

GEAR SELECTOR



The Newsletter of the GOLDEN ERA AUTO RACING CLUB QUEENSLAND INC. PO Box 5280, Kenmore East. 4069 www.gear.org.au

The Golden Era Auto Racing Club promotes the preservation of the racing & sports cars of the golden age of Australian motor sport.

GEAR organizes non-competitive Drive Days for the pleasurable use & enjoyment of the cars in a safe, regulated, affordable and social motoring environment.

In Gear....

News, views and updates from President, David Chilton:

Hello Members

Our first meeting for the year got off to a great start. We had 77 drivers in four groups, with over a quarter of them in the Invited Clubs group.

The pit area was buzzing, and with the cafe' in the middle of all that activity, visitors sipping a coffee were seated in a prime position to enjoy all the fine machinery lined up waiting for a run.

The event went well, with a quick shower passing through during the second round. It was a warm day, but the breeze made the shade very comfortable. All the entrants got their expected 4 rounds of 15 mins each.

Jonno reported that it was necessary for him to have a quiet word with four drivers during the day, and he was satisfied that those spoken to had subsequently modified their behavior. This is a good result, but a better one would be that all drivers conduct themselves as they had agreed to when signing up at the start of the day.

We had our last Lakeside day under Jonno's control. He is leaving to take up a similar position at Morgan Park. So we will see him and Kayla up there next month. Thanks Jonno and Kayla for looking after our club track days since Lakeside separated from QR.

Next month (Wed 8 Mar) the club has accepted an invitation to join the WDSCC on their mid-week practice day. The hope is that our members will enthusiastically

GEAR SELECTOR NEWSLETTERS WILL BE ISSUED AFTER EACH TRACK DAY!

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support this event. If that happens, the Committee intends to organise a full GEAR day later in the year. Imagine our Club running at three different tracks throughout the year. Please come along and show your support.

*Cheers
David*



GEAR QLD DATES—till Jun 2023

Wednesday	8 March	Morgan Park <i>(joining WSCC's Practice Day 9am – 1.00pm)</i>
Thursday	23 March	Qld Raceway
Thursday	20 April	Lakeside Park
Thursday	18 May	Qld Raceway
Thursday	22 June	Lakeside Park

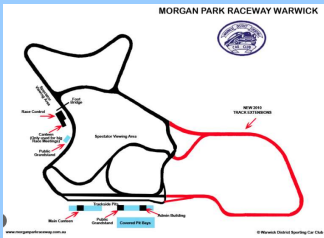
Event times

Lakeside Park 9.00am – 4.00pm

Morgan Park 9.00am – 1.00pm

Qld Raceway 8.30am – 12.30pm

Also published on <https://gear.org.au/calendar/>



Editorial

Hey Racers

What a great start to 2023—once again, it was a great turn out, plus awesome to have the Invited Club groups join us on the track.

And what a fun day on the track it was, thank god my wipers worked as I was one of the lucky ones caught on the track when the light shower hit us. Once my race was over, I was also one of the many who chilled out by the café and enjoyed a nice hot coffee and muffin!

What's changing..... well, I am in the process of revamping the newsletter – so you will notice a change in the upcoming months. Also, if there is anything else you want to see in your newsletter, please reach out and let me know, as I'd like to hear your ideas. And if you are interested in selling your car etc. – please just send me an email with the details and some photos (and of course your phone number/email) and I will include it in the classifieds section.

I'm also interested in featuring stories about your cars.....as they all have their own unique stories which we would love to hear. Thanks kindly to Paul Cuthbert who provided the history about this 1959 Austin Healey Sprite which is featured in this month's Toolbox Talk.



Karly Miller – Editor

Email – Karlymiller77@hotmail.com

Eat—Sleep—Race—Repeat!



GEAR Committee



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GEAR Website: www.gear.org.au



Qld GEAR Drivers List – Green Group

Membership Number	Name	Car	Colour	Group
4	Richard Andrews	Jaguar	Black	Green
343	Gregory Houghton	Jaguar	Red	Green
509	Ross Johnson	Morris	BRGreen/ White	Green
558	Ian Wakely	Leyland	Red/ white	Green
588	Ray Retchless	Morris	Blue	Green
714	Paul Cuthbert	Austin Healey	Green/red stripe	Green
734	Raymond Hammond	Ford	Blue/White	Green
735	David Blyth	Ford	White/Blue	Green
775	Michael Paine	Leyland	Red/white	Green
792	Gordon Morrison	Ford	Red/Gold	Green
800	Stephen Ziu	Triumph	White	Green
839	Ross Cuffe	BMW	Cream	Green
865	Steve Denby	Morris	Blue/White	Green
893	Karly Miller	Mazda	Gold	Green
931	Peter Mac	Bolwell	Orange	Green
949	Gordon Ross	Ford	Yellow/Red Stripe	Green
952	Darryl Worth	Ford	Grey/White	Green
972	Roger Bennetts	Jaguar	White	Green
994	Chris Cuffe	BMW	White	Green
1001	John Pemble-Smith	Holden	Turquoise	Green
1014	Kees Van Der Horst	Westfield	Copper	Green





Qld GEAR Drivers List - Yellow Group

Membership Number	Name	Car	Colour	Group
202	David Christy	BMW	Silver	Yellow
269	Campbell Anderson	Lotus	Jaffa	Yellow
399	Mark Davies	Porsche	Black	Yellow
468	Bob Bear	MG	Green	Yellow
472	Barry Evans	MG	Green	Yellow
484	Robin Fleming	Morris	BR Green	Yellow
501	Perry Dayas	Porsche	White	Yellow
515	Daryll Searle	Triumph	Red/ White/ Blue	Yellow
592	John Kean	Ford	White	Yellow
600	Stan Adler	Porsche	Blue/Yellow	Yellow
619	Steve Jeffs	Holden	Grey	Yellow
637	Trevor Hill	Ford	White	Yellow
643	Ray Law	Ford	Blue	Yellow
721	Mel Cason	Alfa Romeo	Red	Yellow
733	Damien Coston	Pontiac	Black	Yellow
789	Jon Kendall	Holden	Black	Yellow
795	John Gillingwater	BMW	Orange	Yellow
836	Trevor Bassett	Ferrari	Red	Yellow
870	Keith McClelland	Ford	Blue	Yellow
901	Damien Daly	Datsun	Blue/Orange	Yellow
912	Wayne Aherne	Ford	White	Yellow
953	Philip Larsson	Porsche	White	Yellow
976	Steve Scales	Chevrolet	White/Orange	Yellow
1011	John McLennan	BMW	Yellow	Yellow





Qld GEAR Drivers List – Red Group

Membership Number	Name	Car	Colour	Group
153	Richard Croston	Mallock	white	Red
355	Phil Charles	GRD Nota	Blue	Red
361	John Barram	lotus	Green	Red
467	Thomas Lane	Mercedes	Silver	Red
523	Craig Carlson	MG	Green	Red
605	Neil Sivyer	Elfin	Green	Red
653	Jim Andrews	Elfin	Silver/Black	Red
833	Edwin Brady	PDR Elfin NG Replica	Red/white	Red
908	Neal Bolam	Formula Vee	White/Stars	Red
926	Rodney Duffield	Nimbus	Maroon	Red
1004	David Morgan	Lola	Blue	Red



Pit-happens

More photos online: https://rossjohnsonphotography.zenfolio.com/gear_2022





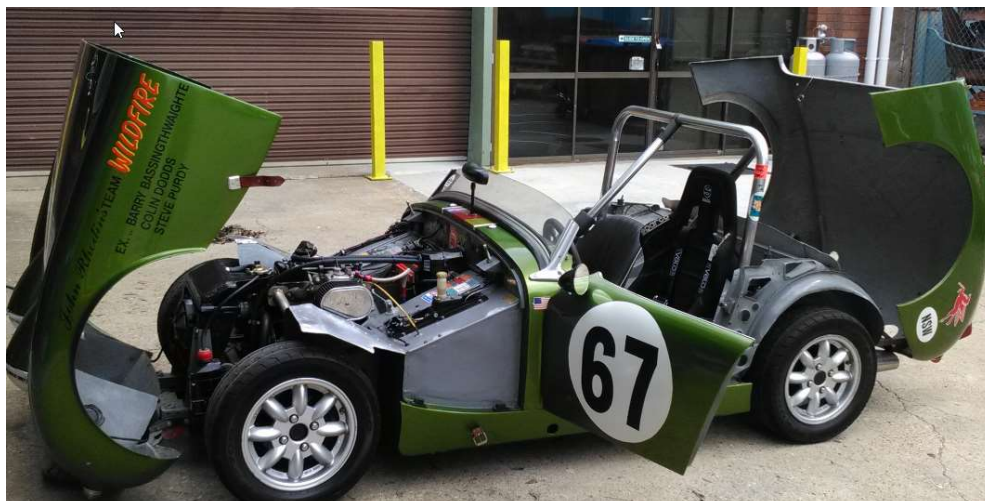


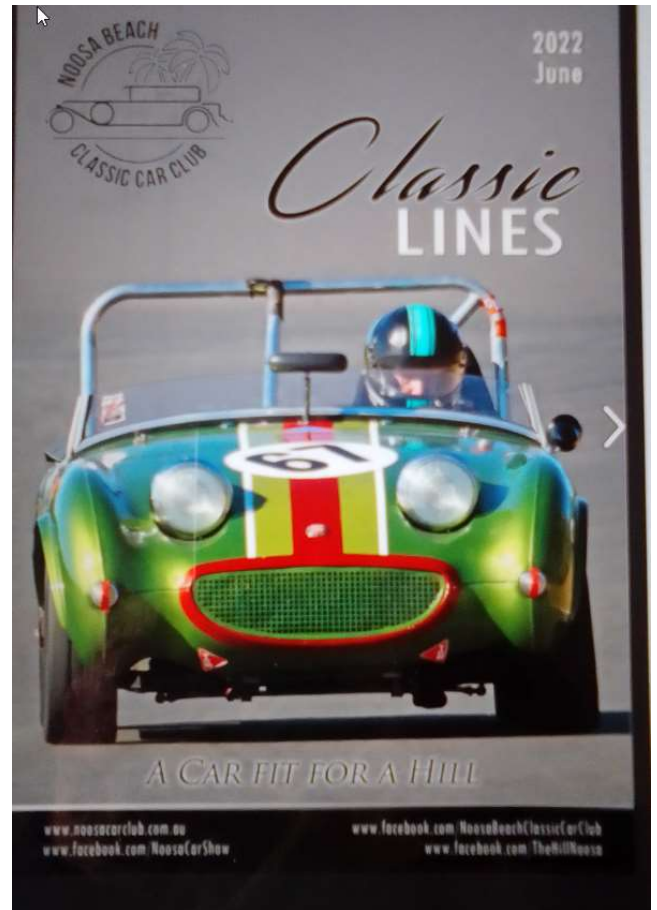
The Toolbox is a 1959 Austin Healey Sprite built in the UK and exported to the USA in June 1959.

- Barry Bassingthwaight found the car in May 1966 in a Californian car lot, unloved with a blown motor.
- He bought the car and set about turning it into a racer. By January 67 the work was done, and it was approved for SCCA racing.
- In 1967 Barry raced throughout California and Northern Mexico and was usually at the pointy end of the field.
- December 67 saw Barry and the car come to Australia; his first race was at Warwick Farm where he was no match for the more highly modified local cars. He would have to make changes to be competitive.
- The car lost weight and added disc brakes. In January 68 Barry got a CAMS logbook for the princely sum of \$1!
- Early 1968 Sydney car dealer John Rhodin formed Team Wildfire. Wildfire was a new range of metallic paints that Dulux was keen to promote. Team Wildfire was Barry in the Sprite and Dennis Cribben in a Lotus 7 with matching paint schemes on cars and helmets.
- The teams first outing was the Easter meeting at Bathurst where both cars did well. At its next event Barry had a bad crash and the rebuild took a long time. Then once repaired, unfortunately another crash and the car was a wreck.
- Fast forward to the mid 1990's, Colin Dodds of "Sprite Parts" in Sydney located and bought the wreck and set about restoring it.
- 1995 saw the car in grey primer racing at Amaroo. Colin approached Dulux about Wildfire paint, but their computer records didn't go back that far but a former employee had archived the paper formulas and they were able to produce the paint which they donated to Colin.
- During the 90's and into the 2000's Colin continued to race the car. The highlight being the Healey International Challenge races which supported the 1997 Bathurst 1000. The world's best Big Healeys came to take on the local Big Healeys and Sprites.
- Colin was 5th outright and he is still the fastest Bugeye driver around the mountain.
- A Sprite enthusiast had been pestering Colin for years about selling the car. Colin relented in 2007 and sold him the car.
- Then it was sold again in 2016 to a Spridget racer from Northern NSW. But as he already had too many race cars, and wanted to find someone that would use it. He phoned my brother Phil and we went and had a look at it.
- One look at the car and the reams of history that came with it and we were hooked.
- From 2017 to date we have raced the car and driven at GEAR days.

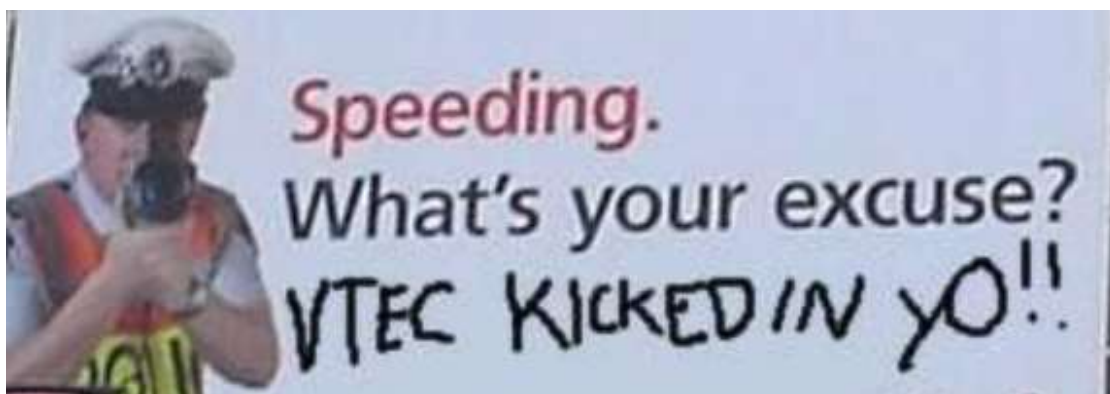
Over the last few years we have picked up many trophies and twice been HRCC Group T champions with this lovely car this may change soon when the Group T cars in the MSA pipeline get their Log Books. As they say.....never let the truth get in the way of a good story so this old driver will be telling the grand kids what a champion driver he was!!

When Colin was restoring the car it was in his workshop with the bonnet tilted forward and the rear bodywork tilted back a friend of his said 'with the car like that and the roll bar in place it looks like an open "Toolbox".'





Some car jokes to accelerate your day...



CLASSIFIEDS – Check out what's for sale

1968 Lotus Europa S2 - \$35,000



A stunning example of a classic mid-engine Lotus Europa Series 2, delivered new in Sydney in 1968. It has had two owners in the last 30 years and is in very original condition, including the Jim Clarke gear knob!. It has travelled a genuine 68k miles on the original motor that been meticulously cared for. The tyres and suspension were refreshed in 2019 and the brakes upgraded, with discs now fitted all round.

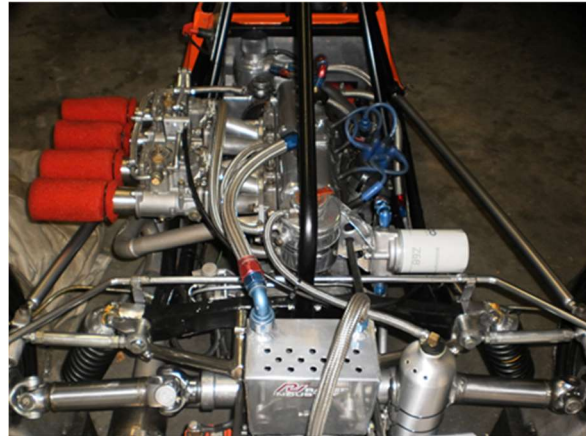
This 'black badged' Lotus Europa S2 features the 1500c Renault motor and gearbox, pepped up to 85 bhp. Driver comfort improved in the S2, with the fitment of adjustable seats and electric windows.

A great GEAR car! Price - A\$35,000 (offers considered)

Contact for further details: Ian – 0418 500 205

NIMBUS FORMULA 3

BUILT BY DOUG TREGROVE 1969 CHASSIS NO 14 (COD)
ENGINE TOYOTA 3K. RECENT PROFESSIONAL REBUILD. GEARBOX. HEWLAND MK 8-9
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If interested, Max may be contacted on 0418 751 960 or email to maxpearson@cliplyn.com.au

■ Max Pearson Offers for Sale **FOUR EXAMPLES OF MOTOR RACING HISTORY**

The Mildren Waggott as driven by Max Stewart

This car is the second most trophied open wheeler racing car in Australia behind that of Frank Match.

Originally built by Bob Britton for Alec Mildren Racing it is without doubt one of Australia's great open wheeler racing car icons.

Included in its history are:-

- 1967 - Max Stewart's first Australian Drivers' Championship
- 1969 - Australian Formula 2 Championship driven by Max Stewart
- 1970 - Second in the Australian Drivers' Championships
- 1970 - Tasman Series
- 1970 - Australian Formula 2 Championship driven by Max Stewart
- 1971 - Max won his second Australian Drivers' Championship against the might of the F5000s.

Also raced in the Singapore, Kuala Lumpur and Japan Grands Prix

The Mildren Waggott has gone through a complete and exhausting reconstruction to its original condition from the tube frame up by David Kent. No cost has been spared on this process representing another proud and magnificent historic Australian motor racing car.



Elfin MR5 Formula 5000

This is the Elfin MR5 that was driven by Max Stewart in the later 1972/73 Tasman Series and Australian Drivers Championship

A great car fully rebuilt by Murray Sinclair in Christchurch, New Zealand during 2012-2016 with motors prepared by Rod Collingwood. Maintained in Australia by Alan Matthews and David Kent.

This truly historic car is ready to race with its CAMS 'Gold' Certificate of Description and is priced at \$185,000 to encourage a great opportunity for a new owner/driver as an introduction into F5000. Supplied with two motors (RMG12 and RMG20) and wet weather rims. Plenty of spares available.



1967 Brabham BT23 Serial Number 3

This car is one of three works cars prepared for the 1967 European F2 Championship.

The three cars were driven by Jack Brabham, Denny Hulme and Frank Gardner. Only nine Brabham BT23s were built and from the learned advice from Andrew Fellows and Bryan Miller just four are still in existence.

We are prepared to negotiate and assist a new buyer in formalising a new CAMS' CofD or HTP papers.



1969 Brabham BT29 Serial Number 14

This is my much loved Group 0 BT29 that was prepared by David Kent and generously and expertly maintained by Alan Matthews.

With its Log Book and CAMS COD it is ready to race and is a delight to drive.



Trailer

Dual F5000 and/or Brabham BT29 open wheeler transporter/trailer.

Built by Allweld, Maryborough, Qld. this five year old 7.5 metre trailer consists of an all-aluminium frame, body and rear ramp loader.

All electric complete with solar panel, it features an integrated electrical charging facility including an electric rear load door, electric winches and 240v power points.

It also comes with a standby generator, air compressor, "BULL-DOG" hitch height assist and a "HITCH EZE" coupling. With a distributed load capacity of 1-5 tonne it is ready to rock and roll.



0418 751 960 • maxpearson@cliplyn.com.au

CENTAUR The very first (~1960) Centaur is for sale



Built during the years 1959-1960, this car is the first of a number of Centaurs, of various types, including the Australian GT Championship winning Centaur GT.

Having been sold to make way for Centaur IV, the car was raced by a number of owners, both for a short time in Victoria and more generally in Queensland.

An extensive rebuild was undertaken around 2008, during which the specification was returned to that of the early 1960s, using a 105E Ford motor and gearbox, and BMC A-Series rear axle assembly.

A 1973 CAMS logbook is available.

Photo records of the rebuild are available.

It is pictured as run at GEAR days.

It is for sale with sundry spares and tipping trailer.

For further details contact Tim Harlock

Phone: (07) 3870 1842

Email: tdjhsrf@bigpond.com



Ready to race, extremely reliable
Raymond Mays Head
230HP Engine
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RX7 Series 4/5 Ventilated Disc Brakes All Round
Toyota LSD 30 Spline Axles
Custom Aluminium Radiator and Fuel Tank
14 x 7 ROH Pro Sprint Wheels
Yokohama AO 50 Tyres
The list goes on and on.....
Happy to answer any questions
Open to offers!
Please contact David for more info
daveguymer@hotmail.com

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Phone: 0409 631 386 or 07 3286 8109



WANTED

Coil Over Springs – 300mm (12inch) free length, 65mm or 2.5inch bore, 200 or 225 pound.

Coil over springs from your never to be used spring box, all and any brands you may have. I am in Brisbane and have a pair of 300 pound and a pair of 400 pound to exchange or sell.

Please contact Jeff Cranny on 0406 709 719 or jeffreycranny@gmail.com



GEAR SCRUTINEERING CHECK SHEET

Drivers take full responsibility for the safety and roadworthiness of their vehicle. Please check the following items and sign the statement below.

ITEM DESCRIPTION	YES	NO	N/A
Brake lights working			
Firm brake pedal			
Brake fluid level- DOT 4 or better			
Flexible brake lines- not cracked			
Pad / lining thickness OK			
Battery secure			
Catch/overflow container fitted			
Fuel cap secure			
Bonnet secure (2 independent systems)			
Throttle springs – 2 fitted			
Fire extinguisher fitted			
Wheel nuts secure			
Tyre inflation correct			
All four tyres above wear marker			
Wheel bearings secure			
Wheel centre caps removed			
Seat and seat belt secure			
No loose objects inside vehicle			
Lamp glass protected (Tape)			
No oil or fluid leaks evident			
Rear vision mirrors effective			
Tail shaft restraint fitted			

I have inspected my vehicle as per the above checklist and I present my vehicle in the safe condition as required for a GEAR event.



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