



The M and O Register's Newsletter October 2008

After a fairly quiet period since the Oran Park meeting, the Historic Motorsport scene is about to come into its busiest period, Wakefield Park this weekend, Sandown in early November and the big event for our Club, the Repco Tasman Revival.

M and O numbers have been a bit skinny this year compared to 2007, which obviously benefited from the 2006 Tasman Revival. Also the Formula Junior and F3 cars have not had a round in our fair State until now, and as a lot of these cars had multiple events in New Zealand and Victoria at the beginning of the year, they were probably all "raced out". I am told that most have been saving their cars and we will see a fantastic roll-up of them at the last event of the year.

However it is not only these cars that have been missing from the grids, a lot of other M cars and O cars too, and as Registrar I am at a loss to identify any specific reason and would welcome any comments as to why.



Les Wright, Brabham Buick BT21 leads from Richard Carter Elfin 600 with Paul Hamilton Elfin 600 followed closely by Peter Barclay in another Brabham.BT21. These were the front running Group O cars at the recent Wakefield Park meeting. Paul Lewis photo

Back in the early 90s, I was the Group S Registrar, and at that time Group S was comprised of Sa and Sb. Sc had only just come on the scene with Bruce Richardson as often the sole competitor in his Datsun 260Z. A component of Group S then, was a yearly pointscore and Championship culminating in the Annual Presentation Dinner. A large part of the cohesiveness of this Group was its newsletter, something M and O presently has, and it seems to me that our Group could benefit from something along these lines.

Let me float this idea and have some feedback please. A pointscore and Championship would be for Group M and Group O separately. It could comprise of all the HSRCA Historic meetings and 1 away Historic meeting. Points to be awarded on the basis of best 2 race results for scratch races per meeting. Points to be awarded for outright within each Group for 1st 6 places 6,5,4,3,2,1 and points awarded for class additional for up to 6th position along the same lines. Any competing car in a HSRCA event is eligible. Within Group M, Formula Junior and F3 would be treated as separate classes, when Group P cars appear they are discounted from the results as far as M and O are concerned. Group O cars would be split into ANF 1.5 and F2 1600. To give some recognition to those that take the trouble to do meetings away from home at HSRCA events ie Wakefield Park, these meetings could attract a 10% uplift of points (to the next point). Orphan

cars at a meeting lose 1 points per race. i.e.. if you are the only car in a Class then you earn points as above less 1.

The classes would then become

Group M **Formula Junior or up to 1100cc pre 1963**
F3 or up to 1000cc 64/65
1101/1001 – 1500 ANF 1500
over 1500

Group O **under 1100**
1101 – 1500 ANF 1500
1501 – 1600 AF2
over 1600

So to give an example of how this might work say you were Group O 1600cc, you came 5th outright and 3rd in class, the points accrued for that race would be $2 + 4 = 8$, the winner would get $6 + 6 = 12$ however if the winner was alone in the class then the points would be 11. This is just an idea, let me know if you think it has merit

Have just returned from the Wakefield Park meeting. Total field in the M and O races, was 17, including 3 Vees, a little shy on the 25 entered for the November meeting last year. However it was a great field with some great dices throughout the weekend. Richard Carter who took the honors in each of the 3 races after Les Wright promised so much setting pole with a blistering 1:02.6 in qualifying. A damaged wheel through a pebble jammed in the caliper in the first race, saw Les spear off into the scenery and in the second and third races he was closely inspecting Richard's exhaust across the finish line. Paul Hamilton finished a fine second in the first race and managed to carve a huge .8 of a second off his previous best ever lap in the process. Paul was the victim of an accident on the last lap of the last race with a slower car which put him out of the running so Peter Barclay managed a fine 3rd in this race. Peter is relatively new to racing and all of it has been in his BT21, so this is a particularly noteworthy effort.



Peter Barclay having a look at an outside move on Paul Hamilton Paul Lewis photo

The Formula Junior and Formula 3 cars met for their first NSW round of their Championship. This is the first time an F3 car has really mixed it with the Juniors in NSW to my knowledge and it is a pretty fair mix I have to say. FJ's of course have been fully developed in this country with the AFJA Championship now well contested, and the F3s were brought under this wing this year. Well, as the driver of the F3 car, I have to say I had been really looking forward to this meeting, even to the point of not trying too hard to sell the little BT15 Brabham till it was over. The FJs have a little more power and helped by a 5th gear, but the F3s have a bit better grip in the way of wider tyres and a slightly softer compound choice. Kim Shearn and Graham Brown were both very quick and both at some stage of the meeting managed to get by the BT15 mainly at the start.

But by making the BT15 flow through the corners just a little quicker and carrying this speed in the next straight, the little Brabham BT15 with 997cc was able to get the job done each time to record 3 firsts in this Group with Graham Brown from Queensland and Kim Shearn from Victoria sharing the other 2 spots.



1st race Wakefield Park, Graham Brown Brabham BT2 has gone and Kim Shearn Lotus 18 squeezes down the inside of Ed Holly Brabham BT15 Paul Lewis photo

One car missing from the Sunday grids was the yellow Brabham BT2 of Col Haste's. Col, and wife Jill, were about to become Grand-Parents again and indeed they did on the Sunday, congratulations to you both.



Col Haste Brabham BT2 about to be passed by Peter Barclay Brabham BT21 Paul Lewis photo

John Bentley was having a ball in his fairly recently acquired ex Bruce Mansell, Brabham BT21. This car is very nicely turned out and John is really coming to grips with it,



John Bentley leading the quicker FJs and F3 cars. Steve Koen photo

Some of the other guys there enjoying their single seaters were the stalwarts of our Group. I am speaking of course about Col Haste, Geoff Varey and Brian Lear.

Lastly I would like to comment on the accident that happened on the last lap of the last race at Wakefield Park. This happened when a slower car being lapped moved over in front of a faster car coming through. The faster car had already slowed through one or two corners so as to avoid

any problem, and when the slower car went wide, the faster car thought he had been given the go-ahead only to find it closed the gate. We all know the old rule it is the faster car that has to pass safely, but sometimes that is not that easy. At every driver's briefing we are told to watch mirrors, mirrors and mirrors especially in the cars that will be lapped. If we are out there racing we should always be aware of who is around and where they are, and the best way for EVERYBODY is to SIGNAL the faster car through. That way the fast guy isn't baulked at all and you can control where he passes you. Remember the faster car lapping you has EARNED the right of free passage.

A correction ... Grant Patullo dropped me a note about the last newsletter, to say that he had indeed won all three races for Group M and finished 4th outright in the last race in front of all the formula fords, and also set a new lap record for group M racing at 1:04.6181 The old one has stood for over thirteen years. Grant also does his own racecar preparation, is raising a couple of youngsters, and as a relative youngster himself has to find the funds between all this and a mortgage too. It is the youngsters like Grant we all have to encourage, as our cars need to be kept racing when we all hang up our helmets, so well done young man, and it's a pleasure to put the record straight. Footnote:- Grant has just advised me of a broken ankle, putting him out of the Tasman event.... Sorry to hear that Grant.



Grant Patullo in the 1964 Rennmax BN2 1500 at Winton earlier this year. Sdpics.com photo

HISTORIC WARWICK 9TH & 10TH AUGUST 2008

A report thanks to Doug Anderson



Kristeen Wheeler in the Whitford Special

The M & O entrants for Warwick were a little thin with 6 Group M and 5 Group O and the groups, with the exception of the main Sunday trophy race, were split. To obtain suitable grid density Group M were invited to run with both Formula Fords and Formula Vees while the Group O entrants battled with the Q & R cars.

Anyone who has raced at Warwick will confirm what a great track it is and the HRCC and the track organisers as always put on a great meeting. The August winds came and went and the overnight frosts certainly kept the track and air cool for most of the weekend.

Group M had had Queenslanders Graham Brown in his BT2 Brabham, Mike Goodfellow in the Talisman and Kristeen Wheeler in the lovely Whitford Special while NSW was represented by

Dick Willis in the Lynx, Doug Anderson in his recently acquired Elfin Catalina (ex Reid/Holly) and Brian Lear having his first visit to the track in his Elfin Mono.

On Saturday there were two six lappers and in the first, as expected, the quicker of the Formula Fords occupied the first five placings with Anderson the quickest of the M cars ahead of Brown, who after an excursion, recovered just ahead of Brian Lear. Unfortunately Willis with chassis problems and Goodfellow were out for the weekend.

The second event was very similar with Anderson just holding out a determined Brown behind the quicker FF's led by Greg Eva. Kristeen Wheeler who battled gear selection problems all weekend was just behind Brian Lear and this pair battled with the slower FF's and the Vees.



*Brian Lear in the Elfin Mono
Russell Windebank photo.*

Sunday morning on a cold track saw competitors line up for a 7 lapper and Anderson was able to get the Elfin past a couple of the Formula Fords before an excursion which brought out the red flag. After the restart it was Graham Brown who became the leading M car with Anderson coming from the rear of grid behind him and Brian Lear coming to grips with the track and moving up many places. Brian was finding the track very busy and was redder in the face than usual after each race but was able to recover lost fluids in the evenings.



Doug with the "new" Elfin at Speed on Tweed

The main Sunday race of 12 laps was for a very diverse field ranging from winner Chris Farrells Ralt through the M & O cars, FFs and even a number of Vees. With such a variety of cars and speed difference it was a relief to all when the chequered flag was shown and there was no carnage. Of the O cars Richard Carter in the Elfin 600 came second, Les Wright 4th followed by Peter Barclay and Chad Wheeler.

Footnote Doug has recently purchased another Elfin FJ, this time the car that I sold to David Reid of Mittagong, and now David has sold it on to Doug. David has bought the Fo-Par which should be ready in time for the Tasman, and Doug now has something to race whilst his other Elfin FJ is repaired after an accident at Morgan Park.

Aussie invasion of the best USA circuits



Bill at Lime Rock

3 of the Formula Junior brigade ventured to the USA recently with their cars. Don Thallon in the MRC 22, Bill Hemming in the recently acquired and very quickly restored and magnificent looking Elfin and Roger, Speed on Tweed, Ealand with his indecently quick Lotus 18. Now I reckon these 3 guys would know how to enjoy a little sojourn such as this and we can get some idea of the shenanigans by reading these couple of emails Bill has shared with us.

Just a quick update from The World's Fastest Aborigines (Roger Ealand, Don Thallon and Bill Hemming) doing the 50th Anniversary Formula Junior races in the US.

At the Monterey Historics 1st weekend Laguna Seca qualifying, Don in his MRC 22 got 3rd fastest time, Bill in the Elfin FJ, 6th and Roger in his Lotus 18 qualified 12. In the race, Don came 3rd after coming off at the Corkscrew while in the lead, Roger 9th and Bill 10th.

The fields were split for the main event on the 2nd weekend. Roger finished a fine 5th in his class (1960 to 1961) while in the 1962 -63 class, Don came about 19th and Bill about 21st. I say "about" because they don't produce time sheets or results outside the 1st 10 places. It should be noted that Don blew up his race engine in practice for this 2nd weekend and did a terrific job fitting his spare engine for the race. With the help of Ivan Tighe and Bill Norman.



Bill in the middle of the famous corkscrew.

Monterey is definitely an event not to be missed, although it is a bit of a playground for the obscenely wealthy and Phillip Island could show them a thing or two in terms of organisation.

Ran into Alan Jones (raced in the Legends event), Rusty French with his 2 Porsches, George Vidovic, Russ Stuckey and Michael, and Patrick Quinn from Oily Rag, all adding to a strong Australian presence.



Aussie team at Watkins Glen

The Australian team were extremely well received and not to be missed with their Gold shirts, hats and Aussie flags. Perhaps not the ideal representation of cultural attaches, but we definitely will not be forgotten.

We all then drove across America on separate routes. I took in the Bonneville Salt Lakes and the Indianapolis Speedway museum. Both sensational.

Now on to Lime Rock and Watkins Glen.

Here's the wash-up from our invasion of The USA.

There is no doubt that Lime Rock was the highlight of our 3 track attack in the States. Absolutely superb scenic setting, sensational track, fun pits and very friendly and appreciative crowd.

In the 1st practice session, a super fast front engined Stanguellini showed everyone the way to do it beating a Brabham BT2 and Cooper T67 with fastest time. Over here, specs seem to be a bit flexible with Coopers and Lotus 18s with 5 speed Hewland boxes. But they are beautifully prepared and very, very well driven. Bill's Elfin was 10th, Roger's Lotus 12th and Don's MRC being carefully driven on it's "spare" engine qualified 13th.

In Saturday's race, Don jumped up to 9th, Bill finished 11th and Roger finished his motor...but not the race.

Sunday is a "non race day" at Lime Rock due to a Supreme Court ruling made 50 years ago to appease the religious inhabitants of the area. There was not a lot of christian behaviour evident at the track with wine tasting, a huge swap meet and Concours filling in the day. Bill's Elfin won a large trophy for "most desirable formula racing car". Roger reckons it got the donkey votes because no-one knew what it was and Don reckons the MRC would have won but he was working on the gearbox at the time.

For the main Monday race, Roger replaced his engine but failed to finish with overheating issues. Don's new gearing paid off with a 7th place and Bill came 10th.



Just a few Juniors at Laguna Seca

At the Awards Ceremony, Team Australia scored another great trophy for showing the Best and True Spirit in "Vintage" Racing.

After a couple of days touring the wine districts and eating (gorging on) Lobsters in Maine at less than \$5 a lb, we hit Watkins Glen for 4 days of track time. What a track! And what history! You really, really need gearing for this long, undulating and rough-in-places ride.

On the Friday, the Watkins Glen village closes it's streets and we had 2 quick laps of the original 6 mile circuit through the national park and town. They were very brave back then with just straw bales, concrete walls and bridges as run-offs, not to mention getting airborne over the railway tracks.

Over 50,000 spectators cheered us on.

The track lasted from 1958 to 1962 until drivers and spectators got killed and the current Watkins Glen track was built. Despite Roger continually joking about no-one knowing about Elfin, there were lots of photos of Vern Schuppan in the bars and restuarants from when he came 3rd here in 1979 in the Elfin MR8 a-c.

The feature of the weekend was Formula 5000 and both Warwick Brown and Graham McRae were VIP guests.

On the Saturday, our qualifying race was abandoned because fog reduced visibility to about 10 yards. Not to worry, we had already completed 5 sessions and we wanted to get the cars on the boat in 1 piece.

For the Sunday race, we all nursed our cars (especially Roger) but Don finished a very credible 5th, Bill 9th and Roger 10th.

The cars are now tucked away in a container to get back for the Tasman Revival at Eastern Creek and then preparation for an assault on South Africa in February next year. It's a great life...if only I could afford it.

I think you will agree, a great story and many thanks to Bill for sharing it with us, and congratulations to all 3 for what was a sterling effort so far from home Ed

Speaking of far from home, my old Lotus 20 which unfortunately was sold to the UK is now having a great time in the hands of Steve Futter who sent me this photo. . Steve caught up with John Ellacott recently at a Silverstone Historic meeting. Nice to see Steve has retained the list of owners on the side.



Safety issues.

At Wakefield Park just gone, Peter Barclay had a mechanical problem in qualifying which put him at the rear of most of the Formula Juniors. Clearly, from his times in the first race he should have been around 4th. Having a fast car starting amongst the slower ones is to be avoided if at all possible I believe, I was involved in an accident at Phillip Island some years ago because of this very reason.

The difference between Historic racing and modern racing is that we are there to enjoy racing our Historic cars, not to win at all costs. If you want to do that then modern racing is where you should be I believe.

Back to Peter, yes it is the responsibility of the overtaking driver to make a pass safely, but if we can reduce the risk in those cases where it is obvious that passing will take place very early in the event, then I believe we should do so. Consequently I spoke to the Clerk of the Course who was very helpful, and he said he was happy to move the driver up provided all affected agreed. So I wandered around the pits and got everyone's agreement, and I have to say everyone was more than happy for this to happen, which sort of proves we all seem to agree with my remarks in the second paragraph above. Peter was moved up and had a great time, the Juniors and F3 cars were unencumbered by being passed.

The thought then arises, if this were to happen again, rather than having to gain everyone's agreement, could we as a Group appoint a number of very experienced drivers from within to take care of this business in the future? I would appreciate your thoughts ...



Peter Barclay turning into turn 2 at the recent Wakefield Park meeting Russell Windebank photo.

Speed on Tweed.



The week before Wakefield some of us made the annual pilgrimage to this wonderful festival. The actual hillclimb is but a small part of the success of what Roger Ealand and his merry band have created. That is may have been the last, is a little sad, but Roger has shown what can be achieved in a small town. There were many M and O competitors there and 2 in the top 20. Chad Wheeler managed 4th outright in the 1969 Rennmax Palliser 1600, and although my name is against the time, it was set by my “works” driver Rod Kennedy in my replica Brabham BT21. Rod must have impressed the locals too as he ended up on the front page the next morning!! Thanks to Peter Schell for giving me a copy, and Roger for saving one for me.

Suppose it is a bit sad when a replica gets the limelight, but it has sure added to Rod’s CV !!

Some of the other cars there were Doug Anderson as mentioned above, Max Pearson in the beautifully turned out Mildren Waggott, Mike Gosbell in the wonderful little Cooper type 52, and Peter Harburg in the Brabham BT11. Noteworthy efforts were also made by David Kent and Ian Pope. These 2 last year were inseparable and Ian just pipped David in the last run. Well it happened again this time, other way around with David managing a 46.8327 and Ian a 46.8361, a difference of just 3 thousands of a second to finish 15th and 16th outright. Amazing that Dorian timers can be so accurate.



*Chad Wheeler in the Rennmax Palliser waits the start
Max Pearson in the Midren Waggott over his left
shoulder.*

Some more photos from Speed on Tweed.



Peter Harburg in the Jack Brabham 1965 Tasman BT11



Mike Gosbell in the recently acquired 1960 Cooper Type 52 Formula Junior

Muscle Car Masters presence.

Two V8 Repco engined Group O cars at Muscle Car Masters.

Brian Wilson and Ian Ross both brought along their Repco V8 powered cars to the delight of the Muscle Car Master's crowd. Along with 2 Formula 5000s belonging to Bob Harborow and Aaron Lewis (Bob had driven overnight from Melbourne to help) and the Repco powered MRC these 5 put on a fabulous display on 2 occasions on the Sunday in front of a packed grandstand to further the publicity for the Repco Tasman Revival meeting. I managed to be interviewed on the PA to also further our cause. Feedback from those we spoke to, and handed flyers to, is that a lot of spectators are looking forward to the 2nd running of this event.



Brian Wilson's Repco Brabham BT24



Ian Ross's Repco powered Elfin 600

Technical Tips.

Bag tanks.

Some little while ago I helped a mate put a fuel cell into a confined space, it was formed to fit around some internal tubes in a side tank in the monocoque. He had multiple cuts and was

suffering from talcum powder inhalation from putting the bag in the other side the day before. On the way to his place I reflected on a passenger door of an aircraft. At max-diff of around 3.5psi a door is holding back around 7,000lb of pressure. So I figured if we could negatively induce a pressure inside the bag, it would collapse pretty well, bearing in mind the bag is foam filled. When I asked for him to get a vacuum cleaner he looked pretty quizzical, but went away and got it. With a bit of a Heath Robinson arrangement on the neck, the bag just kept on getting thinner! What took quite some hours the day before took all of 20 seconds and it was in place. HOWEVER the bag was new, never any fuel in it, I certainly wouldn't do this if it had, I would hire a manual vacuum pump rather than take the risk of explosion as I don't think the vacuum designer would have ever anticipated an explosive mixture going through it.

Armstrong Shock absorber data

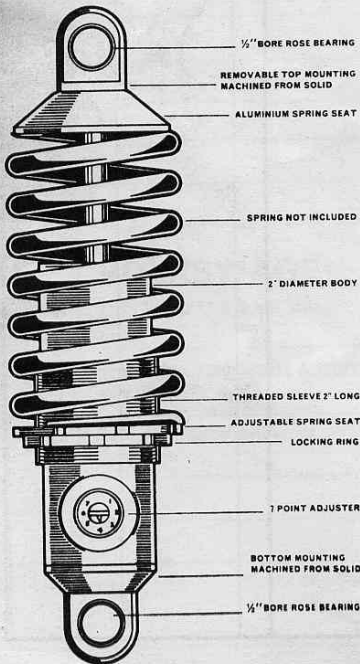
Don Selby who a lot of you would remember used to race a Mini in the 60s, has an old Armstrong Shock Absorber catalogue and kindly photocopied it for me. I am attaching the pages here so that you may see what was used on the various models in period. Don is still in the business of making suspension components, mainly sway bars.

ARMSTRONG

SUSPENSION UNITS

Armstrong are often asked for specially designed units for incorporation into "specials" being built by enthusiasts or for use on special purpose applications. It is not practicable for us to manufacture individual units and the following are dimension details of standard suspension units and adjustable suspension units available to order.

'T' Range Part No.	A Open Length	B Closed Length	End Mountings		Road Spring	Spring Rate	Spring Preload	
			Top	Bottom			Ins.	Lbs.
S62 SUSPENSION UNITS								
S62-2140	12.43"	9.00"	P.13	P.13	AT7-967	121 lbs/"	1.55"	187
					AT7-968	134 lbs/"	1.05"	141
					AT7-969	93 lbs/"	1.8"	167
					AT7-5056	75 lbs/"	1.05"	79
					AT7-5139	150 lbs/"	1.55"	232
					AT7-5176	105 lbs/"	.61"	64
S62-0640	18.42"	11.92"	S.3	P.8	AT7-982	65 lbs/"		41
					AT7-966	65 lbs/"		122
S62-0730	15.5"	10.55"	R.5	R.5	AT7-918	140 lbs/"		100
					AT7-917	120 lbs/"		101
					AT7-945	100 lbs/"		59
					AT7-5056	75 lbs/"		
S62-0740	12.5"	9.00"	R.5A	R.5A	AT7-671	220 lbs/"		233
					AT7-5171	140 lbs/"		145
					AT7-5236	54 lbs/"		101
S62-0870	17.38"	11.25"	S.3	P.8	AT7-5236	54 lbs/"		101
					AT7-967	121 lbs/"		30
S62-0890	17.09"	12.25"	P.13	P.13	AT7-5175	105 lbs/"		20



New Armstrong adjustable suspension unit for racing

Supersedes all previous models

The Armstrong racing unit as used successfully on most leading racing cars, including virtually all Formula I Grand Prix cars, is now generally available in its new, modified form. The unit comes complete with rose bearings top and bottom, and a cast aluminium spring abutment. Existing features, which include adjustable lower spring abutment, and the setting operation and adjuster system already proved over a number of years, are retained.

	C/L	O/L	B/Stop
AT9-SA8/22231	9.45"	13.32"	5246
AT9-SA8/22232	9.82"	14.20"	5247
AT9-SA8/22239	9.08"	12.70"	5247
AT9-SA8/22240	9.95"	14.45"	5247
AT9-SA8/22241	9.32"	13.07"	5246
AT9-SA8/22242	9.70"	13.95"	5247
AT9-SA8/22243	9.45"	13.45"	5247
AT9-SA8/22244	10.45"	15.45"	5247
AT9-SA8/22245	9.82"	13.95"	5246
AT9-SA8/22246	10.32"	15.07"	5246

It may therefore be necessary when replacing with the new unit to modify the mounting attachment on the car to accommodate the rose bearing end fittings.

This new suspension unit is the only type recommended by Armstrong to be suitable for racing purposes.

ALPHABETICAL LISTING OF VEHICLES AND **ARMSTRONG** APPLICATIONS ALPHABETICAL

YEAR	MODEL	FRONT	REAR	YEAR	MODEL	FRONT	REAR	YEAR	MODEL
BIANCHI				BRABHAM RACING CARS				BUICK (AM)	
1921-38	Light Car - All	AT7/1147	AT7/1148	1962-63	Formula Junior & Formula One	G T7/S/ 71032/1 AT9/SA/ 2335	G T7/S/ 71032/1 AT9/SA/ 2335	1954-55	All
				1964 on	Formula One	Adjustaride SA.2951	Adjustaride SA.2952	1956	All
				1964 on	Formula Two	G T7/S/ 71032/1 *	G T7/S/ 71032/1*	1957	All
						G T7/S/ 71032/15	G T7/S/ 71032/15	1958	Air Ri
B.M.W.				1964 on	Formula Three	G T7/S/ 71032/15	G T7/S/ 71032/15	1958	Standar
1959 on	700 and 700 L.S.	AT6/7-6277	AT7/1793	1964	Sports Car	Adjustaride SA.2952	Adjustaride SA.2952	1959-60	All Sta
1963 on	1500 - 1800		OT8-9/8151 Adjustaride A2849					1959-60	Air Rid
								1961-63	Specia
				BRISTOL				1961-64	All (ex
BOND				1953-55	404 Saloon	AT7/1185	AT7/1186	1964 on	Special
1955-61	Mk. G (Minicar, C. D. E. F.)	AT7/S/1242		1954-58	405 Saloon	AT7/1185	AT7/1301	1965 on	Sky Roo
1961 on	Mk. G (Minicar, Tourer, Ranger Van and Estate Car)	AT7/S/1791	AT6/7/S/6259	1958-61	406 Saloon C/No. 406/1/5201 on	AT7/1418	AT9/2044 S/ride KA538	1965 on	All (ex Wagon
1963 on	Equipe GT 2 + 2	AT7/S/1889 Adjustaride SA.2697	AT7/1514 S/ride KA552	1961-63	407	AT9/2675	AT9/2676 S/ride KA557	1965 on	Riviera
1964 on	Equipe GT 45	AT7/S/1889 Adjustaride SA.2697	AT7/1514 S/ride KA.552	1963 on	408	AT9/2675	S/ride KA538		
				1965 on	409	AT9/2675/2 Steering Damper G T5/51011/1	S/ride KA103		
BORGWARD				BRISTOL COMMERCIAL					
1954-61	Isabella	AT7/1447 AT9/2161	AT7/1576 AT9/2680	1962 on	Bus and Coach with R.E. Chassis L.H.	Lever 8539 Link 9025			
1954	Hansa	AT7/1238	AT7/1238	1962 on	Bus and Coach with R.E. Chassis L.L.	Lever 8539 Link 9024			
1960	Hansa	AT7/1004							
1960-62	Hansa 1100	AT7/1853	AT7/1269/1						
1954	B 2000 Van		AT7/1015						

* This unit has an adjustable lower abutment.

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DATE	MODEL	FRONT OR REAR	STANDARD	ROADHOLDER (R) AND HEAVY DUTY	ROADHOLDER ADJUSTABLE	LOAD-JUSTER
1967-70	MORRIS COMMERCIAL Continued J.U. Van and P.U.	F	8991-DAS 10 Link 8712			
		R	8992-DAS 10 Link 8713			
1963-67	LD.5W and LD.50W Ambulance	F	62-0775D			
		R				
1964	See Austin Commercial for all other BMC Trucks MOTOR RACING DEVELOPMENTS LTD: BT8 (Sports Car) Chassis Nos. SC-1-64 to SC-9-64 inc.	F			AT9-SA8-22239	
		R			AT9-SA8-22239	
1966	Chassis No. SC-1-66					
1965	BT14 (Formula Libre) Chassis Nos. FL-1-65 to FL-9-65 incl.	F			AT9-SA8-22239	
1965	BT15 (Formula 3) Chassis Nos. F3-1-65 to F3-24-65 inc.	R			AT9-SA8-22239	
1965	BT16 (Formula 2 and 3) Chassis No. F2-1-65 to F2-34-65 inc.					
1966	BT18 (Formula 2 and 3) Chassis No. F2-1-66 to FS-48-66 inc.	F			AT9-SA8-22239	
		R			AT9-SA8-22239	
1966 to 1968	BT21 (Formula 3) Chassis No. BT21-1 to BT21-50 inc. BT21A (Formula Libre) Chassis No. BT21A-1 to BT21A-10 inc.	F			AT9-SA8-22239	
		R			AT9-SA8-22239	
1967-68	BT21B (Formula 3) Chassis No. BT21B-1 to BT21B-32 inc. BT21C (Formula Libre) Chassis No. BT21C-1 to BT21C-19 inc.	F			AT9-SA8-22239	
		R			AT9-SA8-22231	
1969	BT28 (Formula 3) Chassis No. BT28-1 to BT28-15 and BT28-17 to BT28-25 inc. BT29 (Formula Libre) Chassis No. BT29-1 to BT29-20 inc. BT30- (Formula 2) Chassis No. BT30-1 to BT30-5 inc. and BT30-7 to BT30X-1	F			AT9-SA8-22231/5	
		R			AT9-SA8-22232/1	



*The M and O Registrar (and author) enjoying F3 time at Wakefield Park.
Russell Windebank photo.*

(This car is now for sale, and can be run as either F3 1000cc or Twincam 1600)

Now for an update on the Tasman Revival meeting, which is now rapidly approaching. Apologies to those that will have seen this note in the HSRCA newsletter, but as this newsletter has a different distribution, I thought I should include it here.

Hope you enjoy the newsletter, and please give me some feedback on the issues I have raised.

Thanks to those who contributed to this newsletter, it really helps make it worthwhile

Ed

Report for October Newsletter from Tasman Revival committee

We have now just had our 15th Tasman Revival committee meeting for this event. I would like to take a moment to say how proud I am of this committee. When you add 15 meetings and a few more yet, to the 22 required to put on the 2006 event, it brings us to a total of 40. You will realize that this has been a huge undertaking by this sub-committee. Many of the members have been working on this for almost 3 ½ years now and overall in my estimation the team has given well in excess of 10,000 hours of their personal time, to give you the opportunity to see and participate



in an event of world class status. Their dedication to the task and the value of their time donated to the HSRCA is almost overwhelming.

The committee consists of Peter Addison (2), Brian Caldersmith (2), Paul Hamilton (2), Noel Bryen (2), Stephen Knox OAM (2), Bruce Richardson (2), John Murn (2), Ed Holly (2) (Chairman), Terry Thompson OAM, Peter Schell, Bob Young, David Medley, Russell Windebank, General assistant – Wes Dayton(2).... from ARDC, Phil Harrison and Brian Goulding. The (2) indicates both 2006 and 2008 events.

I would also like to say as Chairman of the Tasman Revival committee, that I do not believe we would have had either Tasman Revival without the tremendous input and dedication to the Club of our President, Peter Addison.

Now to an update of the 2008 event.

Guest of Honour Archie White was one of the original organisers, with Geoff Sykes and others who did so much to bring the Tasman series to Australia in the 1960s. The Tasman Revival committee has acknowledged this by making Archie our Guest of Honour.

Legends:- The legends will again be driven around the circuit in Morgan sports cars, and will be entertained in the Memorabilia Tent on Sunday as detailed below. It is also intended to have signing sessions for them there.

Competitors:- Entries to date are FF 21,V 4, JKL 9, M 19, MO Sports 9, N 14, O 30, Q/R racing 19, Q/R sports 13, Reg 23, S 32 ... Note Groups M/O racing already total 49, so already we have a field of M & a field of O, as in the 2006 event.

A small change to the planning of the meeting will now see the feature races on the Sunday being also for the Annual Trophies. It seemed only fitting that these wonderful trophies donated by Frank Match, Leo Geoghehan, Jack Brabham Ron Tauranac (and the list goes on), be raced for when some of these legends are in attendance and can actually present them at the conclusion of the race up on the podium. This should make quite a spectacle and be something to be cherished by all the competitors in the race.

Overseas entries:- Graham Adelman is bringing both his 1968 Series, Ferrari 246T and Rodriguez BRM V12, to the event **from the UK**. Unfortunately there has been a delay in preparing the engine in the Ferrari and the container has been shipped without the car. Graham is so keen to bring it back to Australia where it was driven by Chris Amon also in 1968 to 2nd place, he is planning to fly the car here as soon as it is ready. This would be one of the most valuable cars ever to visit our shores.



The Ex Amon Ferrari 246T



The Ex Rodriguez BRM V12

The other cars from the UK are John Elliott Lotus 18 1.5, David Jacobs Brabham BT4 ex Brabham 1963 and Hulme 1964, Rodger Newman Brabham BT14 with F1 history, all these cars came out for the 2006 event. Also from the UK will be Charles McCabe Lotus 18 1.5 and Ernie Nagamatsu with Old Yeller II. Old Yeller and the BT4 will be returning home to the USA after the event.

From the USA will be John Dimmer, this time in the Lotus 35 2.5 that was driven by John's sister in 2006, and an expat Australian, Bruce Leeson, with his McLaren M10B F5000 car.

From Japan will be Hideo Yoshikawa in a Brabham BT21 1600, Hiomi Hattori and Koichi Watanuki both in Lotus 41Cs with twincam 1600s, Hideaki Hayashi Titan Mk6 Formula Ford, Itaru Matsuno and Mitsuru Miyajima both in Lotus 51A Formula Fords, and Sadaki Sasaki in a Royale RP2 Formula Ford.

From New Zealand we expect to have Roger Munns in the ex Jim Palmer Brabham BT22 2.5, Roger Dowe in a Lotus 69, Roger Herrick in a Taraschi FJ, Nigel Russel in an Emeryson Elfin FJ and Lindsay O'Donnell in a McLaren M4A.

Also from New Zealand are the group of Formula 5000s that will also be competing at Sandown 3 weeks before the Tasman event. These are David Abbot Lola T430, Kerry Anderson Lola T142, Aaron Burson Talon MR1A, Paul Christie Lola T190, Ian Clements Lola T332, Sefton Gibb Lola T332, Russell Greer Lola T332, Stewart Lush McRae GM1, Lindsay O'Donnell Begg FM5, Hamish Patterson Chevron B32, Stan Redmond Lola T332, Tony Roberts McLaren M22, Steve Ross Lola T142, Terrence Rush Begg FM4 and Ken Smith Lola T430.

Shipping:- The cars from the UK are now loaded into the container, and the cars from the USA will be loaded on Monday. The UK vessel is the CMA CGM Tulip V157s with an ETA Sydney of 15th November and the vessel from the USA is the Cap Preston V760S with an ETA Sydney of 6th November. Cars from Japan and New Zealand will be loaded later this month.

Ticket Prices:- (including of course free pit and grandstand entry) have been set and pre-purchase tickets are available through the website. They are:- Friday \$20 (Concession \$15) - Saturday \$25 (Concession \$20) - Sunday \$35 (Concession \$25) - 2 or 3 day pass \$50 (Concession \$30) - Children 12 years and under, accompanied by an adult, admitted FREE



David Jacobs Brabham BT4
Jack Brabham's 1963 and 1964
Tasman car.

Corporate and Individual's Facility now available :- Attached is a flyer detailing the corporate facilities available for this meeting.

Local Interest stories :- Most local newspapers are only too happy to run local interest stories about residents within their areas. Bruce Richardson has taken on the task of coordinating this very important public relations exercise. So if you can spare the time please contact Bruce then your local newspaper and ask them if they are interested. It would be beneficial to involve your local Repco branch if possible. I have approached my local guy and he is more than happy to put on a sausage sizzle one Sat morning before the event, I will organize a few local guys to supply around 4 cars and we can do our PR bit there with flyers etc, but importantly getting it in the local press. Richo will organize some flyers, posters, bumper stickers etc for you. We should not underestimate the impact this type of PR effort has.

Club Participation:- Peter Lubrano is coordinating this effort. Don't forget the HSRCA will have a Club area too, and car occupants will get in for \$20, of course if you are a HSRCA member you will get in for free. Pre-booking is the only essential. See the flyer attached, Peter can be contacted on 0405 991 336 or Rick Marks on 0418 686340

Recco Memorabilia Tent:- Steve Koen, John Murn, John Ellacott and Geoff Varey. Patrick Quinn, Peter Schell and Mark Stuckey. are working on this most important part of our meeting. We plan to entertain the legends from here this time as there is no lift to the corporate areas upstairs.

Plans are in place for the Tasman Cup to return to our shores once again. Think about loaning these guys any important bits of memorabilia you can. The display they had in 2006 was impressive - lets see if we can't better it this time. Some of the guys in 2006 spent almost the 3 days there without a break. Clearly total dedication, but they too would like to enjoy the meeting with some free time. With a Club of around 800 members if 20 of you helped out on a roster it would become so much easier. So PLEASE consider helping out here, if you can, contact any of the above or myself and it will be much appreciated.

Demonstrations:- There will be 2 demonstration on the Sunday programme. One will entail a couple of laps for all the genuine 1960s Tasman history cars. The other will be for significant cars of the period. So if you have a car that you think could be a part of this, could you please contact Ian Cummins on 0418 219833



John Dimmer is returning to drive the Lotus 35 his sister drove in 2006.
Peter Schell photo

Race naming rights:- Don't forget that naming rights are available to all the races over the weekend with the exception of the Recco Tasman Revival race itself and the Shannons Tasman Formula 5000 race on Sunday. Please contact Grant Campbell if you wish to do this. Packages are available built around the purchase of the naming right. Grant's number is 03 97873640 or 0419 874299

NSW Tourism:- have come on board with assistance through their website and monthly newsletter. This

newsletter has a circulation of around 110,000 and when it went out in September many more "hits" were recorded on the website. The committee is considering a proposal they have for a large advert in the Canberra Times, which they say works very well. Apparently a lot of Canberra-ites like to visit Sydney and the Canberra Times is one way they stay informed.

Social Events/ Driver's Briefing:- It has now been decided that in line with other major Historic events overseas, the Driver's Briefing should be held on a day free of competition. As in 2006 it is expected most cars and competitors will be at the circuit on the Thursday and this seems like an ideal time to not only have the Driver's Briefing in a more relaxed atmosphere, but also it allows for some other activities to take place. Then immediately following the Briefing, it is intended to have a welcoming party for all competitors including of course the overseas guests with refreshments and food in the Hinxman Room. If you have a genuine reason for not being able to attend the Thursday Driver's Briefing, you will have to let the Race Secretary know.

This then leaves the Saturday night to hold our end of year Christmas Party with a minimum of disruption. On the Monday we have booked the Village Green at Breakfast Point near Cabarita for an Australia versus



the rest of the world cricket match. Brian Caldersmith is the contact, but if we end up with a bigger team we are almost assured of a win, so if you can make it, let Brian know. I am tipping the score will end up Australia 35 for 200 and ROW 38 for 199 Brian is still developing the rules and I believe there is a clause about underhandedness, especially with New Zealand batting. See the flyer attached.

So there you have it, we have less than 2 months to go, by the time you read this we will have the cars from the UK and USA almost on their ships and on the way, Japan and New Zealand cars to follow shortly.

Gentlemen get ready to start your engines.

Ed Holly, Chairman Tasman Revival Steering committee



To finish a Paul Cross photo of Jack Brabham winning the 1964 AGP at Warwick Farm.

