



9th - 11th November 2012
Barbagallo Raceway



PERTH INTERNATIONAL HISTORIC CHALLENGE
Celebrating 50th Anniversary of the 1962
Caversham Australian Grand Prix

Information Bulletin 2 - October 2012

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1. Welcome to Newsletter #2

Welcome to the Perth International Historic Challenge (PIHC) Newsletter #2.

With confirmation from our International Competitors and a good start to the entry list the event is now gathering tremendous momentum. With extremely good interest from both State and Local Governments along with the local press this inaugural event is shaping to be one of the biggest sporting events of our motor racing season.

Along with the International and Interstate visitors the PIHC has attracted many historic racing cars that have not seen action for some time and some that have been (or are being) rebuilt specifically for this event. With this in mind it has been decided to reconfigure Friday as a "Timed Prequalifying Practice Day" The day will run to a full race schedule but without the pressures of actual qualifying or racing for results. This will allow competitors who are not familiar with either the track, their car, or both to get plenty of laps in under non race conditions with the added benefit of being given the day and night to sort any gremlins, make ratio changes etc. I am sure many of you will be very glad of this and our aim is to make the whole experience more pleasant for the Competitors. This will not in any way alter the original planned number of races as a full schedule will operate after qualifying on Saturday Morning.

The WASCC has been very active in organizing this event which will be second only to the Australian V8 Super Cars in stature this season. As yet we have not canvassed for an "Overall Event" Sponsor or individual "Race" sponsors. The event has and will attract a great deal of publicity and as such may be of interest to Sponsors as a great opportunity to be part of both a Celebration of the 1962 AGP and an Inaugural International Motor Sport Event which we very much hope will be the start of a series of events over the coming years. If this is of interest please contact Peter Major at the WASCC for package details.

Along with our race competitors we are very happy to announce that we have had an excellent response from our Car clubs to display their cars over the weekend along with Classic and Vintage Motorcycles.

Thanks to all who have offered to accommodate our International and Interstate guests. We have found accommodation for everyone so far and there is more available if required. A bus is also being provided to ferry our guests to and from the circuit.

One of the advantages to a 3 day event is that if you strike a problem with the car or, heaven forbid, have an accident, you do have some time to fix it and get back on the track. We are very lucky to have, at our track Brett Lupton and Fastlane Racing who will have full workshop facilities available throughout the weekend. For more serious or “overnight” work we will also have fully equipped workshops available both North of the River (Osborne Park) and South of the River (WARM at Banjup).

The Sunday of the event is Remembrance Day making our “Warbird” flyover more poignant when remembering our fallen heroes.

Please read on for a brief history of Formula Junior, information about a special visiting car and some excellent profiles on a few of our participating racecars and drivers.

Marty Bullock



2. Formula Junior - A Brief History

So what’s a Formula Junior? Formula Junior was essentially one of the first internationally recognized open wheel categories designed as an entry level formula with the view to provide an inexpensive way for young, aspiring drivers to compete using inexpensive mechanical components sourced from production vehicles. Cars had to be powered by 1000cc or 1100cc engines dependent on weight limitations.

When Formula Junior began in 1958, Argentine Juan Manuel Fangio was reigning world champion racing driver having campaigned the ’57 season in the magnificent Maserati 250F. It’s therefore no surprise that the early Formula Junior cars mirrored the successful template of these 1950s grand prix vehicles. The first successful ‘Juniors’ were cars like the Italian Automobili Stanguellini, of which over 100 were made. These front engined little creations powered by Fiat 1100 engines, and cars like them, dominated the first seasons of Formula Junior.



However, as the new decade arrived, so did the revolutionary Lotus and Cooper racing car designs with their rear-engined, lightweight and aerodynamically superior cars which became the archetype for all 1960s open wheelers. Using then contemporary F1 design thinking and BMC or Ford Anglia engines, and attracting the talents of notable engineers such as Keith Duckworth, these marques soon came to dominate Formula Junior.

By 1963, Formula Juniors were being made by over 500 manufacturers however few could compete with the better funded English teams and the interest shown by small scale manufacturers began to wane. The cars had become increasingly difficult to build and maintain and were now putting out horsepower which exceeded the intentions of an entry level category, making them both expensive and fragile. As such, in 1964 Formula 3 was introduced internationally as a replacement for Formula Junior.

Formula Junior in Australia was limited to two short national series in 1962 and 1963 before the category was merged into Australian F2 for 1964. The 1962 Australian Formula Junior Championship, won by Frank Matich in his Elfin FJ Ford was the first Australian championship run under the regulations of an international category. Contested over a single 30 lap race at Catalina Park in New South Wales, Matich won from Gavin Youl's Brabham. Leo Geoghegan won the 1963 championship, once again a single race this time contested at Warwick Farm in Sydney. Interestingly, Geoghegan's Lotus 22 was essentially an identical car to the Neil McCrudden car competing here today. McCrudden's example was originally owned in the UK by the Jim Russell Driving School, before making its way to WA in the mid 1960s in the hands of Wally Higgs. The car was later fitted with a Lotus twin cam engine and campaigned for many years by WA motor racing stalwart Bill Downey.



Formula Junior in Australia thrives today under the direction of the Australian Formula Junior Association, which since 1998 has promoted Formula Junior cars within the Historic car racing fraternity and run a Historic Formula Junior Trophy Series of which we see a round being contested here today as a part of our celebration of the 50th anniversary of the 1962 Australian Grand Prix at Caversham.

Among the greats who got their motor racing start in Formula Junior are world champions Jim Clark, Denny Hulme and John Surtees. The category also gave a great deal of enjoyment to an entire generation of amateur competitors and it is because of this that so many have been so beautifully restored and are racing all over the world today. The cars we see here today are works of art into which their owners have poured thousands of dollars and countless hours of work into to present them in the way they are racing today. Be sure to visit the paddock area and have a good look at these wonderful examples of motor sport history and have a chat their owners, who will be more than happy to share every historical detail of their machinery.



3. Elfin MR8 F5000

It's been confirmed that this beautifully restored Elfin MR8 will be attending the Perth International Historic Challenge and will do display laps during the event. This will be the first time since the running of the 1979 Australian Grand Prix that a F5000 car has been driven around the Barbagallo circuit. Elfin cars of various categories are woven into the fabric of Western Australian motor racing history, as they also are a part of our National motor racing identity. We look forward to seeing this brilliant example of 1970s racing and thank current custodian Bill Hemming for bringing the car to Western Australia. Read on for an interesting history of Elfin Cars and this car in particular.

In 1957 the late Garrie Cooper built a small and attractive Streamliner sports car in his father's commercial body building shop at Edwardstown, a southern Adelaide suburb. With this car he started racing, and quickly showed his ability both as a driver, and as a racing car designer/constructor.

As a result he found a growing demand for, firstly, his Lotus-like Ford powered sports car, followed by a steadily growing variety of larger and more sophisticated sports and racing cars.

Due to their high standard of workmanship, excellent performance and handling characteristics and the increasingly important successes being achieved by both Garrie Cooper and his Elfin "Works" drivers, supported by many private owners, Elfin racing and sports cars became very competitive and successful in all types of racing throughout Australia, and in several overseas countries.

Over 24 major Championship Titles were won by Elfin in Australia, Malaysia, Singapore and New Zealand by drivers including Vern Schuppan, James Hunt, Didier Pironi, Frank Matich, John Bowe, Larry Perkins, John McCormack and of course, Garrie Cooper.



Elfin Sports Cars continue today with a new range of powerful V8 sports cars that are proving more popular than ever.

Elfin cars were, and continue to be more than comparable in design, sophistication, finish, and performance with equivalent European competition machinery, and the history of Elfin is one of which anyone associated with the marque can be justly proud.

The car shown here is the second of three MR8 F5000's to come from Garrie Cooper's Elfin factory. The Elfin model MR8A is generally considered to be the best and most successful Elfin racing car built.

This particular car was built in 1977 for the Australian born leading international racing driver Vern Schuppan . It raced just three times as a Formula 5000 in the 1977 Tasman series, achieving a pole position at Sandown and a second outright before being involved in a fatal crash at Calder when Max Stewart hit the stationery Elfin. The car was then fitted with a full width body and shipped to the USA for the last Can-Am race of 1977. In 1978, Scuppan finished 10th in the Championship. 1979 started well at Watkins Glen with a 3rd Outright place and Schuppan finished 8th for the year.

The car returned to Australia and was raced with it's Can-Am body before being restored to the current Formula 5000 specification by Aaron Lewis in 2003.



4. Driver and Car Profiles

The following pages are dedicated to information about three cars and drivers attending the Perth International Historic Challenge. Read on about these interesting vehicles and competitors!



MAKE: GEMINI

OWNER: JIM BARLCAY

MODEL: Mark 3A FORMULA JUNIOR **CHASSIS NUMBER:** MK 309

YEAR OF MANUFACTURE: 1961

MANUFACTURER: The Chequered Flag Ltd, High Road, Cheswick, London W4.

EARLY HISTORY: This car was the ninth of nine Gemini Mark 3As built in England for Formula Junior racing. It was purchased new by Rex Flowers of Lower Hutt, New Zealand in late 1961 and arrived just in time for the January 1962 NZIGP meeting at Ardmore. Clutch and carburettor trouble prevented qualification for the very wet '62 GP, but Rex was placed 5th at the 1963 NZIGP, the first GP to be held at Pukekohe. Fitted initially with a small Ford 105E Cosworth 996cc engine and followed in the 1962/63 season with a Ford 109E Cosworth 1340cc engine, Rex was outclassed by more powerful cars, but he was invariably the fastest Formula Junior driver throughout the '61/62 and '62/63 racing seasons.

At the close of the '62/63 season the Gemini was sold to Bryan Thomas of Fielding. Bryan raced the car until mid '64 before selling it to NZ hill climb champion Roy Lyme of Rotorua. Ian Weir of Rotorua purchased the car in 1966 and owned it briefly until mid '67 when Tony Baker of Rotorua stockcar, and later rally fame, fitted a Ford 120E Cortina Mk1 1500cc pushrod motor. However Tony preferred 'tin tops' so sold the Gemini to Richard McNair in late '68.

Richard McNair raced the Gemini in the NZ Formula and then the Formula 'C' class until the early '70s when the car was no longer competitive and it was retired. The Gemini had a number of further owners before Kevin Moore of Auckland purchased it in the early '80s and began a restoration project to race the car in Historic Racing. Ken Williams of Onehunga took over the restoration project and raced the Gemini for the first time at the 1989 Ardmore Reunion meeting. Thereafter, Ken ran the Gemini competitively throughout NZ Historic races with the 1500cc engine until 1995. Jim Barclay purchased the car in mid 1996 and has raced the Gemini in many Historic events since then. In 2003, Jim restored the Gemini back to Formula Junior 'specs' by fitting an 1100cc engine.

TECHNICAL INFORMATION:

Engine: Ford 105E (or 109E) 1060cc pushrod, similar to that fitted to Ford Anglia cars.
Speed: 120mph (190kph) @ 8000rpm
Carburettors: Twin Weber 40 DCOE 18
Chassis: Spaceframe, rebuilt by the late Peter Bruin of Glenfield, Auckland.
Bodywork: Fibreglass nose and tail by the late Ferris De Joux, Auckland.
Gearbox: Renault Dauphine 4 speed.
Brakes: Drum leading shoe – Front 10 inch, integral in wheel; Rear 8 inch inboard.
Steering: Modified Triumph Herald rack and pinion

PLEASE SEE THE OWNER IF YOU HAVE EARLY PHOTOS OR DETAILS OF THE GEMINI IN NZ!!



John Holmes, Auckland New Zealand 1960 Lotus 18



1960 Lotus 18 FJ:

This car was originally imported into NZ by Bill Gardner in 1962 /63 and was sold to Clive Bush. He did only limited racing with this car, which was already obsolete by this time. He removed the single-seater body, welded a few outriggers onto the chassis, and built a fairly crude sport-racing body enclosing the wheels. The car ran in this form in the 2-litre sport-racing class for many years, mainly in the South Island, where it ended up with another bodyshell reminiscent of a Can-Am McLaren. After a lengthy period of research, John Holmes tracked down and bought the remains of the original Lotus 18 in Christchurch in 1982. Once the outriggers were removed, the original chassis remained almost entirely intact. Much detective work followed to trace the other pieces of the car. Remarkably, the complete, original single-seater bodyshell, all six panels, had been kept, and was found in storage in the rafters of a garage in Wellington. The original Lotus transaxle, complete with cast alloy Lotus bell housing, was retrieved from a farmer's shed in Hastings. The car was restored over an extended period, and is one of very few Lotus 18s in the world still running the original externally-mounted Coventry Climax water pump, with the water plumbed directly into the back of the cylinder head. It was returned to its original single-seater form in time for John to run it in the Historic support race at the Wellington Street Races in 1987. John has been racing this car ever since, competing in events at Pukekohe, Hampton Downs, Taupo, Wellington and Manfeild. In 2008, he and a number of other kiwi competitors brought their cars to Australia to compete in the Formula Junior 50th Anniversary series in 2008, racing at Calder Park and at Phillip Island.



On Familiar Turf.

This lovely little Cooper T45 is the chosen mount for John Rowe, long time enthusiast from Perth. The car was originally a team car for Brabham in 1958 and it ventured to the antipodes in 1959, possibly more importantly for Australians it won the Gold Star for 1959 for Len Lukey of the Muffler Fame.

In 1959 it came to Perth and raced in the Western Australian Road Race championship which it won making it a three time winner in 1959 in the hands of Lukey. That's compliments Brabham's win in the car earlier in the year at the South Pacific Road Racing Championships.

Johns take on his Cooper.

What do I like about the Cooper - everything. Lovely to drive, very forgiving, Lots of grunt and the sound of those Webers right behind your ears. And of course the history of this car. It all adds up to a little treasure.

Those who know John, know he's an easy person to find in the pits, he could never be described as tiny and fitting his frame into the cockpit of the tiny Cooper is not without its challenges. But that's mainly all taken care of now and at the Perth International Challenge you will find him snugly installed into the car and pedaling it to its potential in much the same way as Brabham and Co. did way back in 1962 when it was the car of choice for Grand Prix Racing



Entry Form – Perth International Historic Challenge

Entries close 4pm FRIDAY October 26

Barbagallo Raceway Wanneroo

NO LATE ENTRIES WILL BE ACCEPTED

10th, 11th November 2012

Promoter: The WA Sporting Car Club (Inc.)

ABN 95 077 296 424

Permit No: 812/1111/04

Please retain a copy of the form if you wish to use it as a Tax Invoice

Dorian / TX # Carport Car No

Competitor (owner of the vehicle as per log book - Note: CAMS licence must be provided at doc check)

Name	<input style="width: 95%;" type="text"/>		
Postal Address	<input style="width: 70%;" type="text"/>		Post Code <input style="width: 20%;" type="text"/>
CAMS Licence No	<input style="width: 90%;" type="text"/>	Expiry Date	<input style="width: 100%;" type="text"/>

Driver

Name	<input style="width: 95%;" type="text"/>		
Postal Address	<input style="width: 70%;" type="text"/>		Post Code <input style="width: 20%;" type="text"/>
CAMS Licence No	<input style="width: 90%;" type="text"/>	Expiry Date	<input style="width: 100%;" type="text"/>

Relief Driver

Name	<input style="width: 95%;" type="text"/>		
Postal Address	<input style="width: 70%;" type="text"/>		Post Code <input style="width: 20%;" type="text"/>
CAMS Licence No	<input style="width: 90%;" type="text"/>	Expiry Date	<input style="width: 100%;" type="text"/>

Contact Phone & Email Phone #

Sponsor (list only one)

Vehicle Details

Make/Model/Year	<input style="width: 95%;" type="text"/>		
Cubic Capacity (cc)	<input style="width: 90%;" type="text"/>	Engine Type (no. of cyl.)	<input style="width: 100%;" type="text"/>
CLASS	<input style="width: 100%;" type="text"/>		
Log Book No.	<input style="width: 90%;" type="text"/>	COD	<input style="width: 100%;" type="text"/>
Colour	<input style="width: 90%;" type="text"/>	Chassis No.	<input style="width: 100%;" type="text"/>
Category Entering	<input type="checkbox"/> Regularity <input type="checkbox"/> Races		

Pit Crew

Remittance:

		Payment Method	<input type="checkbox"/> Cheque <input type="checkbox"/> Money Order <input type="checkbox"/> Credit Card	
All payments need to be made out to the WA Sporting Car Club Inc				
Entry Fee - \$350	\$	Card Number	<input style="width: 100%;" type="text"/>	
Relief Driver Fee - \$100	\$	Name & Expiry Date	<input style="width: 100%;" type="text"/>	
Cross Entry Fee - \$50	\$	Signature of Cardholder	<input style="width: 100%;" type="text"/>	
Formula Vee ONLY - \$185		Daytime Phone No	<input style="width: 100%;" type="text"/>	
Credit Card Surcharge		Card Type	<input type="checkbox"/> Master Card <input type="checkbox"/> VISA <input type="checkbox"/> Diners <input type="checkbox"/> AMEX	
Total Enclosed	\$	Surcharge	2% VISA/Mastercard. 2.73% Diners 2.5% American Express	

Post with remittance to:
PO Box 267
WANNEROO WA 6946

Any queries?
Telephone 08 9306 8022
Fax 08 9306 8539
Email: wasc@wasc.asn.au

Office Use Only
Date Received
Receipt No.
Accepted by Sec. Of Meet

Code 2012/CT14
<input style="width: 100%;" type="text"/>
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Held under the international sporting code of FIA and the National Competition Rules of CAMS
A competitor may withdraw. However, a withdrawal fee of \$50 will be charged for withdrawing. Any balance of paid entry fee will be held in credit. Competitors who have not advised the WASC Administration by close of business of the Friday prior to the race meeting will not be entitled to any credit or refund.

All competitors and drivers in all competitions must complete the disclaimer on the reverse of this form.



FOR RACE MEETINGS - RECENT COMPETITION AND SCRUTINY AUDIT HISTORY

The Competitor must complete the following table showing the Competition and Scrutiny Audit history of the vehicle described above for the last five Meetings as shown in the vehicle Log Book. If at the time of completion of this declaration the vehicle is entered into another Meeting yet to be held, please indicate in the space provided.

	Date	Venue	Audit Scrutiny ?
↑ Most Recent			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			Meeting entered but not yet held

EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK COMPETITORS AND/OR DRIVERS

For Competitors

I/We being the competitor/s of the vehicle described on this Entry Form wish to enter that vehicle for the above event.

For Competitors and Drivers

I/We being the competitor/s and/or driver, certify that the particulars on this form are true and correct in every particular, to the best of my/our knowledge and belief.

I/We declare that I/we have read and understood the Supplementary Regulations issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ("CAMS").

In exchange for being able to attend or participate in the event (including entering the event), I agree:

- to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("harm") howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- to attend or participate in the event at my own risk.

I/we acknowledge that:

- the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of:
 - motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
 - acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
 - the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities.

I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Insurance Scheme.

Competitor's signature:		Date:	
Driver/s signature:		Date:	
Driver/s signature:		Date:	

For persons under the age of 18 years the following parent/guardian consent must be completed.
PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD

I of

[Address] am

the parent/guardian* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/participating in the event at his/her* own risk.

Parent/Guardian* signature:		Date:	
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5. Event Information

With preparations reaching fever pitch, the Perth International Historic Challenge is set to be a magnificent event befitting the celebration of an important anniversary, as the 50th anniversary of the 1962 Australian Grand Prix is.

With new sponsors Biante and Shannons on board, well over 100 classic cars set to be on display and a bumper program of historic racing, the weekend is sure to be one all in attendance will remember for years to come.

Ticket prices have been set at \$15 for adults to attend on Saturday, and \$20 for adult admission on Sunday. Children under 12 are free all weekend!

The WASCC looks forward to hosting our international and national visitors and thank them for the support of this event. Roll on November 9 - 11th! All is in place for an outstanding weekend of historic celebration!



Results of the 1962 Australian Grand Prix, Caversham

Australian International Grand Prix (60 laps)

1.	47	Cooper Climax	Bruce McLaren	1hr 21.58m
2.	5	Cooper Climax	John Youl	1hr 22.40m
3.	6	Cooper Climax	Bib Stillwell	1hr 22.44m
4.	9	Cooper Climax	Bill Patterson	57 laps
5.	7	BRM Scarab	Arnold Glass	55 laps
6.	14	Repco Cooper	Syd Negus	47 laps
7.	2	TS Spl	E D Edwards	47 laps
8.	4	Cooper Climax	Lex Davison	46 laps
9.	26	Lotus Super 7	Jeff Dunkerton	46 laps
	DNF 1	Repco Brabham	Jack Brabham	

Winner's Time: 1 hr 21 min 58.4 sec

Fastest Lap: Jack Brabham, Repco Brabham Climax, 1:20.0

