



Murray Sinclair over from NZ in his Chevron B16. Damian Petrie Photo.

sports journalist Simon Taylor), Peter Harburg's glorious Ferrari Monza, Russell Kempnich's Porsche 956C and German Hans Kleissl's Mercedes 300SL Gullwing, driven by former Le Man winner Vern Schuppan.

Whilst every race category has its keen followers, unquestionably the most popular is the Formula 5000 and Invited Cars category with 28 starters. When these thundering beasts took to the track, other competitors and pit crews join the throng of spectators on top of the pit building, while on the other side of the straight, spectators were several deep at the fence. Kiwi Chris Hyde in his McRae GM1 dominated qualifying, recording an outstanding 1:30.73, well clear of the redoubtable Andrew Robson (Lola T332) at 1:33.19

and Guido Belgiorno-Nettis in his beautiful ex-Alboreto 1.5 litre turbocharged Ferrari 156/85 (1:35.01). The Ferrari was not the only ex-F1 car in the field as Ian Ross gave the ex-Alan Jones 1.5 litre turbo Beatrice Lola-Hart an outing. Ross qualified 18th in 1:44.19, in the large field. Hyde's pole position must have pleased Kiwi former F5000 builder Graeme McRae who was present.

With eighteen NZ F5000 cars entered our scenic neighbour continues to be the F5000 capital of the world, but a Kiwi mechanic I spoke to in the pits was quick to scotch a scurrilous rumour that they were building new cars for the category! Hyde went on to dominate all the F5000 races during the weekend, chased hard by Robson. Behind them, the pecking order

was fluid, with battles between Kiwi Tom Richards (Lola T332), Englishman Peter Dunn (March 73A), Belgiorno-Nettis Stuart Lush (McRae GM1) and former Supercar race winner, and Patron of the Meeting, John Bowe in an Italian Costanzo/Hamilton Lola T430. By Race 4 the order had settled as follows: Hyde, Andrew Robson, Belgiorno-Nettis, Richards, Lush and Bowe, after some of the best of open wheel racing seen for years. Fittingly Chris Hyde set the fastest lap (Race 4), outstanding 1:30.12.

This year marks the 50th anniversary of Formula Junior and a large field of both front and rear engined examples was present, including local entries and from Great Britain, the USA and New Zealand. Locals Peter Strauss (Brabham BT6) and Jonathan Williamson (Lotus 22) set the qualifying pace in 1:58.55 and 1:58.8 respectively, followed by another Brabham driven by American Ned Spiel (1:59.43). In Race 1, Strauss, Williamson and Spicker finished in that order, followed by Speed-on-Tweed supremo Robson (Lotus 18) and Elfin Museum proprietor Bill Hemming (in an Elfin, naturally!). Saturday's Race 2 saw Strauss win again, followed by the improving Spicker Williamson, Queenslanders Don Thall (MRC 22 Ford) and the consistent Ealand Race 3 on Sunday was much the same with Strauss winning from Williamson, Spicker Thallon, Ealand and Hemming. In the final event, Strauss cleaned up yet again.





Stephen Bell (Torana XU-1) and Geoff Taylor (Mustang) hard charging around the Phillip Island circuit. Damian Petrie Photo.

Dymond.

Another crowd pleasing category is Group Nb and Nc Touring Cars. In the over three-litre category, Darren Pearce put his Mustang on pole with a 1:52.02 qualifier from Scott Slater (Torana GTR-XU1) in 1:52.73 and evergreen John Mann (Mustang) in 1:52.97. Pearce won Race 1 from the Camaros of Darren Collins and Ron Moller, followed by Slater in the XU1 and the Mustangs of Darrel Hansen and John Mann. This quartet dominated Race 2, followed by Alf Bargwanna (XU1), John Harrison (XU1), and Michael Hibbert (Charger). Another close battle ensued in Race 3, won again by Pearce from Moller, Collins, V8 Supercar enduro ace Glenn Seton (Capri), Slater and Simon Phillips (XU1). We had to wait until the final race for a changing of the guard, with Moller coming through to win in his Camaro, also recording the fastest race lap for the weekend of 1:50.04. Pearce was second, followed by Seton, Collins, Phillips, Slater and Ray Challis (XU1).

In the Nb and Nc under 3 litre category, Greg Malaure took pole in his Cooper S in 1:57.39, from Ben Read (Mazda RX2) in 1:58.12 and Paul Cruse (Ford Escort) in

1:58.86. Malaure took Race 1 from Chris Smith (Alfa), Read, Cruse, Kirk Davis (RX2) and Mark Johnson (911). Smith prevailed in Race 2 from Malaure, Read, Cruse, Johnson and Garry Edwards (BMW 2002). A very serious start line shunt occurred in Race 3, destroying three cars and I understand caused injuries to drivers

(see below). In the final race, Malaure continued on his winning way, from Cruse, Johnson, Davies, Errol Stratford (Escort) and Jason Armstrong (Cooper S).

I did not see the start line collision mentioned above, but I saw a similar accident in the Groups A & C event the previous year, which resulted in two destroyed



A fine study of American David Fenton's Lotus 18 JR with what looks to be Don Thallon's MRC 22 Ford behind. Neil Hammond Photo.

Phillip Island *Continued*

cars and drivers needing hospital treatment. I was also in a Group S race last year at the Island, which was started (unbelievably) with a car immobilised at the front of the grid. Fortunately everybody managed to miss it. Perhaps rolling starts should be tried in big crowded fields, before somebody gets killed.

On a happier note, let's turn to M & O Sports & Racing. The field comprised a variety of small sports cars and open wheelers from the sixties, plus some heavy metal in the form of Max Warwick's 4.8 litre McLaren M1A and Keith Berryman's 4.7 litre Matich SR3. The 1.6 litre Elfin 600B Formula 2 cars of Richard Carter, Laurie Bennett and Herb Neal dominated qualifying, with Carter well clear on 1:41.72 from Bennett 1:44.14 and Neal 1:44.72. Eleventh fastest was the familiar figure of John Bowe at 1:47.97 in a Brabham BT14. Carter failed to finish Race 1, which was taken by Bennett from Neal and Ray Stubber (Brabham BT29). They were followed by Max Brunninghausen in his lovely Chevron B8 sports, Calven Bonney (Macon MR1) and Tim Kuchel (Brabham BT18). In Race 2 the order was Carter, Bennett, Stubber,

Neal, Kuchel and Murray Sinclair (Chevron B16). Come Sunday and Carter again dominated, winning both races 3 and 4. In Race 3 he was followed home by Bennett, Neal, Stubber, Bonney and Sinclair. The final event saw another easy victory for Carter, followed by Stubber, Bennett, Neal, Brunninghausen and Sinclair. Carter's best lap during Race 2 of 1:39.53 was the fastest for the category during the weekend, but interestingly Ray Stubber also recorded a very fast 1:39.81 in his drive to second place in the last race. These are seriously quick times for 40 year old cars.

Space does not permit a detailed discussion on the Regularity events but the machinery was superb and, in case anybody thinks they were lapping slowly, it should be noted that fourteen Division 2 Regularity competitors qualified faster than the two slowest F5000 runners!

Finally we had the relatively new category of Groups A & C Touring Cars, bringing together race cars from the exciting and varied era prior to V8 Supercars. On pole after qualifying was Rod Markland in the Nissan GT-R on 1:47.28, followed by Robert Tweedie's Ford Sierra

RS500 (1:47.86) and Michael West's Commodore (1:48.30). Race 1 was dominated by Tweedie from Markland and David Holc (Holden VL), followed by Gary Collins (Holden VC), Norman Mogg (Holden VL) and Roger Townshend in his glorious Ford RS 2600 Cologne. Race 2 saw the same first three finishers, followed by Townshend, Mogg and Mike Roddy in the Jaguar XJS. In Race 3 it was again Tweedie, Markland and Holc dominating, with Tweedie setting fastest race lap for the weekend of 1:46.04. Townshend, Neville Butler (Mustang) and Roddy were next to finish. Godzilla came into its own in the final race, helped by Tweedie's Sierra failing to greet the starter. Markland cleared away to win from the consistent Holc, Townshend, Butler, Roddy and Collins, leaving many spectators misty eyed at the memories of great Bathurst races in the past.

As one of the 500 or so competitors, I would like to thank the Victorian Mini Club, the VHRR, Shannons and the large number of officials and administrators who helped conduct this outstanding meeting.

Richard Batchelor



Photo by Max Warwick. From left to right: Neal Bennett (Elfin 600B), Peter Johnson (Brabham BT6), Max Warwick (McLaren M1A), Keith Berryman (Matich SR3), Rod Markland (Nissan GT-R), Robert Tweedie (Ford Sierra RS500), Michael West (Commodore), Gary Collins (Holden VC), Norman Mogg (Holden VL), Roger Townshend (Ford RS 2600 Cologne), Neville Butler (Mustang), Mike Roddy (Jaguar XJS), David Holc (Holden VL), Laurie Bennett (Elfin 600B), Richard Carter (Elfin 600B), Calven Bonney (Macon MR1), Tim Kuchel (Brabham BT18), John Bowe (Brabham BT14).

M&O Racing Report *Continued*

which can be found on page 28 of this issue. PI was Peter's 2nd ever race meeting, and he gives a great insight into what we all went through early in our single-seater exploits. It is a must read.

Formula Juniors Trans Tasman Event

The Formula Junior boys have had a fabulous series, starting in New Zealand for 2 rounds and then coming over to Victoria for 2 rounds. Can I refer you to the HSCRA website for a fantastic report by Dick Willis on the NZ start of the series. Unfortunately for Dick it was not a fairy tale trip, as the Ausper's engine misbehaved terminally after just a few laps of practice for the first event. Don Thallon's little Cooper was going so well, one of the New Zealanders decided he had to have it, upshot is that Don raced the Australian legs in the MRC Lotus 22, having bought it from Murray Bryden. Speaking with Kelvin, he says that there could easily be 42, FJ and F3 cars online for the Tasman Revival Event.

Kelvin reports on the series:

The 2008 Junior Tasman Series was arranged to celebrate the 50th Golden Jubilee Anniversary of the international Formula Junior racing car that originally raced in the period between 1958 and 1963. The series comprised three races at Pukekohe NZ, Three at Taupo NZ, Two at Calder Park Vic and four at Phillip Island with the grid split into three categories comprising early front engine cars, rear engine drum brake and rear engine disc brake cars. Each competed equally for points to win the prized Gold cup on offer.

The overall winner and recipient of the Gold cup was Clive Wilson from GB with a perfect score, driving his very competitive 1960 front engine Mk2 Lola with alloy Costin body. Second overall, and winner of the disc brake class was Peter Strauss in a BT6 Brabham, followed by Bill Hemming driving his recently acquired Elfin into third position, and winner of the drum brake class.

Of the 50 cars that contested the series, 27 were Australian owned and driven and 14 of these Aussie cars crossed the Tasman Sea in January to contest the early NZ rounds, where they had mixed success due to the fragile nature of their highly tuned 1100cc engines. By the time they were to compete in the local events, all

capability using that true Aussie spirit of late nights in the workshop.

At each circuit the commentators and spectators agreed that the racing was some of the best seen in recent times with cars passing one another, and at Phillip Island there were 3 cars belonging to Australian Peter Strauss, Englishman Jonathan Williamson, and American Ned Spieker contesting the lead side by side on the straight, lap after lap.

Family Day and No-Frills Club race meeting

In February the Club held a Family Day and a No Frills race day at Wakefield Park. The Family Day went well with a record entry and the No Frills race day went off fabulously. When you think of the Tasman Revival meeting as a big event, a No Frills meeting is about as diametrically opposed as you can get. I have been to most of the 30 odd GEAR days and the atmosphere at our No Frills meeting is the same. Smiles all the time, a minimum of officialdom and the emphasis definitely on FUN. For instance, practice was just that, not qualifying, just practice. There were no time sheets, if you wanted pole position, just plonk yourself there on the dummy grid. The on-track racing was fast, furious but surprisingly courteous. Seems that those interested in the FUN aspect of our sport are the main ones that turn up. Not being a Historic Race meeting means all sorts of things get a run, even replicas and a couple of the family hacks went very regularly!

Tasman Revival

Work on the Tasman Revival meeting continues apace. From the scuttle butt around the camps, I would not be surprised to see 3 grids of 1960s open wheel race-cars there at the end of November. Interest seems keen from all quarters, Eastern Creek especially are keen to join us as they have done with the Muscle Car Masters.

CAMS Grid Mixing Matrix

CAMS have produced a matrix for guidance of Race Promoters. It shows which groups they believe are most compatible and can be run together. It also shows other groupings that can happen, but requiring a risk assessment. At a couple of upcoming race meetings, some of

approach the organisers to try to get our viewpoints across for M and O racing. I did this and certainly when I spoke with each of them, they were aware of the matrix and its implications, which is much to our advantage. Both of them took on board our requests and appreciated the input. A brief rundown on what it means. Firstly M and O racing together is the first option, then in with M and O sports. If M and O are split, M can be joined with JKL and O with M of course then P and Q. Any other combination of our cars requires a risk assessment.

Next Newsletter

In the next M and O Newsletter, the 2 cars to be featured will be Col Haste's Brabham BT2 and Paul Hamilton's Elfin 600. Both these cars have had magnificent careers and both guys have gone to great lengths to detail the history of their cars. Speaking of the next M and O newsletter, I intend to have it out after the Eastern Creek meeting, so sharpen your pencils, I want plenty of input, otherwise its shoulder tapping time.

Stronger Universal Joints

There have been some output shaft failures in recent times. The universal joints to avoid are definitely the ones that are hollow with a grease nipple, they just do not work in an output half shaft (axle) on rear engine race-cars. There has always been a solid variety and these are the ones to use, however a couple of guys have sourced and even better 1300 series uni (or cross as the fettleers call them). So if you have grease nipples in any of your 1300 series crosses, think about replacing them with these units sooner rather than later. The following info was supplied by Richard Carter.

Excellent idea to let people know. They appear to be a great unit. Talk to Colin Hancock, Manager, Hardy Spicer at Moorebank NSW (02) 9600 6333. He is very helpful. The cross joint is made in Germany and is "Industrial Strength". It does not have a hole drilled for a grease nipple which is the weak link in the standard unit. It is suitable for the "1300" series.

Part No: K5-A727SE. Cost is around \$100. Colin was suggesting that he may keep stock otherwise he will bring them in from Germany.