



## **The HSRCA**

### **Group M (1961-1965) Racing Group O (1966-1969) Racing**

#### **Registrar's Newsletter**

**From:- Ed Holly**

**Welcome to the first M and O racing newsletter for the new decade.**

**Firstly thank you to all those who have contributed to this newsletter, certainly the biggest so far!**

**There has been quite a bit happening for a lot of the usual competitors within our Groups, the main event of course being the New Zealand Festival of Motor Racing celebrating Bruce McLaren, held over the last 2 weekends of January.**

**We also had a modest group of M guys compete at Wakefield Park, with the usual front running cars absent, these guys had a ball. As you will read quite a few Groups were combined meaning those that were there got to run with quite a variety of cars.**

**This year of course sees the running of the 3<sup>rd</sup> Tasman Revival. A lot of effort has been and will be expended by the Club to see that this event is bigger and better than the past two, and of course with the interest shown by our side of the Tasman we expect the New Zealanders to reciprocate. Add to this the interest already shown by the USA, UK and Japan it is shaping up as huge.**

**Timely it might be then that there are a few cars that will debut on our tracks in plenty of time for the Tasman and I am told a few more that we haven't seen for a while will be out and about also.**

**So things are looking pretty rosy for 2010 for cars of the "Golden Era" of motorsport – the 1960s racing cars – cars that were built just to race with no compromises and enhancements.**

**Once again there will be a pointscore of both Groups. The trophy presentation for the 2009 running of this will be at our May meeting at Eastern Creek, where hopefully the interstate winners will be present.**

**This is the first newsletter that sees only 2 circuits available to us in NSW, Eastern Creek and Wakefield Park. Oran Park is no more, you will see some sad photos further on showing its destruction. Chris Haig, the HSRCA's keeper of lap-records has kindly supplied the final ones. I have included all categories for both the short and GP circuits.**

**After some discussion with the volunteer M and O representatives, it has been decided to include the 1968 and 1969 years Group P cars into our newsletter. These cars could rightfully run without wings as Group O cars, but the owners have chosen to keep the wings on and are therefore into the P category. If you own a pre-70 winged car and run on treaded tyres then please let us know.**

## The 2010 Tasman Revival meeting 26/27/28<sup>th</sup> November.

The biggest M and O festival of them all is shaping up very well. The third running of the Tasman Revival is just nine months away and the momentum is building. Inevitably, with two excellent Revivals completed and the publicity that followed them, the reputation of the meeting is spreading. It's significant that John Hughes, President of Historic Motor Sport Commission of the FIA will be attending.

The list of cars that are in the 'definite' or probable' columns include the fabulous ex-Amon Ferrari 246T that was the undisputed star of the 2008 Revival, winning the feature Tasman race on the Sunday. Others include Brabhams BT11a, BT14, BT23C and BT31 and Cooper T51 Climax 2.5 while other groups are offering an Alfa Romeo Tipo 33. There is talk of the Lotus 48 that Graham Hill raced in the Tasman Series attending.

In January, Tasman Revival committee members Ed Holly, Peter Addison, Paul Hamilton and Peter Schell travelled to New Zealand for the Bruce McLaren meeting, giving us an unparalleled opportunity to talk with entrants at that meeting. They were impressed and delighted at the knowledge of and interest in our event. As a result of all this lobbying we look forward to a healthy contingent of Kiwis, as well as entrants from other countries.

The next big meeting in New Zealand will be a tribute to Chris Amon and the organizers have brought it forward from 2012 to January 2011 to allow overseas visitors to our Revival to stay on and compete in theirs as well. Trans-Tasman accord at its best!

Of course the Tasman Revival is not just about Groups M and O, even though these groups cover most of the Tasman Series era. The abovementioned Alfa and others will be joined by the phalanx of F5000s that rattled the windows in 2008.

A major feature of the 2010 Tasman Revival is the raffle that is currently underway. The prize is a trip for two, Premium Economy, to England for the 2010 Goodwood Revival in September. It includes seven nights accommodation - three near Goodwood and four in London - general admission and premium grandstand seats on each of three days and seven days car hire. It's worth around \$17,000 and the tickets are just \$10 each in books of 10. Send an email to Brian Caldersmith on [briantc@bigpond.com](mailto:briantc@bigpond.com) who will send out as many as you request.

Name: .....	 The Historic Sports & Racing Car Association of NSW Inc. Ticket No.	<b>\$10</b> for the <b>ULTIMATE GOODWOOD GETAWAY!</b> The Historic Sports & Racing Car Association of NSW offers you the chance to win the ultimate enthusiast's prize of a trip for two to England to see the famous GOODWOOD REVIVAL meeting on 17th 18th 19th September 2010 <i>The lucky winner will receive:</i> <b>2 PREMIUM ECONOMY RETURN AIRFARES (Syd/Lond)</b> <b>2 PREMIUM GRANDSTAND ENTRY PASSES (3 days)</b> <b>7 NIGHTS ACCOMMODATION FOR TWO (Incl Bkfst)</b> <b>7 DAY CAR HIRE</b> <b>RETAIL VALUE of \$17,000!</b> The draw will take place at the Greengate Hotel, Killara, Sydney on Tuesday 6th, July at 8pm The winner will be announced on the club website and be published in the Sydney Morning Herald <b>Ticket No.</b> <a href="mailto:tasmanrevival@hsrca.org.au">tasmanrevival@hsrca.org.au</a>
Address: .....		
Phone: .....		
Email: .....		
 <b>\$10</b>		

As much as this is an international event, Australia has an enviable collection of Group M and O cars. This will be the ultimate showcase for these cars and we encourage all owners to bring them out for this fabulous meeting.

Stephen Knox  
Chairman, 2010 Tasman Revival Committee.

# AUSTRALIAN FESTIVAL of MOTORSPORT TASMAN REVIVAL 2010



26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> November

## EASTERN CREEK INTERNATIONAL RACEWAY

will again host the TASMAN REVIVAL meeting celebrating the great landmarks of Australian motor racing. With many international entries, the list of Formula One, sedans, sports cars and open wheelers will stir the blood of any enthusiast.



Watch the club website for early information on the meeting and ticket availability.



[www.tasmanrevival.com](http://www.tasmanrevival.com)

## **Oran Park is no more.**

**After almost 50 years, Oran Park is set to reverberate to the sounds of the birds, nature and urbanism but not before the bulldozers have finished their work. The following photos were taken by Peter Schell of the start of the dismantling of this icon of Sydney motorsport. There appears to be no replacement in the foreseeable future, which means motorsport in this State will be much the poorer. As you can see the tarmac surface has essentially been ripped up, and when I went past recently the landscape is bare, no pit buildings and no white control tower.**



**Seeing as Oran Park is no more – the lap records unfortunately will never have to be updated again by our record keeper, Chris Haig. Chris kindly supplied the final ones for both the long GP and short South circuits which appear towards the end of this newsletter.**

## The New Zealand Festival of Motor Racing.

72 Australian cars crossed the Tasman to support our Kiwi brothers in this landmark Historic Racing event. For many of us this was a first, packing a car away to send to another country was not as difficult as it appeared when first making the decision to do it. The overall cost too was reasonable, helped by the Kiwi hospitality of free entry and car at-track accommodation. Even the actual shipping wasn't too onerous, with some very decent racking having been built at reasonable cost to us to accommodate 6 cars per container.

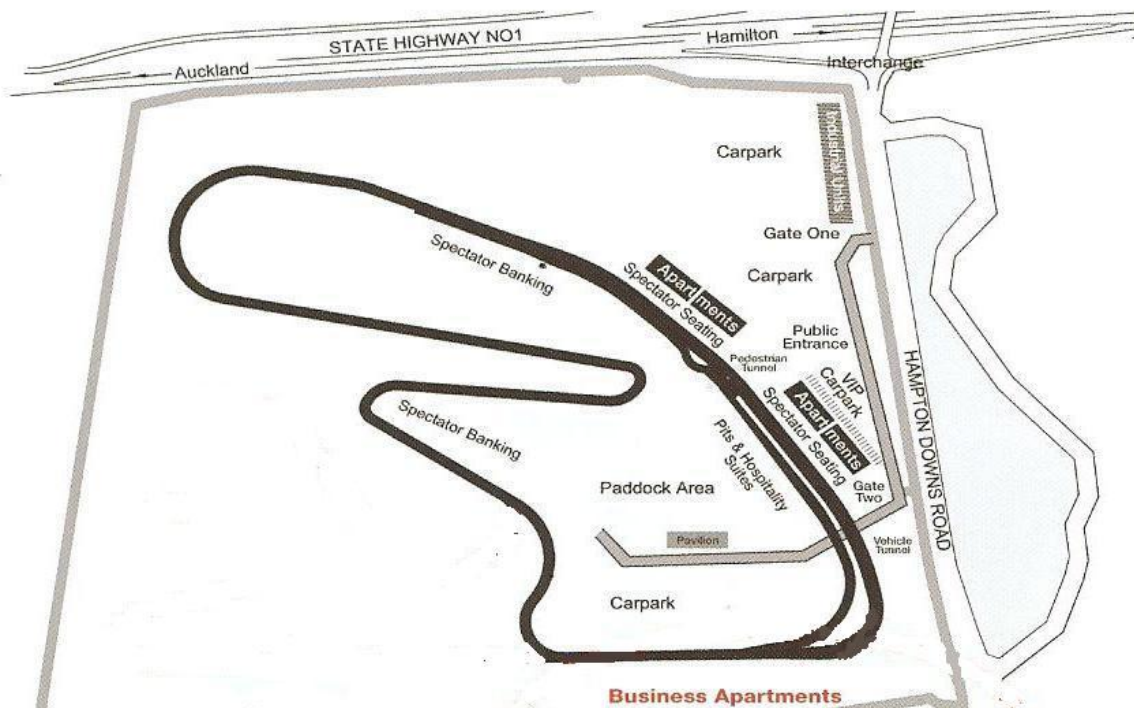
The spectator support there was incredible, approaching 20,000 at Hampton Downs the first weekend, backing the second weekend with over half that again. Considering this was a first event of this size and theme the event appeared to be enjoyed by most that went.

One unfortunate thing was the supply of the wrong fuel at the track As we all arrived with dry fuel tanks, no one was going anywhere without some. When the announcement was made that the truck was running late, some of us found out we could buy fuel in Pukekohe straight out of a petrol browser and headed off there.

*Yes that's right Avgas straight out of a pump alongside the diesel and unleaded.*

Oh how we have complicated things here pandering to some minor factions in our society, New Zealand is so much more laid back about such a thing which was so refreshing. That the fuel truck running late was a pain when it was announced, but in the end, so fortuitous. It turned out that the truck supplied a blend of 15% ethanol - unleaded mix, with maybe a lead additive. I am not quite sure of the exact composition, but the upshot was that quite a few engines suffered major internal damage soon after taking to the track, also the ethanol melted some of the foam inside tanks, clogging filters and it also melted some of the rubber bag tanks, a very unfortunate mess. One has to say that the organizers ordered Avgas and believed that was what was being supplied.

The Hampton Downs circuit is deceptively quick, a real blend of a bit of Wakefield Park and Eastern Creek.



Rumour has it that it was originally designed to run the opposite way, and that would have been good too, but it was a lot of fun, very busy and challenging. One aspect that attracted attention is the pit entry off the main straight, cars are going past the entry cars with a huge speed differential. The straight has a challenging 180 degree sweeper onto it, that seems to go on forever and the straight itself has a kink and ends disappearing over a brow, which means you are really relying on the flaggies to warn you of any problems you can't see.

Most of the Aussies arrived on Wednesday and the afternoon was taken up unloading and moving the cars from the containers to a huge marquee the size of a 747 size aircraft hangar. The container stowage area was on the only road (two way traffic) in, and with some 20 odd containers things got a bit difficult at times.



The huge tent made things nice and cozy, noisy and with plenty of fumes to remind you where you were, but at least it was dry when it did rain. The floor for the Tasman class and Formula Junior cars was a road base made of sharp 20 to 30mm rock, which the sticky tyres just loved. Everyone was off to buy a tarpaulin that evening to lie on the ground, and then what you couldn't see didn't worry you. There was some track time Thursday for familiarization and the wet morning saw a lot of action by the rented cars with lots of passenger combinations. By the arvo, a lot of us had borrowed fuel from the locals and we ventured out in the race cars for the planned familiarization laps. The first impressions were just how busy the track keeps you, yet the realization of how rewarding it will be when learnt.

The owners have certainly done a first rate job in the creation of the circuit. One of the unique things they have done is to build 4 large apartment blocks overlooking the circuit on the high ground, each of these would have about a dozen units which when new were around \$400k. Now they are all sold, the 2<sup>nd</sup> hand prices have increased dramatically. During the week of our time there the overnight price commanded by the individual owners was around \$1900 per night. The NZFMR organizers were complaining bitterly that those in the units got as good a view as the paying spectators, yet they got it for free, one could sympathize with their viewpoint.

Hampton Downs results can be found <http://www.mylaps.com/results/showevent.jsp?id=501704>

The actual name of the event was the NZ Festival of Motor Racing celebrating Bruce McLaren, a clever ploy on words that allows them to keep the NZFMR brand name and add the name of whoever they wish to emphasize and celebrate each year. This year of course it was Bruce McLaren and many of Bruce's cars were in attendance, not only as competing cars but as exhibits both in their McLaren display and demonstrations. And with 2 demonstrations and 2 parade events per day, these cars got as much track time as anybody else. Next year it is Chris Amon's turn, Chris was at both Hampton Downs and Pukekohe. It has been said many times before I know, but for a small country, New Zealand they have produced some remarkable motorsport drivers and identities and when you put Denny Hulme and others amongst them they have had a

real impact on the world stage. Many of these stars, both drivers and mechanics were present over the 2 weekends.

The star car of the festival was the Cooper T70, fresh from a long and detailed restoration by Victorian, Adam Berryman. This car was absolutely magnificent and was not only on show but competing in the Tasman class. When Adam first pulled it out of the container the cameras came out a plenty. It was also the car that stole the show in the McLaren display tent where it rested between events. Adam's Dad showed immense foresight in buying this car many years ago. This was the car that Bruce not only designed and built, with the help of Wally Willmott, but went on to win the inaugural Tasman Cup Championship, the year being 1964. The car returned to the UK after the win and came back the next year for Phil Hill who drove it as Bruce's No2. The car then stayed in Australia and after a number of owners, who raced the car, came into the Berryman's family in 1974.



Cooper T70 - Adam Berryman with Jim Barclay Festival Chairman left and 4 times NZ Gold star winner Jim Palmer

The Type 70 Cooper was amongst the Tasman class grid which consisted mainly of 1960s racing cars, many of which did have a genuine Tasman history. Those that had run in Tasman events are listed here - in order of age, apologies to any I may have missed

Rod Jolley	Cooper T45/51	Bruce McLaren 1960
Richard Longes	Cooper T51 -	Bib Stillwell and Bryan Thompson 1961 1962
Don Thallon	Cooper T53 -	Lex Davison 62
Adam Berryman's	McLaren Cooper -	Bruce McLaren and Phil Hill 64,65
Ed Holly's	Brabham BT6 -	Frank Gardner, Roly Levis & Bill Stone 64,65,66,67,68
Rodin Wootton's	Brabham BT18 -	Roly Levis 67

Roger Munns'	Brabham BT22 -	Jim Palmer 67
Peter Avery's	Brabham BT16 -	Ken Sagar 67
Peter Herbert's	McLaren M4A -	Frank Radisich 70

Unlike Australia where there is a early and late category splitting the 1960s racing cars into 2 Groups, the NZFMR had just one big Group for the Tasman grid, which definitely showed the older cars to be inferior to their younger often much better tired brethren. Additionally a couple of early 70s cars were included, a Chevron B17c and Andrew Fellowes' Brabham BT36 driven by David Kent. However racing is racing and all the competitors had a big smile after the events where they found someone to play with.



With the leaders gone, the rest of the Tasman cars on the short straight after the reverse corkscrew.  
Peter Schell photo.

**Tasman Class 16 entries – 5 NSW, 1 ACT, 3 Qld, 1 Vic, 6 WA**

Brain Wilson NSW – Brabham BT24;	Andrew Fellowes Qld – Brabham BT23C;
Calven Bonney WA – Macon MR1;	Peter Addison NSW - Brabham BT23C;
Martin Bullock WA – Chevron BT17C;	Lance Carwardine WA – Jane/Brabham BT23;
Ed Holly NSW – Brabham BT6;	David Kent NSW - Brabham BT36;
Peter Boel Qld - Lotus 41C;	Adam Berryman Vic – Cooper T70;
Richard Longes NSW – Cooper T51;	Henry Oosterbaan WA – Alton Holden;
Neil McCrudden WA - Lotus 20/22;	James McDonald WA - Befu F2;
Peter Barclay ACT – Brabham BT21A;	Don Thallon Qld – Cooper T53.

The opposite was true in the Formula Junior / Formula 3 classes. Here the competition was intense. These races were a joy to watch with so many close dices and position swapping going on. Slip-streaming became a big factor as after the 180deg fast sweeper onto the straight there is quite a hill to climb, and the smaller capacity cars needed every advantage they could muster. Yes the Formula 5000s are spectacular in every sense, but give me a good Junior / F3 race any day, especially with the capacity grids (44 cars) that were present at the meetings.



Now to a list of Aussie competitors from the M and O Groups:-

<b>Formula Junior / Formula 3</b>	<b>15 entries – 3 NSW, 5 Vic, 5 Qld, 2 WA</b>
<b>Roger Ealand NSW – Gemini Mk2;</b>	<b>Norm Falkiner Vic – Stanguellini;</b>
<b>Kim Shearn Vic – Lotus 18;</b>	<b>Bill Hemming Vic – Elfin Catalina;</b>
<b>Mike Gosbell NSW – Cooper T52;</b>	<b>Alan Conway Qld – Gemini Mk3A;</b>
<b>Geoff Fry NSW – Jolus;</b>	<b>Peter Boel Qld – Lola Mk5A;</b>
<b>David Reid Qld – Cooper T59;</b>	<b>Peter Strauss Vic – Brabham BT6;</b>
<b>Colin McKee WA Mentee;</b>	<b>Mike Goodfellow Qld – Talisman;</b>
<b>Don Thallon Qld – MRC 22</b>	

**Kevin Taylor WA - Brabham BT21 F3 Jeff Brown Vic – Brabham BT28. F3**



The FJ - F3 grid just after race start - from about row 3 stretching back and over the hill.  
Note the apartment blocks over the fence. Peter Schell photo

A real surprise was the number of Western Australian entries, 8 spread over the 2 equivalent M and O grids. This has not gone unnoticed by our 2010 Tasman Revival steering committee and every endeavor will be made to entice these competitors to our bi-annual event.

As good as Hampton Downs was, it showed how lacking Pukekohe has become. First opened in 1963, it appears to have had little maintenance over the years with the undercover pit area quite a disgrace from what was New Zealand's premier circuit in the Tasman 1960s era. The track surface is very bumpy along the front section and as mentioned the undercover area was quite a joke. May not have been such a problem in dry weather, but when the heavens opened on Saturday afternoon, it was awash with over a half inch of standing water, the roof leaked around every 8 x 4 sheet of plywood and the 20 by 6 foot deep drain between the track and pit road was brimming over to the point where it was creeping across the pit road towards the cars themselves. When it stopped raining outside it continued under the roof as it drained water from above for a few hours. The back straight was a full 500 revs faster than Eastern Creek with the same gearing, so there is no question it is very fast, in fact Kenny Smith, in winning all the F5000 races was lapping at an average of 125 mph.

**The following 2 pages are the relevant ones from the Festival Programme. Note that the organizers have taken the trouble to incorporate chassis numbers.**

No	Driver's Name	Location	Year	Car	CC	Colour
<b>Front Engined</b>						
1	Roger Herrick	Auckland	1960	Lola Mk 2 FJ BRJ 1	997	Green
3	Nigel Russell (Puke only)	Auckland	1960	Emeryson Elfin Mk1-003	1000	Red
6	David Herrick	Auckland	1959	Taraschi FJ BT-050	1100	Black
12	Colin Waite	Auckland	1958	Stanguellini CS00152	1100	Red
15	Roger Ealand	Aus-NSW	1959	Gemini Mk 2-1041 Ford	1098	Red
21	Rob Williams	Auckland	1959	Elva 100 BMC FJ100/003	1100	Green
28	David Bishop	UK	1960	Elva 100 BMC FJ100/76	1100	Red
29	Alan Woolf	Auckland	1958	Volpini FJ-013	1100	Red
30	Nigel Russell (HD only)	Auckland	1960	FMZ FJ BMC	1100	Silver
48	Paul Halford	Auckland	1959	Auto Sud FJ 0012	1100	Red
51	Neil Tolich	Auckland	1959	Jocko Special JFJ0001	1100	Red
74	Walter Findlay	Gisborne	1959	Elva 100 DKW FJ100/74	1050	Light Green
82	Norm Falkiner	Aus-Vic	1959	Stanguellini FJ00156	1100	Red
<b>Rear-Engined Drum Brakes</b>						
8	Kim Shearn	Aus-Vic	1960	Lotus 18-FJ-797	1098	Green
18	John Holmes	Auckland	1960	Lotus 18 FJ-744	1060	Green
23	Bill Hemming	Aus-Vic	1962	Elfin Catalina FJ -621	1098	Red
25	Jim Barclay	Auckland	1961	Gemini MK3A-09 FJ	1060	Red
52	Mike Gosbell	Aus-NSW	1960	Cooper T52 FJ-4-60	1100	Green
56	Ian Garmey	Auckland	1961	Cooper T56 Mk2 FJ	1000	Green
60	Craig Abbott	Auckland	1960	Lotus 18 FJ-703	1060	Green
61	Allan Conway	Aus-Old	1961	Gemini Mk3A-07 FJ	1060	White
66	Alex Morton	UK	1961	Ausper FJ T3-05	1098	Green/Gold
77	Wayne Rodgers	Auckland	1962	Lynx T3 -115 FJ	1060	Blue
85	Sir John Chisholm	UK	1961	Gemini Mk3A-02 FJ	1098	White
160	Geoff Fry	Aus-NSW	1961	Jolus 2 FJ-4	1098	White
174	Hans Jorgen Krag	Denmark	1960	Lola Mk3 BRJ 37 FJ	1098	Green
474	David Fenton	Christchurch	1960	Lotus 18 FJ-785	1100	Green
<b>Rear-Engined Disc Brakes</b>						
5	Peter Boel	Aus-Old	1963	Lola Mk5A FJ BRJ 54	1098	Red
16	David Reid	Aus-Old	1962	Cooper T59 FJ/26/62	1098	Light Blue
26	Peter Strauss	Aus-Vic	1963	Brabham BT6 FJ-4-63	1098	Green
34	Colin McKee	Aus-WA	1962	McEntee EN-FJ-621	1098	Light Blue
35	Rob Douglas	Auckland	1963	Donford FJ RF-1	1100	Light Blue
36	John Rapley (HD only)	Paraparumu	1962	Brabham BT2/6 FJ/13/62	1048	White
50	Mike Goodfellow	Aus-Old	1963	Talisman FJ	1098	Green
59	Robin Longdon	UK	1963	Lola Mk5A FJ BRJ 55	1098	Blue/White
61	Chris Atkinson	Auckland	1961	Lotus 20/22 20J 935	1100	Green/Yellow
65	George Cooper	UK	1962	Cooper T59 FJ/26/62	1098	Blue
73	Peter Ansties (HD only)	UK	1961	Lotus 20/22 FJ-XX17	1098	Green/Yellow
92	Don Thallon	Aus-QLD	1963	MRC 22/63/FJ	1100	Green/Red
<b>Invited Cars</b>						
24	Kevin Anderson	Christchurch	1960	Cooper T52 Ford	1500	Black
65	Bruce Munro	Auckland	1965	Cooper T76 F3-20-65	1000	Light Green
67	Kevin Taylor	Aus-WA	1967	Brabham BT21-12 F3	1098	Blue
69	Jeff Brown	Aus-Vic	1969	Brabham BT28-23 F3	1000	Red
76	Wayne Carter	Patumahoe	1965	Cooper T76 F3/5/65	1000	Green

No	Driver's Name	Location	Year	Car	CC	Colour
1	Brian Wilson	Aus-NSW	1967	Brabham BT24-1 F1	3000	Green
2	Andrew Fellowes	Aus-Old	1968	Brabham BT23C-2	1600	Blue
4	Lindsay O'Donnell (HD only)	Christchurch	1967	McLaren M4A 200-18F	1600	Orange
5	Calven Bonney	Aus-WA	1969	Macon MR1 F2	1598	Yellow/White
6	Rod Jolley	UK	1958	Cooper T45/51 F2-23A-58	2495	Green/White
7	Peter Addison (HD only)	Aus-NSW	1967	Brabham BT23C-1	1588	Green
7	Phil Harris (Puke only)	USA	1967	Brabham BT23C-1	1588	Green
9	Martin Bullock	Aus-WA	1970	Chevron B17C F2-70-02	1598	Light Blue
12	Rodin Wootton	Auckland	1966	Brabham BT18 AM168	1600	Black
14	Murray Sinclair	Christchurch	1969	Brabham BT 29-23 FVC	1790	White/Teal
16	Grant Clearwater	UK	1965	Brabham BT16-9-65	1600	Red
18	Lance Carwardine	Aus-WA	1969	Jane Brabham BT23	1600	Red
21	Ed Holly	Aus-NSW	1963	Brabham BT 6 FJ-9-63	1500	Black
22	Frank Lyons	UK	1967	McLaren M4	1600	Blue/Yellow
27	David Kent	Aus-NSW	1971	Brabham BT 36-2 FVC	1800	Light Blue
35	Peter Avery	Waikanae	1965	Brabham BT16 F2/9/65	1598	Blue
40	Peter Boel	Aus-Old	1966	Lotus 41C Mk41-FL6	1598	Black
41	Roger Munns	Auckland	1966	Brabham BT 22 /1	2500	Red
47	Adam Berryman	Aus-Vic	1964	Cooper T70 FL/2/64	2495	Green/Silver
51	Roger Wills +EH	UK	1959	Cooper T51 F2-23-59	2495	Green
61	Richard Longes	Aus-NSW	1959	Cooper T51 F2-14-59 Climax	2495	Red/Yellow
65	Henry Oosterbaan	Aus-WA	1965	Alton Holden AR2	2477	Red
68	Ken Williams	Auckland	1962	BBM Mk2	2800	Red
71	Neil McCrudden	Aus-WA	1967	Lotus 20/22 FJ	1598	Black/Yellow
77	Mitch Evans (Puke only)	Auckland	1969	Brabham BT 29-41	1600	Green
79	George Jack	Auckland	1969	Chevron B15B	1600	Blue
101	James McDonald	Aus-WA	1966	Befa F2	1700	Red/White
114	Peter Herbert	Auckland	1968	McLaren M4A 200-14	1598	White/Teal
121	Peter Barclay	Aus-ACT	1966	Brabham BT21A AM226	1600	Silver/Black
132	Brian Grant	Auckland	1967	Begg Chev	4700	Light Blue
141	Don Thallon	Aus-Old	1961	Cooper T53 F1-2-61	2700	Green/Red
411	Anthony Munns	Auckland	1961	Lotus 20 20J-850	1500	Green



Brian Wilson - 1967 Brabham BT24-1 F1



Frank Lyons - 1967 McLaren M4

Pukekohe results can be found at <http://www.mylaps.com/results/showevent.jsp?id=502787>

At the end of the Sunday the cars were all packed away in their containers and the freight company Jenners applied the seals. The cars are now back home, a bit of a concern that it took 10 days from boat arrival to being released, mainly awaiting Quarantine clearance, this was a long time for the cars in the containers for a relatively short journey across the Tasman.

In speaking with Jim Barclay, the chief organizer of the events, they have listened to the feedback about Pukekohe and their thoughts on the 2011 events are that both meetings will be at Hampton Downs on consecutive weekends. A lot less packing and unpacking containers and a suburb track which should in a year's time have even better facilities.

Some hardy souls stayed on for a 3<sup>rd</sup> weekend of motor sport about a 3 hour drive south of Pukekohe at Taupo, a racetrack developed for the NZ leg of A1 GP circus. Unfortunately Taupo is seen as remote by the New Zealanders and consequently the spectator numbers do not warrant them making the 2<sup>nd</sup> weekend there. Pity really as apparently the facility is 1<sup>st</sup> class. Peter Barclay had a great weekend there and agreed to write a report as follows later.

The programme was very clever in that it sufficed for both events. As the results only give the driver's name, the relevant pages from it are shown later. Now just a little on the results.

### **The Formula Junior / Formula 3 events HD**

Some of the Formula Junior boys were revisiting old ground, as rounds of the 50<sup>th</sup> anniversary worldwide events a couple of years ago were held in NZ. The closeness of racing within these groups is no less intense now than it was 50 years ago and they were really a joy to watch. Don Thallon had a gearbox issue, but when the car was going he was often the lead Aussie with Peter Strauss and Kim Shearn close behind. In fact in Race 1, Don was 3<sup>rd</sup> with Kevin Taylor from WA gradually lowering his lap times to come in 4<sup>th</sup>. In Race 2 Don was 2<sup>nd</sup> and Peter 4<sup>th</sup> Kevin Taylor 6<sup>th</sup> and Kim 8<sup>th</sup> fantastic efforts in grids of well over 30 cars from around the world. Bill Hemming too was up there well into the front half of the field. Race 3 saw Kevin in 4<sup>th</sup> with Peter, Don and Kim in order to come home 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> with Bill sneaking into 11<sup>th</sup> of the 31 finishers.



Victorians, Kim Shearn with Peter Strauss looking up his exhaust pipe and NZ'er Chris Atkinson not far behind.

Groundsky photo see <http://www.groundsky.co.nz/index.php?Action=EVV&EventCode=1002>

Final race at Hampton Downs repeated the ripper efforts of all competitors with UK based Robin Longdon in his Lola Mk5A just ahead of Kevin Taylor from Western Australia in his Brabham BT21 and again just ahead of UK based Sir John Chisholm in his Gemini Mk3A. These three were only separated by a second and in the last laps it became a real slip-streaming 3 way duel. Into 4<sup>th</sup> was Don Thallon, Peter Strauss was 8<sup>th</sup> and Bill Hemming just got the better of Kim Shearn to have a PB of 10<sup>th</sup>. Other regulars in our ranks were Norm Falkiner, Stranguellini; Mike Gosbell Cooper; Alan Conway Gemini; Geoff Fry, Jolus; Peter Boel Lola; David Reid Cooper; Colin McKee McEntee; Mike Goodfellow, Talisman; Jeff Brown Brabham BT28. It is well worth a visit to the results for Hampton Downs – the Juniors and F3 cars mixed extremely well and the racing was spectacular to watch.



Robin Longdon



Kevin Taylor



Sir John Chisholm

### The Tasman Class events HD

Race 1 With not many laps under our seats, and a lot of them in the rented cars, the New Zealanders were at a distinct advantage, having at least seen the track previously. It was not surprise then that Murray Sinclair in a Brabhaham BT29 powered by an 1800cc FVC took out the first event from one of the quickest twincam powered Brabhams around, that belonging to Rodin Wooton. A real surprise for 3<sup>rd</sup> spot was David Kent in Andrew Fellowes' Brabham BT36, making every bit of use of its modest wings and FVA power.



Murray Sinclair leads Brian Wilson and Andrew Fellowes. Peter Schell photo

David in fact set a faster time than Rodin as his seat time in this car, or any single seater for that matter, was minimal coming across to New Zealand. Peter Addison was 4<sup>th</sup> but not without a great tussle earlier in the race between his (Brian Wilson's actually) Brabham BT23C and the BT36 that came 3<sup>rd</sup>. Peter Barclay had a bit of a lonely race, but was quickly learning the track whilst Lance Carwadine, Brian Wilson and Andrew Fellowes were all in close company. So finished the top 8 of the 22 finishers.

Race 2 New Zealand have a curious way of gridding each event, the fastest lap time for the meeting keeps generating different grids to what you finish on. I had a best result of 9<sup>th</sup>, only to start 14<sup>th</sup> for my trouble, as I said curious. So it was then that the pole sitter was Murray Sinclair, with David Kent sharing the front row, however Murray never fronted for the race so David Kent sat next to a vacant pole position. Rodin Wooton was in 3<sup>rd</sup> and Peter Addison 4<sup>th</sup>. The start must have been a blinder as pretty soon all three mentioned above were having a real battle. This

time local knowledge helped Rodin Wooton to a comfortable win from Peter Addison with David Kent in 3<sup>rd</sup>. Peter Barclay in the BT21 Brabham again had a bit of a lonely race but certainly kept the leaders in sight, Brian Wilson in the ex Brabham driven 1967 F1 3 litre V8 Repco powered Brabham, which again just prevailed over Andrew Fellowes in the other BT23c FVA.



1<sup>st</sup> lap running 3<sup>rd</sup> is Peter Addison (7) leading Peter Barclay then Lance Carwardine with Grant Clearwater and Martin Bullock who looks like he has two helmets as Andrew Fellowes is tucked in so close. Peter Schell photo.

The field then spread out a bit with Grant Clearwater in the beautiful red Brabham BT16 from Roger Wills in an unbelievably quick Cooper T51. Ed Holly had his best result of the weekend with a 9<sup>th</sup> in the Brabham BT6 and rounding out the top 10 was Lindsay O'Donnell in the magnificent McLaren M4A.



David Kent leads Peter Addison and Brian Wilson. Peter Schell photo.

**Race 3** Now with a bit of seat time and a better idea of the track itself, the Aussies started to show some pace. This time it was David Kent who cleared out from the rest of the field and recorded the fastest Tasman gridded car lap time for the weekend, with a cracking 1:09.074, 2<sup>nd</sup> spot went to Rodin Wooton with Peter Addison 3<sup>rd</sup>. Holding his usual spot was Peter Barclay in 4<sup>th</sup> but another real surprise was Martin Bullock from WA brining home his Chevron B17C into 5<sup>th</sup> spot the usual top 10 were all there except for Brian Wilson with the Brabham having a little problem.



**Who said winner's weren't grinners !  
David Kent in Andrew Fellowes' BT36**

**Race 4** The last race of the weekend for the Tasman class was a bit of an anti-climax. Quite a few cars were missing either with mechanical problems, or their drivers needing to fly out that afternoon. 2 cars were pinged for a jump start, 10 seconds penalty and a slight coming together were all a part of the race. David Kent was first across the line again but was pinged for a jumped start as was Murray Sinclair. With a clear 3 second lead across the line David Kent was relegated from 3<sup>rd</sup> to 5<sup>th</sup>, David handing the win to Rodin Wooton with Martin Bullock 2<sup>nd</sup>.



**Above – as though there weren't enough distractions with all the racing cars, the organizers invited along a bunch of 1960s chicks and their boyfriends !!**

Now for some photos to enjoy ....When was the last time you saw a Type 51 Cooper driven like this –a set of Peter Schell photos of Roger Wills ....



And also Groundsky thought the action was pretty good too





Photos courtesy of Groundsky top Roger Wills being consistent, next Peter Strauss having a bit of a moment and bottom, 2 way traffic, Craig Abbott in the Lotus 18 and Roger Herrick having different ideas as to track direction.

For more GROUND SKY photos go <http://www.groundsky.co.nz/index.php?Action=EVV&EventCode=1002>

## Venue no.2: Pukekohe. – a story by Dave Williamson

### The track:

One week after Hampton Downs, entrants drove 40kms south of Auckland to Pukekohe, a track similar in concept to Warwick Farm, being a horse and motor racing venue. This was made clear when we were told each morning : “Please not to start any engines until all horses are off the race course”

Since its inception in 1963, the 3.5 km (2.2 mi) circuit has been shortened to 2.82 km (1.8 mi) by removing a very tight left hander and hairpin section once known as the “Club Circuit”. Many drivers commented on the track saying that it’s a great circuit, very fast – but *really* bumpy in parts.

### The facilities:

Although the Hampton Downs facilities were not complete, the temporary pit/tent garage building set up there was adequate for the first meeting. Pukekohe certainly was a whole different -and very wet- ball game. Whilst the Kiwi race horses can enjoy the dark green NZ grass and the punters love sitting in the grandstands, entrants for the New Zealand Festival of Motor Racing were left astounded at what was called “the pits” ... and the pits they were.

Previously used as a “spectator viewing platform” the roof over the garages had been covered with plywood, which quickly transformed into a badly leaking roof .When rain fell on Friday night, water leaked directly onto the race cars.



The other side of the track fared even worse than we did!

The sodden sight that greeted crews on Sat. morning was quite a shock. While on and off drizzle during the racing on Fri. and Sat. morning was tolerable, at about 4:00pm on Sat afternoon some large and very dark storm clouds rolled in and the wind rose violently. Sixty mm of rain drowned



This was under the pit roof ...

the circuit in about 90 mins. We ran for cover [and for car covers] desperately trying to keep pelting rain off cars and running water out of tool boxes. All to no avail as the water rose to over 100mm deep in some areas. Electrical power boxes were under water and so we became very hesitant about doing any more work around the pit area. The “Force Majeure” rule was enforced, racing being cancelled for the remainder of Saturday.

Sunday morning saw track workers at one corner repairing a gaping hole created by the violent flooding under the Armco fence. Water

had also swamped the entire pit area, so much of the morning was spent drying out equipment. The track also tried to dry out on many occasions, but the on again-off again rain really kept every driver's eyes wide open for the remainder of Sunday.



**Displays:** The same excellent lunchtime track displays were run here: Various McLaren cars, plus the “Legends and their Cars” together with some of the famous Kiwi specials that had been so spectacular during the 50’s and 60’s. The NZ designed and built “Hulme Supercar” was shown, doing demonstration laps during the weekend. During the lunch break we were treated to a display by the RNZAF “Red Chequers” aerobatic team ...flying five old Harvard propeller planes...which could well be the entire NZ Air Force.

**Racing:**

Speaking in a very straight forward manner at the drivers meeting, Festival Chairman Jim Barclay did his level best to pacify drivers who had experienced engine issues due to the previous fuel problems. The previous week’s race timetable was again used for this, the 2<sup>nd</sup> meeting. Most crews had by now become familiar with the routines and schedule. Once again however, the snail-like pace when retrieving stranded cars soon ate away at the timetable.



The sun did shine too – Gary Simkin enjoying the shade with Brian Wilson seated in the Brabham BT24 Repco Dave Williamson photo

One of the two Brabham cars bought over by Brian Wilson: his 1967 Brabham BT-23, was in the skilful hands of ex Kiwi Phil Harris. Phil had flown out from the USA for the drive. The car looked great until a WA car spun then rejoined the circuit, hitting the Brabham demolishing the left rear corner. Having flown a long way, Phil was understandingly annoyed. The damage was enough to prevent the car from racing for the rest of the weekend and makeshift repairs barely enabled the car to be put back into the container for the trip home to OZ.

Local hero Ken Smith, at 68 years young, won his eighth consecutive victory here, in the “MSC NZ F5000 Tasman Cup Revival Series”. The series initially attracted 40 entrants to Hampton Downs, with the number shrinking as time went on. Pukekohe rumbled as the field of 30 terrifyingly quick 5 litre monsters captured all ears and. Ken is without doubt a legend. His

astonishing record of not only achieving fastest lap of this race - but also setting fastest race lap in the seven previous races is proof enough.

### Overview:

Even despite issues with weather and fuel, both meetings were basically successful for most entrants. However it is hoped by many that using Pukekohe next year would not be a thing of delight. No major incidents occurred over a total of 80 events during two weekends, excellent: considering the on/off rain. The racing was just one of the many memorable things we experienced: the opportunity to meet friends again after many years; the chance to put names with cars. eg: Greta Hulme discussing late husband Denny's career and cars with Ed Holly: Wally Wilmott driving and meeting people from his early days also inspecting cars he had been involved in building: seeing the look on Graeme Lawrence's face after his stunning guest drive in his old Lola T332 was a joy to behold! (Graeme had a HUGE crash here in 1972 and was badly injured)

The next NZ Festival of Motor racing will be run next year on the 21<sup>st</sup> - 23rd and 28<sup>th</sup> - 30th Jan and will celebrate Chris Amon's career. HSRCA drivers I have spoken to are keen to return to NZ especially if Hampton Downs can be used for both meetings...and fortunately (as this goes to print) it has just been confirmed that this is the case.

## Taupo a story by Peter Barclay

When the opportunity arose to take my Brabham BT21A to New Zealand I was very pleased on two counts. My partner Victoria comes from New Zealand and so does my car. Graham Harvey purchased the car in 1966 so it would be a homecoming of sorts. Its first ever race was at Pukekohe in December 1967. The car had also taken part in some Tasman races.



Peter left Hampton Downs with a slightly damaged car after a coming together in the last race.  
Dave Williamson photo

As the car was going to be in NZ for two meetings and there was another meeting the following weekend in Taupo it seemed too good an opportunity to miss. Tony Simmons and I were the only members of the NSW contingent to think this way so we tried to get some assistance from the NZ organizers though nothing concrete was forthcoming. There were two containers being taken from Pukekohe to Taupo, one with six UK Formula Juniors and another with six cars from Queensland. So, fending for ourselves, Tony had a mate who lived in Taupo who helped him with

trailer and towing and I hired a truck to take my car, which added a different dimension to the trip.

Taupo is a holiday destination for New Zealanders with water sports in summer and snow sports in winter. It is about three and a half hours south of Auckland. There are few places in NZ that are not picturesque but Taupo's lake must be one of the best grand vistas on the North Island. The Lake is the result of the largest volcanic eruption in the last 5,000 years according to the guide book. Thermal activity remains, there being two electricity generating plants utilizing the geology, one of which one passes on the way to the track. The lake is certainly a very large body of water and is the home of many water sports from early morning swimmers to paragliders. Whitewater rafting is available as well on the in-flowing rivers for those who find motor-racing too tame. Importantly Taupo is also home to NZ's largest underground cellar where many a fine bottle of fine wine can be found.



Lake Taupo with a surface area of 616 square km is the largest fresh water lake by area in Oceania. Over 600 feet deep, it forms the basis for the Waikato River New Zealand's longest river.

The motor racing track is located a little distance out of town next to an airfield used by the local gliding club. This affords entertainment during the boring bits of the circuit when one can observe the gliders being towed up into the air and the tow plane's return trailing the tow wire behind and landing just over the farm fence from the track. On the opposite side of the circuit there is a lushly vegetated mountain a mile away that towers over the circuit in a most picturesque way, particularly when mist enshrouded.

The circuit itself has a short start/finish straight, a lot of tight twisty bits in the middle and then a short right-handed "straight" leading to a 180 degree sweeper and then a fast long straight similar in length to Wakefield Park. At the end of this straight there is a tight left-hander around a shrink-wrapped stack of tyres (!), a slow right and a wider left-hander onto the start/finish

straight. The interesting thing about the circuit is that I don't think there is a gear choice that will work through the infield and be OK on the main straight as well. This means that one is kept reasonably busy all the time and there is actually little time to observe the gliders or admire the scenery at all.

The pit garages at Taupo had concrete floors, walls, doors, non-leaking roofs and even little sinks, proving that a comfortable pit sojourn is possible in New Zealand. We overseas competitors were located in garages together, the UK Formula Juniors in one, the Aussie FJs in another and in garage 6 was Tony Simmons' Chevron, Neville McKay's Mallock U2, Peter Boel's Lotus 41C and Grahame Vaughan's Lotus Eleven and my Brabham BT21A, an eclectic little gathering.



Almost out of the frame, Peter assumes pole position for the first race. Victoria, Peter's partner's photo.

The race meeting involved ten categories, some of which we're unfamiliar with, two fields of BMWs with grids of 52 and 35, a race for Alfas with a grid of 19 and others for muscle cars and other touring cars. The program also showed reverse grid races for the BMWs and handicap races for all other categories except "Super Historics" which had rolling starts each time and was for our Group P, Q, R and later. We "Historics," which title refers to the cars not their drivers as I understand it, were not keen on having a handicap race for open wheelers and the organizers agreed to allow us to have scratch races each time.

Practice and qualifying were combined in one session of 5 laps which aids concentration. Peter Boel had withdrawn his Lotus before the session due to engine concerns and Tony Simmons decided to join the "historics" to have a look at the circuit. Unfortunately, Tony was collected up the back by a Formula Junior which deranged the Chevron's rear wing. Tony had an interesting "super historic" qualifying session trying to gauge how much grip he had at the rear minus a wing. He was also justifiably concerned about the cambelt on his engine as well and decided to withdraw from any further competition. With the defection of Neville McKay, the "super historic" group was reduced to 3 cars, a 1993 Formula Alpha Boxer, a 1986 Ralt RT20 and a 1990 Swift DB4. The fastest qualifier of these was the Swift at 1:32.585 as against our "historic" cars where my Brabham managed a much more reasonable 1:42.735 to start on the left hand side of the front row. There then followed a cluster of local Formula Fords before the first Formula Junior, in 7<sup>th</sup> place Peter Anstiss from the UK. The highest placed FJ from Australia was Don Thallon in 11<sup>th</sup> place. On the 12<sup>th</sup> row was Roger Ealand, leading the charge of the Front-engined cars.

The first race saw yours truly on pole position, the second of my career, with a 1985 Formula Ford beside me. There were 27 cars behind us. The red lights were held for quite a long time but I still managed a good start. Two whole laps with no car in front of me was a weird experience I must say. But then a couple of fluffed gear changes and that Tony Graham in his Formula Ford

was upon me and passed me dammit, spoiling the view. His engine cover was flapping about in the breeze and I wondered if I'd have an opportunity to inspect it more closely as the race progressed.

The shock of being overtaken was so great that I then lost ground and had to gather myself together and start concentrating on lines and smoothness while the FF danced around the corners, as they seem to do. Each lap the gap was less but I was unable to catch him on the straight till into the braking area. I didn't want to risk overtaking there. Remember the column of tyres I mentioned?

We were lapping traffic now so the gap was variable but I was still closing and managed to come onto the main straight right behind him and was able to out-drag him. One lap later I was the first to see the chequered flag and thus record my first international race win! I was quite pleased as I had had to fight for it and control the desire to just drive as fast as possible and quite likely throw it into the scenery instead. Crossing the line there was a daunting column of about 12 cars that were nearly a lap down so I was very pleased that the race was only 8 laps long.



Peer takes out the first race . Victoria, Peter's partner's photo.

The second race saw pole-sitter Barclay late to the grid due to a newly-developed leak from the oil filter. Apparently fixed, he was sitting on the dummy grid warming his engine when his engineer, Erol Richardson, turned off the engine. Smoke was issuing in quantity from under the engine cover and the fire marshals were quickly on the scene. Some people can't help but draw attention to themselves. Closer examination revealed that the cam cover gasket had failed allowing oil to spray everywhere. A large pool of very expensive racing oil was sitting on the road under the car and so he had to withdraw from that race. A number of the FJ Brigade signaled their sympathy for his disappointment.



Oil problem on the dummy grid.

Victoria, Peter's partner's photo.

The race turned into a Formula Ford benefit as they filled nine of the first ten places Neville McKay managing to fit his fast-moving Mallock into fourth place. The first Formula Junior was Robin Longdon's 1963 Lola from the UK in eleventh place with Peter Anstiss 0.378 seconds behind. The Aussies were led by Don Thallon in 13<sup>th</sup> and Kim Shearn in 14<sup>th</sup>. Roger Ealand in 24<sup>th</sup> place led the front-engined cars home with Jeff Brown from Victoria the first of the F3 cars, his being a 1969 Brabham BT28.

There was breathless excitement at Barclay Racing Team as the search for an oil filter O-ring had proved fruitless even with generous local help in the form of Tony Simmon's mate and the best efforts of Repco in Taupo. Tony suggested just bypassing the oil filter all together and this seemed like good advice as nothing else was going to get the car out again on the NZ side of the Tasman.

So the grid was formed with the oil filterless Brabham on pole position once again. NZers base grid positions on average of the fastest times of the meeting regardless of where the car finishes in the previous race. Paul Hamilton likes this idea and I have a feeling Les Wright may agree. I'm starting to see the virtues myself. With the lessons from Saturday's race still fresh in my memory the start was uneventful and I began to pull out a lead on my companion on the first row, the 1985 Formula Ford of Tony Graham. I had lapped one car when, on the start of lap 4 I was quickly catching David Bishop's front-engined 1960 Elva FJ.

I was wondering where the most efficient and safe place to pass him was going to be when his left rear wheel came off and proceeded past him into the sand trap. A couple of widgets fell off the axle onto the road and I managed to avoid those. Proceeding around the track and down the fast back straight I was catching a red FJ. The marshall station down near the tyre column was showing the red and yellow-striped flag and I wondered what it could be. The FJ jiggled suddenly



to the left revealing a thin racing wheel lying on the roadway about a car's width in from the outside edge of the roadway just before the braking area. I thought "There's enough room for me to go down the outside of the wheel" as the FJ has gone inside but as soon as the FJ was past the wheel he jiggled just as suddenly back to the outside. I managed to get down the inside of the wheel and the FJ and proceeded on my way but Race Control brought out the safety car. I was about nine cars back and the safety car was waving past all the cars in front of me. I tucked in behind but low and behold I was being waved through as well. The safety car people explained later that they had been so ordered by Race Control. The safety car stayed out for the rest of the race as they had to wave past the whole field to find me again. Just before they did the F3 car in

front of me spun off into a sandtrap at safety car speed. Motor racing can be dangerous at any speed. The chequered flag was shown to me again following the safety car. My second international victory.

There was little time to bask in any afterglow though as the car had to be cleaned for Quarantine inspection in Sydney and packed away in our hired truck heading for Auckland to join its Aussie mates for the trip home.

Three race meetings in three weeks, all new tracks to most of us and mixed results for many of us. Was it a good experience? Of course it was. Were there times when we wondered why we were there. Of course there were. The rain in Pukekohe flowing over the floor and pouring from the roof being the most memorable. The upside of that though was that the tarps we had bought gave just as good service on top of the cars for water protection at Pukekohe as they had under the cars at Hampton Downs to protect ourselves from the gravel that constituted the pit floor.

Barclay Racing Team met a number of New Zealanders who gave generously of garage space and towing services to help us through our emergencies and get us back on the track. In the last race at Hampton Downs I was involved in an accident and my car sustained some damage to the front radiator area and windscreen. I was charged neither



Erol Richardson watching on

for tow truck transport from Hampton Downs to Pukekohe nor for delivery of the car to the track once the repairs had been effected. Nor was I charged for use of tools and gas etc at the garage where those repairs were done. Thank you Dave Miller. My special thanks goes to Erol Richardson, head of engineering in the team, whose hard work and dedication made the racing possible. I must also thank Victoria for her patience over three weekends of racing and a week of repairs.

## **New Zealand from a personal point of view – Ed Holly.**

**This was my 2<sup>nd</sup> time to New Zealand, the first trip was about 1978 and just overnight to teach the Air New Zealand staff how to do load-sheets on our long-range East-West Fokker F27's we were about to operate on their behalf on the Auckland - Norfolk Island route.**

**This time I have to say I fell in love with the place, although I have been told many times the South Island is even more scenic than the North Island, I reckon the North is quite stunning. The hospitality shown not only by the locals within our sport, but by everyone was fantastic. There were 3 of us sharing an apartment and rent-a-car, John Ellacott and Paul Hamilton and we stayed next door to David and Leslie Kent and Andrew Fellowes, so there was never a dull moment.**

**I guess the highlights were meeting Greta Hulme and speaking with her for a long time about Denny's time with FJ-9-63 and about Denny's time in motorsport. Thankfully Dave Williamson took a much treasured photo and I share it with you here. I also met many of the Brabham mechanics including Phil Kerr who I think kept a weather eye out for Denny in his time in FJ-9-63 whilst looking after the boss, Sir Jack, in Formula One during that year.**



**Greta Hulme and Ed Holly Dave Williamson photo**

**In my time with this wonderful BT6, which I am eternally grateful to Ian McDonald for keeping the car in the Australia / New Zealand region. I have got to know NZ Gold Star winner, Roly Levis and his extended family. I so wanted Roly to drive his old car in the parade laps, but unfortunately his left ankle which is soon to have another major operation, wouldn't allow him to depress the clutch. After he got out of the car, he had a look at the clutch operating lever and pointed out to me that it was at the wrong angle which was making it heavier than need be, he**

quickly said “you fix the clutch, I’ll fix my ankle and I’ll drive it next time” ..... Roly it will be a pleasure.



Bill Stone left and Roly Levis right

The car also was raced by Bill Stone after Roly had finished with it. I had met Bill once before at the 2006 Tasman Revival and was looking forward to seeing him again. Bill raced the BT6 for 2 years after he bought it off Roly. After he sold it to Jiggs Alexander, he took off to the UK and Europe. Bill raced in F3 firstly in a BT18 then a McLaren M4A. He loved the BT18, but found the McLaren very difficult and puts that down to the chassis being a trifle flexible in his car. Bill worked in the off season for Arch Motors after taking a damaged chassis there to be fixed with a deadline. Arch Motors said impossible, but there’s the equipment have a go yourself. So impressed were they that they gave him a job ! Bill went on to form a company called Sabre with Adrian Reynard which Adrian renamed Reynard after Bill sold his half share. Bill was at both events racing in his Mallock, he really couldn’t race anything else these days, Susanne, his wife is one of the Mallock daughters.

So my little car has had some fabulous characters own and drive it and I do feel very privileged to be its custodian.

Bill managed to get a few parade laps at Hampton Downs in the car, and I know it brought back a lot of great memories. We were about to do the same again when the heavens opened and the track time for the rest of the day was cancelled.



Bill reliving what he did in 1967 and 1968 the left side carried Roly’s name the other Bill’s name - Peter Schell photo



Phil Kerr shakes hands over Denny's old car after 47 years

With Eastern Creek gearing (2 tooth overdrive 5<sup>th</sup>) the car was pulling another 400-500 revs at the end, that's as quicker than I've ever been before outside of an aircraft.

The meetings were well run, it was a terrible shame the wrong fuel made its way into the cars at Hampton Downs, and the cost of the AMB timers seemed a rip-off at \$180 for 2 meetings. The spectator numbers were well over what was expected, so the meetings from that viewpoint would have to be adjudged a great success.



John Ellacott looks quite at home in the Iroquois that was at Classic Wings air museum at Tauranga



The tent at HD was a huge affair, full great sights, smells and NOISE.

The organizers made the decision long ago to run their NZFMR meetings as a bi-annual affair as we do our Tasman Revivals. However by starting this year put them out of sync with us, so they are going to do it all again next year, after our event, so that international owners can get to race

both sides of the Tasman in one trip, then do it bi-annually in line with ours. So how many will back up in a year's time? - Quite a lot I would say, and it appears as Dave Williamson alludes to that Pukekohe has given way to a second meeting at HD, and that means less unpacking etc and more time to enjoy that wonderful country side.



Dream machine that looked, sounded and performed magnificently. Chris Amon and Roly enjoyed demonstrating it at Pukehoe immensely. This photo taken on the dummy grid at HD.

The biggest smile I saw on Roly's face from both weekends was when he and Chris Amon returned from the last of the parade laps at Pukekohe. Chris was driving and Roly was the passenger in a magnificent Ferrari 275 GTB that was at the very pointy end of all the GT races including Mustangs etc over the whole 2 weekends. On the last lap Chris gave the Ferrari a bit of a squirt, and I think Roly travelled faster on 4 wheels than he had in a long time.



Roly in the BT64 44 years on.



Bill Stone trying to remember where things were.

**Between the meetings John, Paul and I managed to do about a thousand km and had a look at the northern end of the North Island, it certainly is a pretty country and so laid back.**



**Bill having a moment at Hampton - Downs Groundsky photo**

**At this point in time, I am planning to return in 2011, hopefully Roly's ankle is fixed and he will get to have a drive of his old car again. The New Zealanders did a pretty good job on most counts and will certainly benefit from having now done it once, just as we did with our 2<sup>nd</sup> Tasman Revival, only problem being we will all be a year older.**



**Packing up time – Roly, his daughter Vivien and family say good-bye**

**Wakefield Park HSRCA Meeting  
February 19/20/21**

**Firstly a big thank you to Tony Dorrell for this report. Tony is relatively new to single seaters and it is a great read to see what we take for granted in a way through a new set of eyes ...**

**Upon receiving my acceptance for the HSRCA Meeting at Wakefield Park, I was initially a little disappointed to see quite a small entry list. Trying to be positive, I reasoned that this would allow for a fair amount of track time which I have not had with my new (Monaco HS6) car thus far. Additionally, as there was to be a mix of cars in the grid from J,K,L to Vees, I was hopeful that I might actually get to race someone rather than drive around by myself.**



Tony Dorrell in the very attractive Monaco HS6 Peter Schell photo

### **Friday Practice**

**Friday Practice was run by the Wakefield Park track staff and they are to be congratulated. I certainly had as many laps as I wanted in one day and I missed two sessions. Notwithstanding, I still managed to chalk up some 70 or so laps which was invaluable to me in getting used to the car and being able to experiment with settings. This Friday practice was roughly equivalent to all of the track time I have had since taking delivery of the Monaco HS6. The fact that it was all achieved in one day made the lessons more obvious as changes to the car were able to be tested and verified within a very short period of time. At the conclusion of Friday practice, I spoke with many drivers from different categories/classes and they all seemed to be in agreement that they had done more than enough laps. From my observations, very few did the maximum possible number of laps in every session.**

**From my own perspective, Friday practice had enabled me to verify some issues related to tyre pressures and shock absorber settings and had given me some confidence to then proceed with**

some other minor tweaks. At the end of day one I had improved on my previous best time at Wakefield Park by about two seconds and in terms of engine, drivetrain and brakes, the car ran faultlessly. Despite being generally happy with practice, I had been unable to resolve an issue of instability during the transition to brakes in high speed right hand turns (the kink) which was making my entry point to the turn at the end of the main straight quite variable. As it turns out, this problem was to persist throughout the entire weekend.

### Saturday

An early start enabled me to prepare for the morning Practice session in a leisurely fashion and focus on what I was trying to achieve on this day. The weather was just about perfect, a rarity at Wakefield Park. There was a friendly and social atmosphere which made the preparations enjoyable and my pit crew, arrived in ample time to help my preparation for practice.

The Drivers Briefing was managed very well with a couple of printed handouts describing the obligations of drivers and a relatively short spoken briefing. In my opinion, this is a more effective way to communicate the briefing requirements which I have previously found quite difficult to take in due to the combination of background noise from the pits and a hearing impairment, apparently quite common in racing circles.

Due to the small grid, there was again a combination of J, K, L, M and O cars; a total of 20 or so cars in total. There was quite a spread of cars with 2 O cars, 5 M cars, 6 Vees, 1 K, 4 L cars and 2 Group S cars. As the practice went on, there was quite a bit of lapping of the slower cars but this all seemed to be done with relative ease and very little slowing down of the faster cars.

### Practice

In the practice session, I started somewhere fairly close to the rear which suited me quite well as I had experienced very low levels of traction on Friday for 2 laps of running. I managed to pass a few slower cars by the time I had two laps completed and then started to try to lower my previous day's times.



A couple of Vees trying to get a tow down the mainstraight from Geoff Varey's Gryphon  
Peter Schell photo



Surprisingly, to me anyway, I was able to dispatch all of the slower J,K,L and Vee cars and then spent quite a few laps without any cars in sight of me. I have no idea where the other M and O cars were because they had left me for dead in the early laps. I resolved to try to go a bit harder during Laps 1 and 2 of coming races. I recall seeing one of the Vees spin at the fish hook during this practice but fortunately without any consequences. At the conclusion of practice, I had bettered my 'new' best time from Friday practice, the car was running well and I was beginning to feel more confident about my prospects in the races yet to come.

#### Event R4



Race start Haste leads Simmons then Varey with Pope and Dorrell coming through the kink.  
Russell Windebank photo

Tony Simmons and Col Haste occupied the front row of the grid with Ian Pope and Geoff Varey tucked in behind in row 2. This was always going to make for an interesting start as all of these cars seemed to be quite well matched for pace. At the drop of the flag, all got away cleanly and there was quite a tight entry to Turn 1. All drivers were careful and there were no incidents. I found myself unable to keep station with the leading 4 cars and fairly quickly lost touch with them. I then proceeded through my 10 laps with virtually no contact with anyone else in the field of 20 cars. As far as I recall, there were no untoward incidents in this event.

At the head of the field, Tony Simmons' Hustler made good time and posted some fairly consistent 1:11s and 1:12s except when tied up with lap traffic. Col Haste had the Brabham well under control and ran a fairly close second but seemed to have some issues with a misfiring engine. As best I could tell, Geoff Varey's Gryphon got the better of the Lolita by a small margin. I was still having some erratic handling issues but was gradually coming to terms with this and managed to get another second or so off my (new) previous best lap time. Behind me, John Medley brought the Nota home a few seconds in front of Brian Wilson's Brabham which was a

few more seconds in front of Dick Willis's Holden Special. Following these cars were the assorted mix of J,K,L and Vees with a couple of Loti (that has to be the plural for Lotus doesn't it?) Elites thrown in the mix. One observation I made while passing the Loti of Brian Caldersmith and Bruce Mansell was how much these two very pretty cars move around on their skinny tyres. It must feel either very exhilarating or very un-nerving, I must remember to ask which.



An Ambitious line from a Formula Vee thinking he can out-drag the Nalla of Henry Walker with all its power from a supercharged Holden grey motor. Peter Schell photo

## Event R10

Rather than describe this race, I would prefer to pass on some of my thoughts and observations as a newcomer to the Group M category and to open wheel race cars in general. Despite traction issues associated with the control tyres fitted to my car, I am astounded by the rate of acceleration. Speed builds very rapidly in virtually any gear if you open the throttle right up, even when there is significant wheelspin. Unfortunately, the same can't be said for braking effort. The car's brakes are fine, well balanced and very controllable, but the traction is minimal and braking distances much longer than I am accustomed to in other cars, even those with markedly inferior performance in terms of acceleration. Coupled with poor traction levels, the very light weight at the nose of the car, I estimate no more than 100Kg, means any irregularities in track surface lead to front wheel bounce and mid air locking which extends stopping distances by quite some margin. On more than one occasion I found myself sailing on past the apex at the entry to the main straight, keeping it straight until I got some more speed off. Over the duration of the weekend, I eventually managed to find a lane with minimal bumps and this assisted greatly. This has never been a problem in other cars I have driven at Wakefield Park and no end of playing with tyre pressures and shock absorbers seemed to help. Perhaps I need to try some softer springs next time.

I have been experimenting with tyre pressures since buying this car. In reality, between 14 and 18 psi rear and 10 to 16 psi front, it seems to make little difference to my times but a lot of difference

to feel through the backside. However, above these levels, the car becomes extremely nervous under all conditions.

I took some tyre tread temperatures over the weekend (with normal pressures) and was dismayed to find the temperatures of the left side tyres, both front and rear, at or about 150<sup>0</sup>C. Tyres on the right side were at about 110<sup>0</sup>C. I asked for some comment from one of the tyre suppliers and he confirmed my suspicion that this is way too high.

I find the challenge of extracting quick lap times from the open wheeler exhilarating in the extreme but I am always conscious that it could bite badly if you become careless or complacent.

### Back to the racing - Sunday Event R18

Another beautiful day greeted competitors and, for this event, the J,K and L cars were absent. The grid line-up comprised 11 cars. From the start, Tony Simmons and Ian Pope were very closely matched with Col Haste still having misfiring problems which ended up seeing him only complete about four laps before retiring. I got a good start and pushed very hard in the Monaco HS6 to stay in touch with the two front runners and hold the Gryphon at bay behind me. From my perspective, this was an excellent race. The small field coupled with a clear view of the race leaders enabled me to push even harder than before and manage 6 consecutive laps with less than a 0.5 second variation, and all of these laps more than a second faster than my previous best from the Saturday. My final lap for this race was another second quicker again and gave me a new best time. I am still unsure as to how this happens. Is it just that some days you hit a purple patch and get in the zone, or is it that the car just loves the conditions? I wish I knew the answer because it was certainly a wonderful feeling.



Col Haste in the ex Gardner Barlett and others Brabham BT2 twincam. Russell Windebank photo

Final positions in this event were Tony Simmons in 1<sup>st</sup> place, Ian Pope was 1 second behind in 2<sup>nd</sup> place and Tony Dorrell some 13 seconds behind in 3<sup>rd</sup>. Geoff Varey was home in 4<sup>th</sup> 11 seconds behind. The remainder of the field were all Vees.

## Event R24

The final results for this event were virtually identical to the previous event, right down to the overall race times. First place time was 1 second slower, 2<sup>nd</sup> place was 0.3 seconds slower and 3<sup>rd</sup> place was 0.1 seconds faster; all of these differences being the aggregate difference over 8 laps. Henry Walker's Nalla Holden finished in 9<sup>th</sup> place.

## Event R30

In the final event for the weekend there were 11 starters so it was clear there had been some attrition over the weekend. In this event, the two front runners, Tony Simmons and Ian Pope continued their winning ways in the same order that they had been all weekend; these are two very closely matched car/driver combinations. Geoff Varey found some extra speed and pipped me for third place by two seconds, despite my having reduced my overall race time by a couple of seconds from my previous outing.



Figure 1 Race start final race – Simmons in the Hustler and Popey in the Lolita have gone in the photo Dorrell leads Haste with Dick Willis having a guest drive in the DL Holden special. Russell Windebank photo.

Overall, I had a fantastic weekend. Good weather, the car running beautifully, and my personal best times tumbling being reduced in almost every race; it doesn't get any better. To my fellow competitors, thank you for an enjoyable race meet and good competition. To the officials and volunteers, many thanks for giving us an outstanding race meeting.

One final comment regarding the new lights at Wakefield Park; they are brilliant (no pun). I would like to congratulate Wakefield Park on this progressive move as it is a bit of a rarity to see such investments at our race tracks unless they are mandated by the V8 Supercar fraternity. The lights are incredibly easy to see, dare I say impossible to miss. These lights must be considered to be a major adjunct to track safety.

## PIT PATTER

Last newsletter I asked for info where some cars had gone so that I could update the commentator's file. Peter Finlay and Dick Willis helped out and to add to the list from last time:-  
The Schazum BMC is now in the hands of that demon tweaker Graham Russell  
Lotus 20 ex Old Dog, Doug McArthur –Onsow now with Alan Telfer, Qld,  
Alton Holden built by Tony Caldersmith with Henry Oosterbaan, WA was at the NZFMR  
Elfin 600 ex Brian Pymble, now with Laurie Bennett of Vic and is always at the sharp end  
Brabham BT11A, ex Max Lane with Peter Harburg, Qld and hopefully will be at Tasman 2010  
Donford FJ, Rob Douglas, NZ

There has been an enquiry from one of the major model car manufacturers as to doing a range of models here in Australia on the more significant Brabhams and Coopers and maybe others, in 1/43<sup>rd</sup> and 1/18<sup>th</sup> scale. Apparently they were as surprised as we were with the interest shown at our display at the V8 Supercar round at Homebush Bay, and this has sparked their interest.

I recently spoke to Pinky who runs what must be Australia's largest "what's on" website for the classic and Historic car movement. The address is <http://www.pinky.com.au/NSW.htm> and it is a must see every so often. Pinky told me that the site has grown over the last couple to the point where it now receives 4 million hits a year. This is an impressive number by any stretch of the imagination and when we have had our race meetings listed there, the number of spectators is certainly enhanced. The Club committee are now aware of this important tool in promotion.

As mentioned on the opening page, we would welcome input by the Group P cars of the 1960 decade. This newsletter welcomes input from anyone with a 1960s racing car, so if you have a Group P one, then we would love to hear from you.

Don't forget - Race results are available for Australian races at <http://www.natsoft.com.au/cgi-bin/results.cgi>  
And they go back beyond 10 years.

For New Zealand races go to <http://www.mylaps.com/index.jsp>  
navigation around their site is a little more difficult but it is worth looking.

A big thankyou again to all the photographers who have contributed to this newsletter. Without photos I don't think anyone would ever read the newsletter, you allow it to come alive and as they say a picture tells a thousand words. Sometimes I might forget to add an acknowledgement or use a photo incorrectly by cropping and changing its resolution etc – and that happened in the last newsletter. My apologies were accepted wholeheartedly – thanks. A lot of these guys have websites where you can buy photos, Russell Windebank and Groundsky, from this newsletter, and Dave Williamson and Peter Schell also kindly send many photos, and if you have a specific request I am sure they will find a photo for you.

Dennis Lupton is making good progress with his BT15 Formula 3 car, and recently sent me this link for us to have a look at <http://www.1000ccf3historicracingassociation.org.uk/> it details these wonderful racing cars with real racing engines from the 1960s

On the Tasman Revival scene it looks likely we may have some very well known drivers appear to be a part of the fun. Watch this space.

Wakefield Park recently made the ABC news – if you want to see the segment, go to <http://www.abc.net.au/news/video/2010/02/20/2825650.htm>  
Yes, Col Haste will be signing autographs at the May meeting.

**Brabham BT21 Replica finds a new home.**

My Leitch Replica BT21 has recently been bought by Tasmanian, Tony Hagar. Tony has lived most of his adult life in New York and worked in that most interesting of occupations, advertising. Talking to Tony, he certainly has had some interesting accounts in his many years there, and met some even more interesting folk. Here is a photo of Tony enjoying a day at the track with Rick Mears, Bobby Rahal and Roger Penske. Tony has been able already to enthuse some other single seater owners on the Apple Isle to think about forming a “Gear” type club. Baskerville is but a 20 minute journey from home and a day at the track is about \$70!



Tony Hagar keeping great company'

It's been mentioned before, but a visit every now and then to Brian Darby's website (or websites if interested in speedway too) is well worth it. Recently Brian has added another couple of collections including one by an unknown photographer supplied by Marc Schagen. Go to <http://aussieroadracing.homestead.com/> but be prepared to while away an hour or so !

#### **Magnesium Racing Componentry**

Bill Hemming, Ron Lambert & I are arranging for magnesium componentry, including but not limited to wheels and uprights, to be manufactured.

Castings will be sourced from an Adelaide foundry with long term magnesium experience, with the project coordinated by Kevin Drage who has extensive Magnesium & Aluminium casting experience with wheels and cylinder heads [ Including Repco Brabham heads].

Now we require a starter batch of castings centred around magnesium wheels.

If you require componentry in magnesium please register your serious interest \*and requirements with myself and Bill detailing your requirements highlighting your ability to supply casting patterns for your particular castings. For further info contact James Lambert at....

[James.Lambert@dhs.vic.gov.au](mailto:James.Lambert@dhs.vic.gov.au)

**ORAN PARK SOUTH CIRCUIT**  
**HSRCA LAP RECORDS**  
**AS AT FINAL SHORT CIRCUIT MEETING HELD JUNE 2007**

**OUTRIGHT LAP RECORD**

Ty Hanger 1977 March F Pacific 41.17s Jan 2003

**GROUP J VINTAGE CARS - (Pre 1931)**

Under 850cc Gregory Clifton 1930 Austin Raleigh 1m08.60s Jan 2000  
851 - 1100cc Steen Pedersen 1927 Salmson GP 1m07.84s Jan 2001  
1101 - 1500cc Vacant  
1501cc & over Vacant

**GROUP K POST VINTAGE CARS - (1931-1940)**

Under 850cc Alistair Clarke 1933 MG J Type s/c. 1m05.53s Jan 2003  
851 - 1100cc Mal Reid 1935 Sulman Singer 59.04s Feb 1999  
1101 - 1500cc John Payne (SA) 1939 MG J2 Spl 56.13s Feb 1999  
1501cc & over Greg Neal 1939 Plymouth Special 56.08s Jan 2002

**GROUP L SPORTS CARS - (1941-1960)**

Under 1100cc Peter Yeomans 1957 Lotus 11 LeMans 1m03.27s Jan 2000  
1101 - 1500cc John Scott 1959 MG Milano XPAG 54.36s Jan 2003  
1501 - 2000cc Vacant  
2001cc & over Paul Samuels 1959 Lotus Fifteen Climax 49.76s Jan 2000

**GROUP L RACING CARS - (1941-1960)**

Under 500cc Andrew Halliday 1951 Cooper Norton Mk V 1m01.13s Jan 2002  
501 - 750cc Vacant  
751 - 1100cc John Medley 1959 Nota BMC FJ 53.93s Jan 2002  
1101 - 1500cc Ray Wamsley 1958 Cooper MG S/C 52.07s Jan 2000  
1501 - 2000cc Dick Willis 1959 Mildren Cooper 50.09s Jan 2002  
2001cc & over David Reid 1955 Crowfoot Holden 51.80s Feb 1999

**GROUP M SPORTS CARS - (1961-1965)**

Clubman 1100cc Peter Cohen 1965 HRB Ford Special 56.08s Jan 2001  
Clubman 1500cc Loic Le Creurer 1964 ARA Ford Clubman 50.99s Jan 2003  
  
Under 1100cc Geoff Fry 1962 Vulcan Sports 1m.08.47s Jan 2003  
1101 - 1500cc Ray Kenny 1965 Thompson Sport 49.16s Jan 2002  
1501 - 2000cc Michael Henderson 1965 Elva BMW 48.61s Jan 2002  
2001cc & over Stewart Mahony 1965 Bolwell Mk 4 49.43s Jan 2000

**GROUP M RACING CARS - (1961-1965)**

Under 1100cc Simon Pymble 1963 Brabham BT 6FJ 48.88s Jan 2000  
1101 - 1500cc Herb Neal 1964 Neal Ford Special 47.86s Jun 2007  
1501 - 2000cc Colin Haste 1962 Brabham BT2 T/C 48.00s Jan 2000  
2001cc & over Les Wright 1961 Dalro Jaguar 48.16s Feb 1999

**GROUP O SPORTS CARS - (1966-1969)**

Clubman 1100cc John Hunter 1965 Trevethan Clubman 57.94s Jan 2002  
Clubman 1500cc Tony Simmons 1967 Hustler 48.94s Jan 2000  
  
Under 1100cc Vacant  
1101 - 1500cc Les Schwebel 1965 Cicada Ford 49.32s Feb 1999  
1501 - 2000cc Max Brunninghausen 1968 Chevron B8 GT 46.71s Jun 2007  
2001 - 3000cc Brad Morrin 1965 Milano 179 GT 49.84s Jan 2003  
3001cc & over Keith Berryman 1967 Matich SR3 48.45s Feb 1999

**GROUP O RACING CARS - (1966-1969)**

Under 1100cc	Vacant			
1101 - 1600cc 2V	Richard Carter	1968 Elfin 600B	45.50s	Jun 2007
1101 - 1600cc 4V	John Ashwell	1967 Brabham BT21C	50.58s	Jun 2007
1601cc & over	Les Wright	1967 Brabham Buick V8	45.20s	Jun 2007

#### GROUP Q SPORTS CARS - (1970-1977)

Clubman 1300cc	Rex Jolly	1976 BDR Clubman	52.89s	Jan 2000
Clubman 1600cc	Wayne Newman	1976 Mawer Clubman	48.34s	Jun 2007

Under 1300cc	Jeffrey Hinde	1970 MG Midget	53.11s	Feb 1999
1301 - 1600cc	Jim Davidson	1964 Lotus Elan	48.45s	Jan 2001
Over 1600cc	Aaron Lewis	1974 Elfin MS7	42.29s	Jan 2000

#### GROUP Q RACING CARS - (1970-1977)

Under 1300cc	Geoff Wiseman	1976 Cheetah Mk 6	46.25s	Jan 2000
1301 - 1600cc 2V	Dick Willis	1972 Brabham BT 36	43.38s	Jan 2003
1301 - 1600cc 4V	Ty Hanger	1977 March F Pacific	41.17s	Jan 2003
1601 - 2500cc	Andrew Fellowes	1971 Brabham BT36	44.73s	Jan 2003
2501cc & over	Vacant			

Formula Ford	Stephen Brook	1977 Lola T440	46.69s	Jan 2002
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#### GROUP P F5000 RACING CARS - (Pre 1978)

	Aaron Lewis	1973 Chevron B24	43.60s	Jun 2007
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#### GROUP R HISTORIC RACING CARS (Post 1977)

Under 1300cc	Vacant			
<b>1301 - 1600cc 2V</b>	<b>Vacant</b>			
<b>1301 - 1600cc 4V</b>	<b>Vivian King</b>	<b>1985 Ralt RT-4</b>	<b>41.19s</b>	<b>Jun 2007</b>
Over 1600cc	Chris Farrell	1983 Van Dieman RF83	45.77s	Jun 2007
Formula Ford	Lynn Brown	1983 Elwyn	46.95s	Jan 2003

#### GROUP R HISTORIC SPORTS CARS

<b>Under 1300cc</b>	<b>Roderick Andrew</b>	<b>1979 Carroll DA1</b>	<b>52.46s</b>	<b>Jun 2007</b>
<b>1301 - 1600cc</b>				
<b>1601 - 2500cc</b>	<b>Ray Hanger</b>	<b>1982 Renmax</b>	<b>46.58s</b>	<b>Jan 2003</b>
2501cc & over	Aaron Lewis	1978 Elfin MR8A-C	42.67s	Jan 2002

#### GROUP Sa PRODUCTION SPORTS CARS- (1941-1960)

Under 1100cc	Leslie Schwebel	1962 Turner MkII Ford	53.44s	Jan 2000
1101 - 1500cc	Brian Caldersmith	1961 Lotus Elite T14	52.23s	Feb 1999
1501 - 2000cc	Michael Kent	1959 Elva Courier	54.21s	Jan 2003
2001 - 3000cc	Bill Dixon	1956 Austin Healey 100	51.68s	Feb 1999
3001cc & over	Don Thallon	1960 Chev. Corvette	51.08s	Jan 2001

#### GROUP Sb PRODUCTION SPORTS CARS - (1961-1969)

Under 1300cc	Brett McManus	1968 MG Midget	52.01s	Jan 2001
1301 - 1600cc	Louis Brittain	1971 Lancia Fulvia Sport	55.09s	Jan 2002
1601 - 2000cc	Roger Ealand	1963 Marcos GT	50.89s	Jan 2003
2001 - 3000cc	Tony Dains	1970 Triumph TR6	51.46s	Jun 2007
3001cc & over	Denis Elborn	1971 Morgan Plus 8	51.52s	Jan 2002

#### GROUP Sc PRODUCTION SPORTS CARS - (1970-1977)

Under 1300cc	David Whitehouse	1971 Nota Fang	53.55s	Jan 2002
1301 - 1600cc	Michael Byrne	1975 Lotus Seven S4	53.15s	Jan 2003
1601 - 2000cc	Craig Murphy	1978 Alfa Romeo GTV	53.32s	Jan 2003
2001 - 3000cc	Bryan Taylor	1974 Porsche 911	49.80s	Jun 2007
3001cc & over	Glyn Crimp	1978 Porsche 928	53.81s	Jan 2003

#### GROUP Na PRODUCTION TOURING CARS - (Pre 1958)

Under 1100cc	Aaron Gabriel	1957 Morris Minor	58.63s	Jan 2003
1101 - 1500cc	Bruce Smith	1956 MG ZA Magnette	1m00.46s	Jun 2007



1501 - 3000cc	Paul Rodenhuis	1957 Zephyr Mk II	58.11s	Feb 1999
Over 3000cc	Vacant			

GROUP Nb TOURING CARS - (Pre-1965)

Under 1000cc	Jerry Lenstra	1964 Hillman Imp	54.88	Jun 2007
1001 - 1300cc	Greig Malaure	1963 Morris Cooper S	51.52s	Feb 1999
1301 - 1600cc	Scott Fleming	1964 Lotus Cortina	50.34s	Jun 2007
1601 - 2000cc	Dick Bryant	1964 Prince Skyline GT	1m02.29s	Jan 2000
2001 - 2600cc	Philip Barrow	1955 Holden FJ	53.97s	Jun 2007
2601 - 3000cc	Bob Hayden	1964 Holden EH	53.16s	Jan 2000
3001 - 4500cc	Cameron Tilley	1962 Valiant S	50.59s	Jan 2000
4501cc & over	Greg Toepfer	1964 Ford Mustang	51.14s	Jun 2007

GROUP Nc TOURING CARS - (1965-1972)

Under 1100cc	Vacant			
1101 - 1500cc	Ben Tebbut	1971 Morris Cooper S	52.28s	Jun 2007
1501 - 2000cc	Wayne Rogerson	1970 Mazda RX2 Coupe	50.64s	Jun 2007
2001 - 3500cc	Bruce Stewart	1972 Torana XU1	50.20s	Feb 1999
3501 - 5100cc	Ross Donnelley	1969 Ford Mustang	47.79s	Jan 2000
Over 5100cc	Brad Tilley	1971 Ford Falcon XYGT	49.38s	Jan 2002

GROUP C TOURING CARS - (1973 - 1984)

Under 1300cc	Vacant			
1301 - 1600cc	Greg Hartnett	1982 Holden Gemini	55.41s	Jun 2007
1601 - 2000cc	Justin Matthews	1977 Ford Escort RS 200	51.29s	Jun 2007
2001 - 3000cc	Craig Harris	1977 Ford Capri	54.81s	Jan 2002
Over 3000cc	Frank Binding	1980 Ford Falcon XD	47.87s	Jun 2007

HISTORIC FORMULA VEE

Under 1200cc	Chris Reeks	1971 Elfin Hallmark	57.00s	Jun 2007
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These records were compiled after the final HSRCA meeting on the short circuit and will therefore stand forever.

**Chris Haigh, H.S.R.C.A. Records Registrar**

## Updated as at June 2009

### OUTRIGHT LAP RECORD

Ty Hanger 1977 March Formula Pacific 1m05.40s March 2004

### GROUP K POST VINTAGE CARS - (1931-1940)

Under 850cc

851 - 1100cc Paul Hunter 1935 Morris 8 Special 1m43.75s April 2001  
1101 - 1500cc John Payne 1933/39 MG J2 Special 1m32.69s June 2008  
1501cc & over Greg Neal 1939 Plymouth Special 1m32.07s March 2004

### GROUP L RACING CARS - (1941-1960)

**Under 500cc** Gary Simkin 1951 JBS F3 1m33.90s June 2009

**501 - 750cc**

751 - 1100cc John Medley 1959 Nota Formula Junior 1m28.63s March 2004  
1101 - 1500cc Percy Hunter 1947 MG TC Special 1m34.28s June 2009  
1501 - 2000cc Rodney Moore 1957 Nota Consul 1m45.16s June 2008  
2001cc & over David Gleen 1952 Anderson Special 1m27.87s June 2008

### GROUP L SPORTS CARS - (1941-1960)

Under 1100cc Bill Hemming 1960 Elfin Steeamliner 1m28.76s April 2001  
1101 - 1500cc John Scott 1959 MG Milano XPAG 1m28.02s March 2003  
1501 - 2000cc  
2001cc & over Dick Willis 1957 Gladiator Holden 1m28.76s March 2003

### GROUP M SPORTS CARS - (1961-1965)

Clubman 1100cc Peter Cohen 1965 HRB Ford Clubman 1m30.25s March 2003  
Clubman 1500cc Loic Le Creurer 1964 ARA Ford Clubman 1m22.51s March 2003

Under 1100cc Geoff Fry 1962 Vulcan Sports 1m48.08s March 2003  
1101 - 1500cc Ian Pope 1964 Lolita BMC Mk1 1m20.03s April 2001  
1501 - 2000cc Michael Henderson 1965 Elva BMW 1m20.51s June 2006  
2001cc & over Stewart Mahony 1965 Bolwell MkIII 1m19.98s March 2003

### GROUP M RACING CARS - (1961-1965)

Under 1100cc Max McPherson 1964 Elfin Imp FJ 1m21.35s August 1998  
1101 - 1500cc Ed Holly 1962 Elfin Catalina 1m19.08s March 2004  
1501 - 2000cc Colin Haste 1962 Brabham BT2 1m19.66s March 2003  
2001cc & over Mike Ryves 1964 Brabham BT11A 1m19.03s July 1999

### GROUP O SPORTS CARS - (1966-1969)

Clubman 1100cc John Hunter 1965 Trevethan Clubman 1m34.64s July 1999  
Clubman 1500cc Tony Simmons 1967 Hustler SC1 Ford 1m20.76s March 2004

Under 1100cc

1101 - 1500cc Les Schwebel 1965 Cicada Ford 1m19.64s March 2004  
1501 - 2000cc J Smith 1965 MRC Louts T23 1m16.02s March 2004  
2001 - 3000cc Alan Morrin 1966 Milano 179 GT 1m24.20s August 1998  
3001cc & over Ian Ross 1969 MRC Repco MK II 1m14.54s March 2004

### GROUP O RACING CARS - (1966-1969)

Under 1100cc Jeff Brown 1969 Brabham BT28 1m33.16s June 2009  
1101 - 1600cc 2V Richard Carter 1968 Elfin 600 1m12.02s June 2008  
1101 - 1600cc 4V Peter Addison 1967 Brabham BT23 C 1m15.08s June 2009  
1601cc & over Les Wright 1967 Brabham Buick V8 1m11.85s June 2008

### GROUP Q SPORTS CARS - (1970-1977)

Clubman 1300cc Raymond Cleaver 1974 Haggis U2 Clubman 1m18.42s June 2006  
Clubman 1600cc Wayne Newman 1976 Mawer Clubman 1m19.05s June 2008

Under 1300cc Jeffrey Hinde 1970 MG Midget 1m29.92s July 1999  
1301 - 1600cc Darren Holliday 1977 Prad MkII 1m25.15s June 2009  
Over 1600cc Aaron Lewis 1974 Elfin MS7 1m09.53s July 1999

GROUP Q RACING CARS - (1970-1977)

Under 1300cc	Alan Watts	1976 Cheetah Mk6 F3	1m19.28s	March 2003
1301 - 1600cc 2V	Ross Hodgson	1974 Birrana 374	1m11.57s	April 2001
1301 - 1600cc 4V	Ty Hanger	1977 March Formula Pacific	1m05.40s	March 2004
1601 - 2500cc	Michael Henderson	1972 March 722 BDA	1m08.20s	March 2004
2501cc & over				

GROUP F FORMULA FORD (1978-1983)Group Fa Pre 1978

*Gary Watson 1973 Mawer FF 1m14.83s June 2009*

Group Fb 1978-1983

*Jonathon Miles 1982 Reynard 1m16.13s June 2009*

GROUP P RACING AND SPORTS CARS 1968-1972 (Wings and Treaded Tyres)

Vacant

GROUP F5000 RACING CARS - (Pre 1978)

*Aaron Lewis 1972 Chevron B24 1m10.31s June 2009*

GROUP R HISTORIC RACING CARS (Post 1977)Under 1300cc

**1301 - 1600cc 2V Edward Gavin 1982 Cheetah Mk8 AF 1m13.33 June 2008**

**1301 - 1600cc 4V Chris Farrell 1982 Ralt RT4 1m06.96s March 2004**  
**Over 1600cc**

GROUP R HISTORIC SPORTS CARS (Post 1977)

**Under 1300cc Justin McClintock 1983 Galloway Clubman 1m16.24s June 2009**

1301 - 1600cc

1601 - 2000cc Ray Hanger 1982 Renmax BN6 1m14.99s March 2003  
 Over 2000cc Paul Mander 1983 Tiga SC83C2 1m13.74s June 2006

GROUP SA PRODUCTION SPORTS CARS- (1941-1960)

Under 1100cc Les Schwebel 1962 Turner MkII Ford 1m29.41s March 2003  
 1101 - 1500cc Brian Caldersmith 1961 Lotus Elite 14 1m30.19s April 2001  
 1501 - 2000cc Michael Kent 1959 Elva Courier 1m28.32s March 2004  
 2001 - 3000cc **Laurie Sellers 1959 Austin Healey 3000 1m27.56s June 2009**  
 3001cc & over

GROUP SB PRODUCTION SPORTS CARS - (1961-1969)

Under 1300cc Brian Weston **1971 MG Midget 1m24.33s June 2009**  
 1301 - 1600cc Steven Byrne 1966 Ginetta G4 1m22.61s August 1998  
 1601 - 2000cc Brett Morse 1963 MGB 1m23.73s June 2006  
 2001 - 3000cc Noel Bryen 1961 Morgan Plus 4 1m23.94s March 2003  
 3001cc & over Chris Smith 1965 TVR Griffith 1m23.05s July 1999

GROUP SC PRODUCTION SPORTS CARS - (1970-1977)

Under 1300cc  
 1301 - 1600cc Michael Byrne 1975 Lotus 7 S4 1m24.91s June 2006  
 1601 - 2000cc Tony Karanfilovski 1979 Alfa Romeo Alfetta 1m24.86s June 2008  
 2001 - 3000cc Terry Lawlor 1974 Porsche 911 Carrera 1m19.42s June 2008  
 3001cc & over Perry Spiridis 1972 De Tomaso Pantera 1m21.24s June 2008

GROUP Na PRODUCTION TOURING CARS - (Pre 1958)

Under 1100cc **Allan Bryson 1952 Austin A30 1m35.67s June 2009**  
 1101 - 1500cc **Tom Law 1958 Volkswagen Beetle 1m36.51s June 2009**  
 1501 - 2000cc  
 Over 2000cc Craig Stephenson 1953 Holden FJ 1m34.92s March 2003

GROUP Nb TOURING CARS - (1958-1965)

Under 1000cc	Jerry Lenstra	1964 Hillman Imp	1m30.16s	June 2008
1001 - 1300cc	Greg Malaure	1963 Morris Cooper S	1m22.99s	July 1999
1301 - 1600cc	Scott Fleming	1964 Lotus Cortina	1m22.40s	June 2008
1601 - 2000cc	Dick Bryant	1964 Prince Skyline GT	1m38.92s	April 2001
2001 - 2600cc	Philip Barrow	1955 Holden FJ	<b>1m28.14s</b>	<b>June 2009</b>
2601 - 3000cc	Phill Taylor	1963 Holden EH	1m26.39s	June 2008
3001 - 4500cc	<b>Victor Waterhouse</b>	<b>1964 Jaguar Mk2</b>	<b>1m26.35s</b>	<b>June 2009</b>
Over 4500cc	Bill Meeke	1964 Ford Falcon Rally	1m21.57s	June 2008

GROUP Nc TOURING CARS - (1965-1972)

Under 1100cc				
1101- 1500cc	Matthew McGrath	1969 Austin Cooper S	1m24.76s	March 2003
1501 - 2000cc	Spencer Rice	1968 Alfa 1750 GTV	1m23.51s	June 2008
2001 -3000cc	Glen Seton	1971 Ford Capri	1m20.07s	June 2008
3001- 3500cc	Ian Jones	1972 Holden Torana XU1	1m21.29s	August 1998
3501 - 5000cc	Ross Donnelley	1967 Ford Mustang	1m21.07s	March 2004
Over 5000cc	<b>Michael Donaher</b>	<b>1969 Chev Camaro</b>	<b>1m20.24s</b>	<b>June 2009</b>

GROUP C TOURING CARS – (1973 – 1984)

Under 1300cc	Vacant			
1301 - 1600cc	<b>Michael Loguidice</b>	<b>1981 Isuzu Gemini</b>	<b>1m26.92s</b>	<b>June 2009</b>
1601 - 2000cc	Gregory Keam	1976 Escort RS 2000	1m23.69s	June 2008
2001 - 3000cc				
Over 3001cc	Frank Binding	1980 Ford Falcon XD	1m18.20s	June 2008

GROUP A TOURING CARS – (1984-1992)

Under 2000cc	<b>Rod Markland</b>	<b>1988 Nissan Skyline</b>	<b>1m20.64s</b>	<b>June 2009</b>
2001 - 3000cc	David Towe	1987 BMW M3	<b>1m18.00s</b>	<b>June 2009</b>
Over 3001cc	John Smith	1989 Toyota Supra	1m17.07s	June 2008

HISTORIC FORMULA VEE

Group Va Pre 1975

**Bob Roberts 1965 HV Formula Vee 1m31.29s June 2009**

Group Vb 1975-1985

**Ian Cutcher 1978 Rennmax Formula Vee 1m29.88s June 2009**

**These records were updated after the final HSRCA meeting at Oran Park and will therefore stand forever.**

**Chris Haigh, H.S.R.C.A. Records Registrar**