitors wishing to participate in the NZ events will need to make separate arrangements with the event organizer (HRC) in respect of event entry, internal transportation within NZ and return shipment from NZ.

HSRCA can provide racking to facilitate loading of up to 6 cars in each 40' container if required but car owners will be responsible for transportation of cars to the load up point and to supervise secure loading. HSRCA will be responsible for shipping arrangements and all related costs subsequent to load up at the port but insurance of cars and equipment, wharfage fees and related charges at the departure port will be the owners responsibility.

A firm shipping timetable will be determined once entries are finalized but, to ensure timely arrival for the initial event in WA, it can be expected that cars will need to be available for load up and departure at around the following times:

- From NZ - end September
- From UK - late August / early September
- From USA west coast - early / mid September
- From USA east coast - early August

Carnets will be required to cover temporary importation of the cars to Australia. Alternatively, HSRCA may arrange lodgement of a bond to support a temporary import licence subject to a fee yet to be determined.

HSRCA's shipping agent is Gibson Freight, a world leader in race car shipping logistics with experience in the international movements of F1, A1GP, MotoGP and V8 Supercars.

Thanks to all those that have contributed to this newsletter, it is a bit late so apologies for that.

Thanks also go to all of those without whom we wouldn't be able to enjoy our racing or the cars we compete in, your time in volunteering is very much appreciated.

For those interested in model aircraft engines, I've just finished No.7 now – a 60 degree vee twin. It does run but not a lot of power for a lot of reasons. If you want to see a description of it and a video of it running go <http://www.homemodelenginemachinist.com/f31/60-degree-vee-twin-1-6cc-22760/index4.html> there is a 3 minute video of it. Here's a photo of it next to build No.6 upon which it was based.



***Finally that parting shot***

Brian Wilson in the BT24 at the 2008 Tasman Revival meeting. Brian will be in the F1 demo at the Retro meeting, the car's first attendance at an Historic meeting for some time – thanks Brian.

