

OCTOBER 2022



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 the President, David Chilton:

Hello Members, Our September meeting at Lakeside Park had 53 GEAR entrants, 14 invited club entrants and a large cohort of interested spectators and visitors. The day ran smoothly and our Clerk of the Course, Jonno, was happy with how the event unfolded.

The sign on was slightly less chaotic with more entrants registering online. It could be even better if more people take advantage of this convenient option.

The invited club experiment is working. We have learnt though, finding a single club that can turn up with sufficient numbers, midweek, is near impossible.

We ran with four groups, Green, Blue (and Red combined), Yellow and Invited. All entrants got their allotted hour track time and plenty of passenger laps were completed at lunch time

Please come and join us in October for our last meeting at QR for the year. Remember, the AGM will be held before the drivers briefing.

Cheers,

David

NEWSLETTER EDITIONS FOR 2022.....

Gear Selector Newsletters will be issued after each track day. At least that's the plan.

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Editorial

G'day folks,

Another great day at Lakeside Park with more interesting cars on display and on track. The Mustang and Falcon Sprint certainly providing some great on track action for entrants and visitors.

Please note the **date for the AGM**, which will be held at our **October 20** meeting at Queensland Raceway, prior to the drivers briefing.

Let's see if we can get a good roll up at the last QR meeting for the year in October.

I am stepping down as editor and this will be my last newsletter. I thank all the entrants for their attendance at events, as without them I would have nothing to write about. Special thanks to Ross and Allan for the excellent photographs they produce every round. Also, thanks to the committee for allowing me the opportunity to edit the newsletter for the past couple of years. Hopefully readers have had a bit of fun along the way.

I will finish off with some of my favourite pics from the past year.

See you on the track!

Doug Matthews – Editor



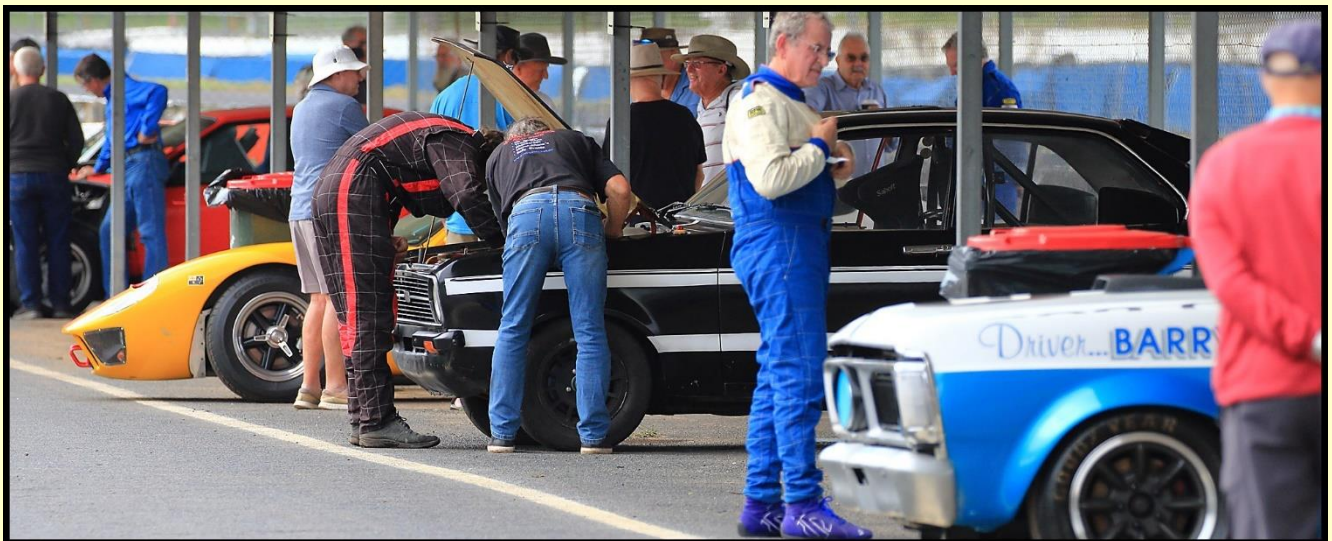
GEAR QLD DATES 2022

| | | |
|----------|--------------|---------------|
| Thursday | 20/10/2022 | Qld Raceway |
| Thursday | 17/11/2022 | Lakeside Park |
| Thursday | TBA /12/2022 | Lakeside Park |

**ANNUAL GENERAL MEETING
20/10/22 QLD Raceway**

CHRISTMAS LUNCH TBA Lakeside Park

PLEASE NOTE:- The date for our Annual General Meeting will be October 20, 2022 held at our Queensland Raceway GEAR Meeting. The AGM is held before the drivers briefing so make sure you arrive early. Remember it is your club so take an interest and be involved.



Drivers List – GEAR Lakeside Park September 2022

| Member No | Name | Car | Colour | Group |
|-----------|--------------------|--------------------------|------------------|--------|
| 343 | Gregory Houghton | Jaguar XJ6 | Red | Green |
| 854 | Rhet Silkstone | Morris Cooper S | Blue | Green |
| 702 | David Cutlack | Toyota Corolla Coupe | Orange | Green |
| 697 | Jeffrey Heslewood | Ford Escort | white/green | Green |
| 714 | Paul Cuthbert | Austin Healey Sprite Mk1 | Green/red stripe | Green |
| 974 | Graham Harding | Austin Healey Sprite | Black | Green |
| 972 | Roger Bennetts | Jaguar XJ6 | White | Green |
| 4 | Richard Andrews | Jaguar XJ6 S1 | Black | Green |
| 933 | Wade Rhodes | MG B | Green | Green |
| 777 | Rosco Hames | Leyland Mini | Green/white | Green |
| 865 | Steve Denby | Morris Mini | Blue/White | Green |
| 1001 | John Pemble-Smith | Holden Torana A9X | Turquoise | Green |
| 931 | Peter Mac | Bolwell Mk 7 | White | Green |
| 953 | Philip Larsson | Porsche 944 | White | Green |
| 922 | Bill Blackmore | Lotus Elan +2 | Red | Green |
| 800 | Stephen Ziu | Ford Escort Mk 1 | Blue | Green |
| 662 | Paul Ritchie | Sunbeam Alpine | Orange | Green |
| 861 | Murray Gauld | Hillman Minx | Sage Green | Green |
| 735 | David Blyth | Ford XY GT | White/Blue | Green |
| 734 | Raymond Hammond | Ford XY GT | Blue/White | Green |
| 921 | Howard Moss | MG B | Red | Green |
| 971 | Stephen Kerslake | Mazda RX7 S2 | Silver | Green |
| 836 | Trevor Bassett | Jaguar E Type | Black | Green |
| 893 | Karly Miller | Mazda RX7 S2 | Gold | Green |
| 501 | Perry Dayas | Porsche 911 Carrera | White | Yellow |
| 269 | Campbell Anderson | Lotus Exige | Jaffaa | Yellow |
| 848 | Martin White | Ford Rallye Sprint | White/Black | Yellow |
| 592 | John Kean | Ford Cortina GT | White | Yellow |
| 970 | Phil Walters | Ford Capri Perana | Gold/Black | Yellow |
| 338 | Philip Boekenstein | Rover 3500 S | Silver | Yellow |
| 794 | Damien Emery | Ford Cortina | Blue /white | Yellow |
| 484 | Robin Fleming | Morris Cooper S | BR Green | Yellow |
| 990 | Gary Yates | Bolwell Mk 7 | White/Orange | Yellow |
| 789 | Jon Kendall | Holden Torana SS | Black | Yellow |
| 721 | Mel Cason | Alfa Romeo GTV2000 | Red | Yellow |
| 114 | Norm Singleton | Alfa Romeo 1750 GTV | Green/Red | Yellow |
| 754 | Graeme Wakefield | Ford Mustang | Neptune Blue | Yellow |
| 1002 | Grahame Wrobel | Ford Mustang | White/Red Stripe | Yellow |
| 969 | Stuart Watson | Ford Falcon XY | Maroon | Yellow |
| 813 | Christopher Hays | Valiant Charger R/T | Orange | Yellow |
| 435 | Stephen Callaghan | Alfa Romeo GTV2000 | Red | Yellow |
| 937 | Ian Oxborrow | Mazda RX7 S3 | Brown | Yellow |

Drivers List – GEAR Lakeside Park September 2022cont'd

| | | | | |
|-----|----------------------------|-------------------------------|--------------|------|
| 926 | Rodney Duffield | Nimbus Formula Vee | Maroon | Blue |
| 908 | Neal Bolam | Formula Vee Bee Cee | White/Stars | Blue |
| 730 | Spencer Yarrow | Nota Clubman | Red | Blue |
| 991 | Grant Yarrow | Nota Clubman | Green | Blue |
| 977 | Brian Aldred | Centaur Clubman Mk 3A | Black | Blue |
| 833 | Edwin Brady | F/Vee PDR Elfin NG Replica | Red/white | Blue |
| 202 | David Christy | Westfield SE | Red | Blue |
| 546 | Peter Linn | MG TC | Blue | Blue |
| 153 | Richard Croston | Mallock 20 B | white | Red |
| 507 | Colin Berneville- Claye | Fraser Clubman | Black | Red |
| 653 | Jim Andrews | Elfin 600B | Silver/Black | Red |







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





GEAR Committee

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Email/Webmaster: Neil Sivyver
Newsletter Editor: Doug Matthews douglas.matthews@hotmail.com

GEAR Website: <http://gear.org.au>



Car For Sale

NIMBUS FORMULA 3. BUILT BY DOUG TREGROVE 1969 CHASSIS NO 14. (COD).
ENGINE TOYOTA 3K. RECENT PROFESSIONAL REBUILD. GEARBOX. HEWLAND MK 8-9
INCLUDES TRAILER ENCLOSED CUSTOM BUILT. LOTS OF SPARES AND NOTHING TO SPEND. \$34,000.
PHONE JOHN 0402294460.



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 O 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

FOR SALE

1954 Mk 1 Zephyr Historic Race Car

Ready to Race, extremely reliable

Raymond Mays Head

230HP Engine

Full Roll cage

4 speed Mk3 Dagenham Gearbox Floor Shift

Twin Circuit Boosted Brakes

RX7 Series4/5 Vented disc brakes all round

Toyota 8 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.....

Please contact David for more info. Happy to answer any questions

Open to offers

daveguymer@hotmail.com





HISTORIC TORQUE FOR SALE

1968 AMC AMX 390: Imported at Great Expense, and Now to You!



\$65,000.00

This exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, was imported from New Jersey in late 2012 and has been comprehensively re-engineered and equipped with MSA Historic Group S(b) racing in mind. Such eligibility work included replacement of after-market rear disk brakes with a reversion to rear drums. Improvements include a major engine performance investment, revamped driveline, floating rear hubs, race tuned suspension and Yokohama race rubber, full flow exhaust, specialized instrumentation, full safety array with lightweight Speed Technology race seating plus ERG 5-point harness and hydraulic handbrake.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

To date the AMX has only competed in regularity events at Morgan Park and Phillip Island (2015 and 2018) GEAR Days at Qld Raceway and Lakeside plus two Leyburn meets. However, in March 2018, the AMX came a very close second to an 8 litre Dodge Viper in the Sprints at the Wodonga DECA test track, this being a competitive session, during the massive annual Chryslers on the Murray at Albury.

Brutal in a straight line, the AMX runs with its standard power steering and laps Phillip Island in 2 mins 07 seconds with development potential upside. Bodywork is totally rust free and superbly finished in metallic Rally Green with gold stripes. Factory AMX build #05705, plate located on dashboard.

Chassis # A8M397X337862, Engine # GR4428, Qld Concessional Road Registration # 68-AMX. For inspection, please contact John Carson on 0408 735 358

TILTA-TRAILER SINGLE AXLE

PRICE \$4700.00

In excellent condition with minimum use

PLUS

A near new HANS Device
only used twice

Contact: Iain Nowell

Phone: 0409 631 386 or 07 3286 8109



WANTED

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

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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PASSION LIKE SHANNONS.”



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- Laid up cover
- One excess free windscreen claim per year
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