

Group M and O Racing Newsletter

July 2008



As I start writing this newsletter on Wed 25th June, I have just been speaking to Paul Hamilton about some Tasman matters, and he was awaiting his engine builder to turn up with miscellaneous engine bits such as crankshaft, rods, pistons and cylinder head. He tells me that after dinner, Steve Dewhurst will then assemble the crankcase around these bits and Paul will then drop it in the hole tomorrow for private practice on Friday. Now Paul's Elfin 600 was the feature Group O car in the last M & O newsletter and it is a very much used racing car, rarely missing a meeting, and Paul gave me the impression that's plenty of time and its all happened this way before. Just as well he has one of the best engine builders in the business looking after the engine as he has done for over 30 years.



Yes Paul did make it; here he is in the Elfin 600 on the run up to Energol. Paul Lewis photo.

The engine is a genuine Hart twincam and in the period Hart was able to extract another 25 bhp from these engines with attention to many little tricks, not the least of which were big cams with half inch lift and big overlaps. Useable revs went up too and the engines needed frequent attention, but not only did Hart get the power, they also have proved as in Paul's case, to have great longevity as well. Mind you it helps when an ex Cosworth development engineer keeps on top of it for you.

Oran Park GP meeting June 28-29

What a fabulous meeting the Oran Park GP was. The weather was more like late autumn than the depths of winter, and it was very nice to actually be able to generate some grip after the cold and damp conditions at Eastern Creek and cold and short races at Winton.

Although it was a relatively small field of M and O there were the usual regulars out here having a great time. Les Wright brought along the Brabham BT21 Buick V8 with all its 3.5 litres of grunt and massive torque. Les was always going to be the major contender over the weekend and this in fact turned out to be the case. At the end of the weekend Les had absolutely shattered the outright Group O lap record with a 1:11.85 in the last race. This eclipsed the Lotus 49 of the Dawson Damer family and John Smith as driver, lap record by some 1.4 seconds. Due to a clutch lever failure in the BT15, I was helping Pinky the commentator for the weekend call the race and Les really had the Brabham wound up. Only less 1/5th of a second in lap time though, was Richard Carter in his indecently rapid Elfin 600 twincam.



Les Wright in the Brabham leading Richard Carter in the Elfin 600 first lap of the John Dawson-Damer memorial race.

Paul Lewis photo.

And Richard too smashed the lap record for his class with a best of a 1:12.02 taking Paul Hamilton's record by 1.9 seconds. Richard came in just behind Les in each of the races, including the prestigious John Dawson-Damer race. In third place was Paul Hamilton in the Elfin with the newly freshened engine. Paul was slightly off his usual pace, which I am sure Richard and Les didn't mind at all.



Tim Kuchell above (Paul Lewis photo) once again made the trip over from South Australia

Tim Kuchell once again put in a very good showing with a 4th outright in all races. Making up the rest of the O cars were Brian Wilson in the Brabham BT23C FVA, Max Lane in the Brabham BT18 twincam Wayne Wilson in the beautiful Renmax BN2, John Bentley in the recently acquired Brabham BT21, and Geoff Varey who is always out there having enormous fun in the Shoestring Team Gryphon.



I would have to call this photo the Wilson waltz ... Wayne and Brian... Paul Lewis Photo.

Only 4 cars in Group M. They were Herb Neal in the 1964 Neal Ford Special.



Max Lane Brabham BT18 being harassed by Herb Neal Neal Ford special ..Paul Lewis photo.

Herb told me that he built this car around whatever parts he could find at the most reasonable price. I got the impression that in 1964 cast off racecar bits weren't at a premium and this car was built by a young Herb with a new house and young toddlers. It was a weapon back then and it still is today, and presented in the usual Herb manner. Brother Dennis was there too in the also magnificent ex works and KB Lynx Formula Junior. See below



1Dennis Neal in the beautiful works Lynx FJ driven at that time by Kevin Bartlett.

The other two were Ed Holly in the 997cc Brabham BT15 and Brian Lear in the beautifully presented 1965 Elfin Mono shown below. Another Paul Lewis photo.



Brian Lear in the Elfin Mono, resplendid as usual. Paul Lewis photo.

Ed got a little closer to Max McPherson's lap record as each race went by, but ended up with a clutch lever that had a huge crack in it and would not have made the start line for the last race



Ed Holly Brabham BT15 MAE screamer with video attached above rollbar. Paul Lewis photo.

had he have tried, seeing as the O records were smashed in the last race, who knows he may have almost got there.

Notable performances were put in by Wayne Wilson, who after contending with the Brabhams of Max Lane and Brian Wilson in the previous races, put in a fantastic effort in the last race to come in a creditable 5th and at a blistering 1:17.39. Wayne and I have had some great battles especially when I had the Elfin and this time for a pushrod 1600 is a full second quicker than we managed back then.

Also as mentioned it was John Bentley's first race meeting in the BT21. This car has been beautifully restored by Bruce Mansell and John was consistent at improving his times in the car over the weekend. John got down to a very good 1:22 and as we all know there is a big learning curve coming into single seaters, there is nothing like time in the cars to help get in the groove and John is well on the way. John still blames me for going into these wonderful little cars, but I think he always had a latent desire in this regard !



John Bentley using the power of the Brabham BT21 to pass the BT15 of Holly Paul Lewis photo.

Missing from the action was Peter Barclay who ran a bearing in private practice prior to the meeting and was unable to get it fixed in time.

All in all we had 20 starters including Formula Vees, bit of a skinny field, at least Wakefield in September is a round of the Formula Junior / Formula 3 series, so we will see an influx of these swelling the ranks. And then of course the Tasman Revival meeting in November should see the largest turnout of M and O cars ever.

The John Dawson-Damer race seen a couple of Group L cars invited that were part of the racing car scene in the 1960s era the Trophy which this race is for. One is the well known 1959 Cooper Climax of Richard Longes, the other a less well known car driven extremely well by David "Glum" Glenn. Now in his younger days Glum used to fly Hawker Hunters in the RAF, ask him about a low pass he did one day sometime. Well he drives his 1952 Anderson Special just as he did his beautiful jet, and managed to come home slightly ahead of the wonderful Cooper Climax. The Cooper Climax actually roared past my little BT15 at the start, and I knew that Glum wasn't far behind, and as I has suffered some embarrassment at the hands of Glum at a recent GEAR meeting I was hoping the Cooper could help. However it wasn't Glum that I needed to worry about, but John Bentley thought he'd get a slice of the action too, so now I really did have Glum to worry about. But John left the gate open at Robin Orlando and the Cooper ran a little wide at Energol, and the little BT15 managed to get away.



Richard Longes 2.5 Cooper Climax about to apex the corner at Energol Paul Lewis photo

Not many people would now know of Robin Orlando, but he was an engine builder specializing in “piston expanding” at the bottom of Taverner’s Hill at Lewisham where I went to high school. John Medley also went to this school. Unlike John my English has improved since school (I think), it had to, I never did pass it in all 5 years!! Back to Robin Orlando, he used to run various cars in the 60s but my favorite was an MGA twincam. Not sure why one of the Oran Park corners was named after him however, maybe John Medley might, what about it John ?



Geoff Vary in the Team shoestring Gryphon II. Geoff is one of the most regular O competitors and always has a smile on as a result. Paul Lewis Photo

Winton 08

The weather was as good as it gets at Winton with cool mornings and warm afternoons and not a drop of rain to be seen. Once again Richard Carter and the Elfin 600 were the combination to beat. Richard won all 3 races with Laurie Bennett in another of those wonderful Elfin 600s 2nd and Tim Kurchel in the Brabham BT18 3rd.

In group M Johnathon Williamson in the Lotus 22 Formula Junior was 1st for all 3 races, Ed Holly in the Brabham BT15 2nd for races 1 and 2. Ed spun on the first lap of the last race after an ambitious move didn't quite come off and fell out of the placings for the main event. 3rd in race 1 was Kim Shearn in the 1960 Lotus 18, a very pretty car in the traditional green and yellow Lotus colours. Bill Hemming looking after the Elfin Formula Junior was 3rd in race 2 and I think race 3, *looking after it* because it was being shipped soon after to the USA for Bill to enjoy some good old US of A hospitality. The results in the last race I am not sure of as Natsoft chose that race to omit the results.

Traveling with Bill will be Don Thallon with the MRC Lotus 22 and Roger Ealand with his Lotus 18. Now there just might be a few good stories come out of that trip, I'll keep you posted.

The M and O grid was combined with Formula Ford which gave around 30 cars, and as we know from the matrix this is not an ideal combination, however it worked pretty well, albeit the faster Group M cars were mixing it with the rear of the grid Formula Ford where a little inexperience can show.. Playing amongst his old buddies was Nick McDonald in a Birrana FF and his time in our type of cars is obviously why he led home all the Formula Ford in the first 2 races and I suspect the 3rd as well.

Formula Juniors and Formula

This year sees the inaugural Nereo Dizanne trophy award for the top F3 car in 2008 over selected rounds of a F3 Championship administered by the Formula Junior Association. Nerio, was a fabulous guy, loved racing cars from the M and O period and thankfully the Dizanne family have kept his cars, and donated a trophy in his honor for the Formula 3 Championship. *Don't forget the next round of the FJ / F3 series will be at Wakefield Park in September, and I know the HSRCA will make the Juniors and F3's very welcome.*



I would just like to briefly cover these Formulae as I saw it from the seat of the BT15. So, from a personal point of view it was great to have a chance to run as a Formula 3 car and be pitted against the Formula Juniors. Johnathon Williamson and I had 2 fabulous races, I spoilt the 3rd

with a spin on the 1st lap with cold tyres. The comparison is interesting, the chassis are pretty much equal, not a lot of advantage in a 65 Brabham BT15 car over a 62 Lotus 22 car. The Lotus has 5 speeds, and 1100cc twin Webers versus 4 speed and 1000cc breathing through a restrictor from one barrel of a Weber 48 IDA. Typically a Junior engine produces around 110bhp at 8,000 whereas an F3 “screamer” engine produces similar bhp but at 9,000+ Gearing is interesting, at Eastern Creek I geared the BT15 (1st you are stuck with) 1st .. 60mph, 2nd 80mph, 3rd 100mph and 4th 120mph all at 9,000rpm. It managed 8,900 in 4th !! or near as dammit 120mph, not bad for 997cc. The torque of an FJ engine however is superior.

Where the difference lay between the 2 classes, is that the FJs have a control L section tyre, and the F3s have any tyre available to Group M (or O if of that Group). L section tyres are inferior regards grip to any of the approved M and O tyres. ...So Johnathon would inch away down the straights and I'd be all over him under brakes and get held up through the turns But unless one or the other makes a mistake neither can get past. Johnathon did in the 1st race and I did sneak past, but I selected 4th instead of second at the end of the sweeper for a millisecond and that was all Johnathon needed to get the spot back. I still can't believe I did that. I would say on the longer circuits, maybe an FJ car would lap slightly quicker, on tighter circuits it would be the F3 with the advantage. But the run down the straight will see the FJ get in front and although these racing cars look pretty skinny, they can be made pretty wide when you are trying to get past. Did I enjoy it? ... you bet ... strangely my mate only took a couple of shots at Winton of M and O including this one



Ed Holly's BT15 briefly in front of Johnathon Williamson's Lotus 22 Paul Lewis photo.

The NSW rounds of the Championship start at Wakefield Park in September where it is expected to be given at least one dedicated FJ / F3 grid, then the last round will be at the Tasman Revival meeting at Eastern creek in November.

Lotus 18s

It is not generally recognized that these cars were so far ahead of their time in 1960 that all these years later they gave CAMS quite a headache. Group M covers the period 1961 to 1965 inclusive, right? That is correct. So why is a Lotus 18 classed as a Group M car when it dates from 1960 ?



Phillip Randall (20) in Philip Segat's Lotus 18 at Winton Paul Lewis photo.

The answer is simply that CAMS looked at the specifications of these cars and decided that they were indeed ahead of their time so they shifted them to be classed as a car built after 1960 !! So when you see these very pretty little cars, and bear in mind the Lotus 18 Formula Juniors are essentially the same as the Formula One cars, remember Colin Chapman and admire his ingenuity and the fact that these cars could easily have been Group L cars under other circumstances.

Seen at Oran Park in monsoon conditions 3 weeks before the meeting, was Peter Barclay. Obviously getting to know the OPGP circuit in time for the meeting last weekend. Peter told me he intended to do Eastern Creek 2 days later. Sounds like Peter is trying to make up for lost time. And I would like to mention the fabulous article he wrote in the Oily Rag in the Autumn issue of the Oily Rag ... *Unfortunately it came to nought as the Brabham engine ran a bearing and Peter was sidelined.*

thanks Peter.

PIT PATTER

Stop-press Mittagong based, David Reid has sold the Elfin 1500, the subject of the issue's Group M history to Doug Anderson. Now Doug also has an Elfin Catalina which is essentially the same car, and the Catalina is presently undergoing an extensive rebuild after an accident at Morgan Park. Doug just couldn't stand to be without one of these wonderful little cars and when he heard David had put his on the market, he simply had to have it. Doug, I can tell you as a previous owner that car is a fantastic machine, and it still hold the Group M under 1500 lap records at Eastern Creek and Oran Park GP

Jim Sullivan reports from the UK.

Well not quite, Jim Sullivan, who wrote for Racing Car News from January 1966 about all things in Britain and Europe made a visit to the Oran Park GP meeting. I caught up with Jim briefly, and he doesn't look much older than in photos from 40 years ago. Jim raced against my BT15 and Keith St John many times. Tells a great story about Roy James of the Great Train robbery and a couple of Keith's pit crew who were Keith's mates. Jim went to England after winning a driver to Europe scholarship sponsored by Geoff Sykes of Warwick Farm in 1965

and was to be mentored there by a racing identity who died whilst he was in transit. However Jim was quite resourceful and went on to be quite successful in F3, which arguably was the most competitive branch of motorsport at that time.



"Don't look at the camera!" At Brands Hatch, left to right, Brian Foley, Tim Schenken, Robyn Williams, John Martin, Jim Sullivan and John Reoburn.

Jim sent me a photo of Len Selby climbing over the top of him at Castle Coombe. And Jim describes the accident *"it was on the first lap of a race at Castle Coombe- and I was in the lead. Interesting thing was we could see the damage to the suspension etc - but had no idea of the distortion of the tyre until the photo appeared in that week's Autosport magazine. Then we found a little graze on the edge of the rim."* Len Selby of course has a car brokerage in the UK and in fact sold my Lotus 20 from it a couple of years ago.



It's a small world, when the Subaru Club published this photo in its Club magazine, Jim got an email from a guy in Forster (Jim lives on Bucket's Way) to say he was the flag marshall there!

Tech Tip ?

I have put a question mark here as I am not sure if this is a recognized way of doing things, but it works for me. Whenever I have replaced worn out uni-joints in the gearlinkage, I always found either I didn't get the bolt securing hole in exactly the right spot, or the previous fettler didn't get the hole in the middle of the shaft. I always seemed to end up with a degree or two of lost motion, and with a couple or three unis, this can amount to quite a sloppy gearchange. What I now do is make the holes in the uni as near as possible to perfect, then open up one hole to allow the cap head of its bolt to pass through it. Then when the cap head bolt is done up, it clamps the uni to the shaft, and no more lost motion !



Helmet Cam

I recently purchased on E-Bay a little camera called an ATC 2k or ATC 2000. Made by Oregon Scientific in the USA. it is designed to be stuck onto a helmet, which of course is not possible with what we do. These devices are incredibly light and are totally self contained, and waterproof to 3 metres.. They weigh under 5 ounces with 2 pencil batteries installed and record onto an SD card. At highest resolution they record on a 2 GB SD card for 1 hour. I first tried it at Eastern Creek in the BT15, mounted rigidly to and above the roll-over bar, unfortunately it didn't like 9,000 rpm and failed each time I used it. I mounted it on



a piece of hardish foam for Winton, and it worked a treat, great footage from every race. You can buy these landed at your door for around \$200 and a 2GB SD card is about \$15. The only other thing you need is 2 pencil batteries and these seem to last a long time, so its very economical to run. You can download the SD card to your computer, or play it back straight on the TV. Makes great viewing with quite acceptable quality. Look on E-Bay under helmet cam if you are interested.

Level measuring device.



Again on E-Bay these gadgets arrive at your door for around \$80. It is called simply a Digital Protractor. It measures to 0.1 of a degree, and great for checking cambers etc, although it may not be as accurate as a bubble camber checker, it beats using a 90 degree set square and measuring distances and drawing that onto a sheet of paper with a protractor to measure the final angle.

Spark Plugs

Was trying to find out some info on plugs recently so had a look at the NGK website. It is worth a visit if you have a bit of spare time. Can be found at

http://www.ngksparkplugs.com/techinfo/spark_plugs/techtips.asp?nav=31000&country=US

Zinc Chromate etch primer

I have found a supplier of this now very hard to get primer which is used extensively in the aircraft industry. You can buy it from Aviall Australia 453 Airport Avenue Bankstown. Aviall are aircraft spare parts suppliers and usually have a \$100 minimum purchase, but if you speak to Fran Ral on 02 97910511, she will be able to help. A 6 pack of aerosol (the only way it comes) works out at \$84 plus GST. You have to pick it up there, as it is a flammable liquid and cannot be posted. I have looked under the floor of many passenger aircraft over the years, a place that is very bad for corrosion, and this product is fantastic at preventing it on aluminum and I am told magnesium. However it was withdrawn from general sale many years ago for one very good reason, it is very toxic, and must be used with great care. I have used aerosols of this in the past, and I found that they would work for a short time then clog, so storage and continual agitation of the cans is a must, I think storing them upside down would possibly be of benefit, and to shake them occasionally in storage would help too.

Nuts and Bolts

Did you know we have as members in our Club, John Wright, Gary and Brett Hancock, and these guys run Gosford Bolts and Bearings. In a past life John built sports cars including a sports racer for the Australian leg of the World Sports Car series in 1984, the car was called the John Wright Special. John didn't win, but he did get to race against the like of the Rothmans Porsches in the period,

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now not too many of us can add that to our CV !! Gary too has been around race-cars and motors and now with son Brett, there is a wealth of info and willing help. So next time you need some bolts or bearings, give the boys at Gosford a thought ... or better still a call.

Car Histories

Guys, we used to have a folder listing car's histories for the use of the P.A. announcers, but this seems to have gone by the way some years ago. At the Oran Park GP meeting, we had Pinky doing the announcing, and he did a wonderful job. However he was really ad-lib all weekend, as he had very little to go on. What I would like to do is to construct a brief of all the M and O cars so that we are not in that situation again. So, could I ask you all please to do a HALF page dossier on your car, with a photo on the other half. Any more than a half page and we swamp them with too much info. You can send to me electronically or by mail and I will collate them and make sure they are available at each meeting. Those that don't won't get their cars talked about ... so it's up to you

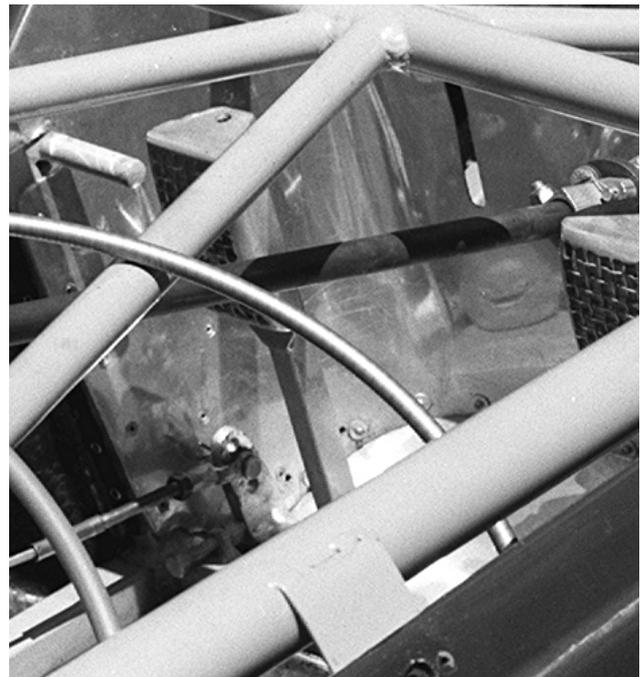
This Newsletter again features both a Group M and a Group O car. However the O car may be a little late and I will send later if it is.

The Group M one is actually currently for sale, being the Elfin FJ 1500 of David Reid, which David purchased from me in 2005. It is an interesting story in itself how this History story was put together.

When I bought it off Adam Berryman back in 2001, there was no doubt that it was an ex Match works car, however there was confusion, no lets say ... no real way of determining which of the 2 cars Match had from Elfin this car was. Even the great exercise book had one chassis overwritten by the other's !! It took me several years to nut it out, and the proof came in the shape of some wonderful photos that Dennis Terrill sold to me.



Note chip on top of LH spoke



Note holes that missed the chassis tubes behind

These photos were so detailed that actual weld pools could be studied in the 2 cars when they were photographed together side by side at Matich's garage soon after the famous Catalina race day in 1962 where Frank managed an unbelievable number of wins from almost as many starts. I have to say that the race numbers were changed to confuse anyone looking at the photos, however one car had a chip out of the paint on the steering wheel when it was raced that day. That chipped steering wheel identified which car it was in the photos even though the numbers had been changed around, and that car had a rivet run identical to the rivet run in my car, right down to a couple of holes that missed the framework behind and had holes adjacent. Also individual weld pools could be identified, so there was no mistaking this car was mine, and it turned out to be the 1500, not the Junior 1100 that Charlie Mitchell has in the West. This was at odds with the Blanden book, but in keeping with what Garrie had told Charlie when he bought the car. Charlie's car was the one Frank chose to keep and fitted the 1500 engine to, after "my" car was sold to Charlie Smith now with the junior motor in it. To say I felt like Sherlock Holmes would be an understatement, because I had lived and breathed the history of this car for all the time I had it. And I had a lot of help on the way, guys like John Ellacott, Peter Schell and many others gave me some fabulous photos of the car in period and so I set out to detail it's history. That story in the main is the one told of this incredible little car.

Tasman Revival Meeting 08

Kevin Bartlett is now our 08 Tasman Revival patron. This is rather fitting as Frank Gardner was our 06 Patron, and KB and Frank were long time partners in the Mildren Racing Team. Ron Tauranac has also come onboard as our Technical Advisor.

With less than 6 months to go, some of the planning is starting to come together. We already have expressions of interest for some very significant cars.

Amongst these are the Chris Amon Ferrari from 1968 which ran second in the Championship behind Jim Clark. Also one of the BRM P261's with the magnificent V8 engine that everyone still talks about as the best sounding engine ever to visit our shores.

Long time HSRCA member, and the Club's first treasurer, David Medley, has come on board to help in matters financial. The Australian Racing Drivers Clun who run Eastern Creek have come on board as joint partners, and they are very much behind the Tasman Revival because it presents single seat racing cars to the public much in the way they were 40 years ago. That is not to say other categories are diminished, but simply that they want to see the public have the opportunity to see single seaters as an alternative to what is being offered in recent times in conjunction with the touring cars and sports cars..

All competitors this time will pay for their entry in some way. The only ones who will get a freebee are those from the UK who missed out last time because of shipping delays.

Eastern Creek have some expertise in marketing motorsport events at Eastern Creek and have offered to assist in this regard. Already 2 press releases have been sent out. If you wish to receive these, please log on to the www.tasmanrevival.com website and fill in the E-News section. Ted Sherwood in Canberra is co-coordinating these releases for us. Our overseas correspondent, Paul Tilley is looking after a number of UK magazines and plans to come out for the meeting again.

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Negotiations are continuing to bring aboard a major sponsor, and we are hopeful of making an announcement in the short term. Meanwhile Shannons have kindly already offered their support to the meeting, what would we all do without them supporting Club motorsport ...

The Formula 5000s that will be a part of the Sandown meeting have approached us to run at the Tasman Revival. Negotiations continue, but we are confident that 25 or so of these exciting machines will now be a part of the meeting. In fact post the 2.5 litre era, the 5000s did run a more locally based Tasman Championship until the mid 70s.



Sir John Whitmore is once again coming out for the meeting, this time to not only run in Brian Caldersmith's Lotus Elite, but also in a Lotus Cortina. Sir John was one of those brave souls who piloted a Cortina down the bobsled slope in Italy at the car's launch! Sir John needs no introduction having run many times at LeMans in cars like the mighty 7 litre Ford GT40s.

Bumper stickers will soon be available, if you would like one please contact the Club.

We will have a presence at the upcoming CMC day at Eastern Creek and Muscle Car Masters. Can't wait to see the Muscle Car fans watch a Formula 5000 in full cry!

The Tasman Revival meeting will once again be over 3 days, with Thursday a private practice day. Friday will be practice and racing as per a Saturday, Saturday will be more racing and Sunday will see the main event for ALL categories. The main events will be for the annual trophies, and of course the feature event the Tasman Revival race itself. There will also be a parade of legends and a demonstration of significant cars. Who will ever forget the Tasman Revival race last time with John Smith and Spencer Martin running wheel to wheel for the entire 15 laps! With a lot of the legends there on the Sunday, it will be an opportunity for them to present their trophies to the winners of the various categories with much fanfare.

At the 06 event, electricity was supplied to all the marquees and the cost of supply was such we could have given everyone their own generator ! This year we will be asking those in the garages and carports to share their power points with those in the marquees please. Generally the single seaters will be in the carports and marquees and the sedans and sports cars will be in the garages. The cost to the Club of a marquee space works out to around \$350 and if electricity was added at the 06 cost this would become well over \$450.

Russell Windebank of Odyssey Travel will be looking after all the accommodation arrangements for the overseas competitors, and Odyssey Travel has also arranged very attractive packages for those who do not live in Sydney, and there is a link from the www.tasmanrevival.com website.

BRM P261 entry.

Overseas entries have been sent, and one of the first to reply is Andrew Wareing with his P261 BRM. I was a bit unsure of this car's history in Australia, so asked Paul Hamilton if he could elaborate. This is his reply As you can see it does have a very rich history and we are very fortunate that the owner is bringing the car out to the Tasman Revival meeting. And stay tuned for some other very exciting entries

Andrew Wareing's car is a P261 s/n 2615. It is one of 6 P261 F1 cars which BRM built in 1964/65 and first ran in the 1964 Belgian GP driven by Graham Hill. It was then Hill's regular car during the remainder of the 1964 season but was also driven by Ritchie Ginther in the US and Mexican GPs. In 1965 it was relegated to the role of team spare but Hill used it regularly for

testing purposes and also in the Belgian GP and some non championship events. It was also driven by Jackie Stewart in the 1965 Mexican GP but was not used in the 1966 Tasman series which was the first year BRM contested the series.

The car was sold to Bernard White at the beginning of 1966 and run as a private entrant in 2 litre Tasman form in the new 3 litre F1 events driven at various times by Rhodesian Vic Wilson, Bob Bondurant and Innes Ireland. It was then borrowed from White by the works team for use in the 1967 Tasman series in which it was driven by Richard Attwood at Levin (3rd), Piers Courage at Teretonga (DNF) and Lakeside (DNF) and by Chris Irwin at Warwick Farm (DNF), Sandown (4th) and Longford (3rd). It was then returned to Bernard White and did not



come back down under again. White was apparently pretty upset about the poor condition in which the car was returned to him after its busy Tasman season and demanded that the works give it a full rebuild!! In 1967/68 it was driven for Bernard White by David Hobbs and was lengthened and fitted with a V12 engine in 1968. It has now been restored to its original 1.5 litre V8 F1 form which is a bit of a shame as it would be nice to see it with a 2 litre or 2.1 litre Tasman engine.

BRM did bring a P261 V8 down for the 1968 Tasman series as well as the P126 V12s and it was used by Pedro Rodriguez in several races as the P126s were a brand new design being developed for the 1967 F1 championship and were a bit unreliable.

Well that's about it for another few months, don't forget this IS your newsletter and anything on MO matters will be gratefully accepted

Ed Holly
HSRCA registrar.

Finally On a very sad note this correspondence from Duncan Rabagliati yesterday. Australians who drove under the Ian Walker banner in the 1960s, include Frank Gardner.

IAN WALKER
died- 7-7-2008

I've heard an hour ago from Marcus Pye that the legendary Lotus racer, team owner and tuner Ian Walker passed away this afternoon (7th July, 2008). He was in his late 80s and had been suffering heart problems for some years. Nonetheless, he remained enthusiastically behind son Sean's racing to the last, and had responded with great interest to the invitation to attend the Formula Junior Golden Jubilee celebrations at Brands Hatch only a week ago.

Walker Sr raced and rallied, in club events to internationals, from 1956-1962. His early successes came in a Lotus 11 - thus it was inevitable that he became a good friend of marque founder Colin

Chapman - but the subsequent 17 model was less satisfactory.

In 1962, he formed Ian Walker Racing, a very well equipped four-car professional team - one of the first in the UK to be immaculately presented, with a flash transporter - which ran Lotus sportscars and single-seaters throughout Europe and the USA in familiar yellow colours. Drivers initially were Mike Spence [22/42 : now owned by Rudolf Ernst and promising Canadian Pete Ryan [22-J-50] in Formula Junior Lotus 22s, although Ryan lost his life at Reims. IWR's one-litre Lotus 23 sportscars were handled by up-and-coming Australian Paul Hawkins, and by Peter Ashdown/Bruce Johnstone.

Future World Champions Clark, Hill, Stewart were all seconded to the IWR team, which later ran a Formula Junior Brabham for Denny Hulme, and Brabham BT5 sportscars. In '63, Hill drove his IWR Lotus 23B to second place in the Canadian GP - a sportscar race - at Mosport Park.

The IWR team famously fielded the stunning 'Gold Bug' Elan 26Rs, which were very successful. It later developed its own aluminium-bodied Elan fastback, ostensibly for Jackie Stewart to race at Le Mans. It didn't get there, because it was crashed - at Montlhery I seem to recall. In '64, Clark debuted the first 4.7-litre V8 Lotus 30s, loaned to Ian Walker Racing-Team Lotus, in the Aintree 200.*

IWR closed in 1968, and its expertise was morphed into the Ian Walker Service garage group, which was renowned in the tuning field, a specialist supplier of uprated cylinder heads and the like. Soon respected as a manufacturer of automotive equipment, this enterprise laid the foundations of FAI Automotive plc, the UK's largest independent supplier of replacement auto parts, which son Sean has run for some years.

Ian Walker was a colourful, larger than life character, an engaging fellow whom everybody in the racing world loved and respected because he'd been there, racing alongside and with the greats. His team's standards of preparation, and particularly presentation, were ahead of their time. They inspired others to follow a path towards what is today's professional norm.

**Having won in everything from FF1600 to a Thoroughbred GP Lotus 87, Sean Walker returned to racing with a recreation of a 'Gold Bug, a few years back. He currently races an F2 March 782.*

To Mavis , and to son Sean and all Ian's family we offer our respects to one of the great names of the 60s