

July 2007

ISSUE 46



GOLDEN ERA AUTO RACING CLUB

GEARBOX

The Golden Era Auto Racing Club promotes the preservation of the racing and sports cars of the golden age of Australian motor sport, to the end of the era in the early to mid 1960's.

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

President's Report

What can be said about June's meeting other than despite a morning temperature of minus, six [or cold enough to freeze the (well I guess you all know the rest of that saying)] the rest of the day was perfect. Luckily early risers had armed themselves with copious amounts of antifreeze the night before.

A smaller than usual field of 40 or so entrants braved the conditions to participate in a smooth and efficient event without any incidents (which is the way we like it.) As usual all of our wonderful volunteers gave freely of their time and expertise to enable the event to be run in such a well organised way. (For without our volunteers we would be well and truly up the creek without a paddle.)

Speaking of volunteers, our expert photographer Roger Gates who formerly took pics of scantily clad females for Cleo magazine gave up that lucrative career to attend GEAR meetings and be our photographer, and was heard to comment "this is much more fun". Dare we doubt his sincerity? I'm not so sure your illustrious President would have made the same choice.

A huge loss was felt on Tuesday evening when we were informed that Big John would not be attending, however he informed us he would keep up the tradition by having a few cool ales at home and then sleep outside in the garage. Dedication like this is what makes GEAR what it is. Also sadly missing from the meeting was the VIP husband and wife team (otherwise known as the Snaps') who decided that Bowls was more appealing than a boring old GEAR meeting.

The memorial lap for Don Lapham was very well patronised and a credit to the club, I know of no other motor sport club who conducts a similar tribute. As I motored behind the HDL I couldn't but help thinking that if Don were watching from above he would be pleased.

On a sadder note, again we held a minute silence for another two departed comrades being Doug Bradhurst and Noel Barnes who have taken the chequered flag for the last time. Our thoughts and best wishes go to their family and friends.

A welcome return to GEAR by Peter Kenny who thoughtfully brought the HDL down both for the tribute and to sort out the car with the expert help and watchful eye of former pilot Mal Brewster.

We at GEAR now officially have our own Chaplain. We thought Richard Cormick didn't have enough to do just being Chaplain of CAMS, so we gave him similar duties with GEAR. If any member feels the need of spiritual enlightenment, confession will be conducted in the back of the Wolsley whilst he laps Wakefield Park. Seriously though, if you do need to talk, Richard is there.

As mentioned at the drivers meeting GEAR has been invited to the Winton historic meeting on 13th & 14th October '07. This will be a test case for GEAR and if we behave ourselves (*as we always do*) it could lead to bigger and better things next year.

At this stage of planning a special event will be conducted during the meeting especially for us to run either Regularity or GEAR.

Picture this for motor sport action;

Arrive at Wakefield Park on Tuesday evening for the usual festivities. Wednesdays GEAR extravaganza continuing into the night only to pack up Thursday morning to head off to Winton in convoy stopping for a leisurely lunch wherever we please and then another two days of motor sport fun. Camping or sheds will be available at Winton so we can continue on with stories both factual or somewhat embellished and larger than life far into the night.

Thanks again to all those who assisted in making the day such a success. Until next meeting have a helmet of a good day.

Prez Baz



Editorial

A year or so ago the XWMBP was telling me that someone had come to him during the meeting and said that it was wonderful how GEAR 'just happened'. Everyone just turns up in the morning, and the day then rolls along in a happy relaxed manner with no fuss or bother.

In reality, GEAR day is probably a little like the story of the duck on the pond. On the surface it is calm and unruffled, but underneath it is paddling like hell!

Days before the event, Lisa has to place the entrants into their correct groups, work out grid positions, copy extra entry and waiver forms as lots of you seem to leave the one sent to you in the Gearbox at home, which is why it is important to let her know as soon as possible if you are intending to run.

Snags, bread and so on for the BBQ, and drinks for the flaggies have to be organized and picked up.

Someone has to be responsible for making sure that things like the urn, tea and coffee, the radios, your lollies and so on are bought and brought so there is quite a lot of work to be done before heading off to the circuit.

On arrival, garages are opened and swept out, trestles and chairs organized, cleaned and positioned. The BBQ is checked and probably cleaned, wrist bands and other odds and ends organized with the Wakefield Park Office and on it goes.

Cars have to be scrutineered, entry fees collected and balanced, paper work and licences checked and the rest of the volunteers signed up.

Starter, grid marshals, dummy grid marshals, flaggies, tow truck driver, fire truck driver, time keepers, photographers, and on the list goes.

To quote Peter Mohacsi from his Group B report in the last issue, "Until Lisa gave me the list I had no idea that the GEAR show included a cast of so many willing extras". Without these volunteers, the show would not go on.

From time to time we do struggle a little to fill a position or two and we can always do with a few extra flaggies.

If you can spare a bit of time during a meeting, or if you have that last minute hiccup with the race car, come anyway and join the cast of willing extras.

The man with the two dogs seemed to enjoy his time at a

flag point – see his letter in this issue.

Whilst we are on the subject of the Gearbox, would anyone who is asked to write the report for their group but feels they don't have the time or can't think of what to write, don't own a pen or whatever, PLEASE say so, so someone else can be asked. It becomes very frustrating when the deadline for articles for inclusion in the newsletter has long passed and the production should have been in the post days ago and there are still reports that have not arrived. The report doesn't have to be a literary masterpiece, just a bit of basic 'what happened on the day'.

Last Edition's coloured front page seems to have been well received and we are still experimenting. This time we have

chosen to colour an inside page. Let us have your feedback.

For a while now there has been some debate within the club as to whether Vees should run, the cut off date be firmly fixed at December 1960, production Sport Cars only accepted if they are standard and so on. I don't have too much of a problem with the mix we now have and feel that the variety of cars and the personalities of those who own them is what gives GEAR the buzz and makes it special. While we must always ensure that the early cars are given priority when it comes to things GEAR, I don't think we should be too pedantic on dates and types. The President for example brings along anything from motorised Billy carts to dragsters. Who knows when many of these

were built or modified, and I don't think dragsters were what was in mind when the regulations were being drawn up. They are though, in my opinion, part of the fabric of GEAR.

The following is a quote from the English magazine, Octane "It is easy to forget we all have one thing in common, cars. I recently attended a Ferrari event to which someone drove their Lamborghini. After a moment's reflection and a few unsaid quips, I decided what I should have said was "Good for you". In fact we should all have a bit more fun with our cars. We all know of someone who no longer attends club events because of some slight, real or perceived. The net effect of excluding people or their cars is that we all lose. The club has lower attendance and revenues, the public and club members have one less car to view, and the bloke stays at home missing the chance to spend time with car friends. Some clubs avoid this by having a variety of cars welcome to all events".

BJ Ed

**Tuesday Evening
Extravaganza**
**The organizers have chosen a
new and innovative theme for this
month's Extravaganza.**
**Content never before seen at
GEAR.**
**An idea so new as to almost be
termed**
GROUND BREAKING!!
Entertaining us will be
THE INIMITABLE,
THE SENSATIONAL,
THE BACKBONE OF THE CLUB,
YOU,
(the ones reading this advertisement)
**please bring along your own
photos and stories to enthrall
and excite the rest of us.**
Cost: Nibbles and drinks
Time: 8:00 p.m

WINTON

Australian Historic Motor Festival

October 13 & 14, 2007

GEAR has been invited to run at Winton at the AHMF meeting this October.

This is a great opportunity to make use of our new AASA licences (this is an AASA meeting) and have a run at another circuit.

Ford is the featured marque and AHMF are offering GEAR events at this meeting.

Cars that run at GEAR are eligible for this meeting.

Regularity/GEAR entry is \$200

Cross entry \$70 (Pre/Post war Regularity, All Ford Regularity, GT Regularity)

Race entry is \$220

For those wanting to upgrade their licence to racing "National Licence" the paperwork is available – ask Lisa.

National Racing licence \$210

A medical from your doctor is required (not an aviation medical!)

A "Vehicle Passport" is available from AASA for \$20 (paperwork – ask Lisa). If you intend to race and do not have a logbook you will need a vehicle passport. If you would like a passport to keep a record of your cars event history this is a great price.

Camping is not permitted in the pits but is available in the designated camping area (there are lights and hot water). Campervans will need a generator.

This meeting is also the 50th Anniversary of the Benalla Auto Club and they are holding a dinner at the circuit on the Saturday night.

AASA and AHMF are calling this the "beginning of the future" between them and GEAR. It is the weekend after our October 10 GEAR meeting, so maybe we should plan a road trip south ... it would make a great convoy!

If you want more details or are interested in entering, let Lisa know.

Mal Brewster in the HDL leads Don Lapham's Tribute Lap



Snippets from June GEAR day

- John Partridge chose to start events with the Australian flag rather than the green flag in honour of the Queens Birthday weekend.
- We notice that in Group B, Event 2, First should have been Matt Blanche but it was given to Dean Whitehouse, second should have been Richard Cardew but instead Gavin Black got it. Third went to Brian Richards, and it was legitimate - is this a GEAR first???
- Ken Rolley (Austin 7) cracked a head in the -6 degree cold camping overnight. He went into town for some "goo" to fix the problem and managed to get through the day with few problems.
- Peter Kenny (first time out in Don Lapham's HDL Spl) said it was the coldest 5 laps he had ever done! Peter gave pole position in Group C to Philip Speer (MG Short Spl) but left him behind off the start. Philip then passed Peter down the back straight!

Note:- August is a Vee event – (Contact Lisa if you are interested)

October is Lotus Elite and Air Cooled (yep Call Lisa !)

A Blast from the Past

When the world's first multi-story car park was opened in Paris in 1927 it needed publicity. They came up with the unusual plan of holding a hillclimb from the ground floor to the roof. Fifteen cars took part.



GOULBURN BOWL REGULARITY TRIALS

Monday 14th January 2008

Wakefield Park, Goulburn NSW

1Hour Regularity Trials for:-

Group A – Sports and Racing Cars up to 31/12/1930

Group B – Sports and Racing Cars up to 31/12/1940

Group C – GEAR eligible Cars up to 31/12/1960 & model run ons (Including Formula Vee)

Practice will commence at 9.00 am and Regularity Trials will commence at 10.00am. Time permitting there will be Butchers' Picnic Regularity Trials at the end of the day.

Entry fee \$110.00 and a Wakefield AASA Licence \$60.00 (if you haven't a CAMS Level 3 (or higher) Licence or a current AASA licence).

Sunday evening dinner (no speeches, just dinner with friends) will be organised for those who desire at the Railway Bowling Club.

Camping will be available at Wakefield Park on Sunday and Monday evenings. On-site cabins are also available from Wakefield Park (02) 4822 2811. A bus will be made available at \$5.00 per head for those at Wakefield Park that wish to come into Goulburn for the Sunday evening dinner.

All enquiries to:-

Gil Whitehouse or John Lackey C/- PO Box 228 MINTO MALL NSW 2566

Valē - Doug Bradhurst

Some of you would know Doug from when he ran an MGA in CSCA many years ago, and that is where I first met him some of you more recently when he ran the Penny Ford.

Doug passed away peacefully at the Calvery Hospital at Kogarah, where he had been for some time.

Doug was diagnosed with cancer about 2 years ago and his battle is over.

Doug was a Professor of Atomic Sciences and worked at Lucas Heights for many years, and we discussed this subject and many others, many times, on our trips together when one or the other wasn't running at GEAR or an HSRCA meeting.

Doug was one of nature's quiet achievers.....

Ed Holley

Get Well

Best wishes to Brian Lawler who took ill at Oran Park a few weeks ago. All at GEAR wish him a speedy recovery.

NEW ZEALAND'S SOUTHERN FESTIVAL OF SPEED

In February each year the south island of New Zealand holds historic race meetings over four consecutive weekends. This year I was lucky to attend two of these: the first weekend at Ruapuna in Christchurch and the third weekend at the historic Teretonga Circuit in Invercargill. I

NZ's Lisa Tobin-Smith



Connaught



a very good system of recovery using quad bikes to move drivers from stopped cars to safer spots, even towing cars out of the way to end yellow flag situations. All open wheeler recoveries are lifted by the roll bar with a hi-ab onto a flat top truck.

KM 300



I met up with Wally Willmot (McLaren's chief mechanic during the Bruce and Denny days) who has recently moved from

Texaco tanker



missed the second weekend at Timaru and the last one, a street race in Dunedin. Usually there is also a hill climb in Dunedin but it was not on in 2007 because the road (also a public road) was being improved.

The friendliness of everyone at the two meetings I attended was amazing and the racing close and

36 Chevy



Newcastle back to NZ. He is fettling just about everyone's racing car, as well as building a replica Repco Brabham for himself (on the same type chassis as Ed Holley's), racing a Formula Ford, and consulting on the upcoming movie on Bruce McLaren.

Wally introduced me to Noel Atley, a serious racing chap and good fellow (he was one of the Formula 5000 drivers at Phillip Island in March and has just been awarded the 'Lupp Trophy' for contribution to NZ Motorsport). On the Invercargill weekend, Noel organized a tribute to George Begg and managed to have 17 of the 18 Begg cars (from the first motorcycle powered hill climb car to the last big banger Formula 5000) at Teretonga. There was a

NEW ZEALAND'S SOUTHERN FESTIVAL OF SPEED (cont)

dinner in George's honour with over 300 guests and at the last minute Noel arranged for me get a seat at what was a sold out event. What a great night! George had flown over from Hervey

Tight racing



Bay and although he was not well, he held the crowd in awe with his stories and wit. Sadly George passed away in May

NZ Special



after he returned to Australia - another motor racing legend to go.

While I missed the sound and sight of the Kieft in full song at GEAR, I was lucky to see and hear a Connaught under the same conditions. It is owned by Barry Sheerwater, who was also driving a Begg twin cam and a Zephyr special (which I understand Graham Snape drove once when he was over in NZ). Barry was asking about historic racing in Australia. He is now well aware of GEAR and said he was fitting a roll bar to the Connaught.

Bread van Anglia



The circuit at Teretonga is celebrating its 50th birthday this year which would make it one of the oldest in Australasia. It is a flowing circuit with a left hand curve off the main straight that

goes on forever and looks as if it will be fun to drive (but then aren't they all?) The entry fees seemed to be very good value and there didn't seem to be a 'big brother is watching every move' feeling. The Historics only seem to have these four meetings in the South Island although I think they run at some General meetings. There is a great atmosphere and camaraderie – I am hoping to attend all four meetings next year

At the Begg Dinner we were invited to private viewing of the Bill Richardson truck museum. This is a stunning collection of old trucks from all over the world, from solid rubber tyred onwards. There are three big halls with

Nice car



Zephyr Special



unrestored and fully restored trucks, a huge collection of radiator surrounds and grilles, even a collection of diff cover plates. There are over 100 trucks with the centrepiece being a fully restored Texaco fuel truck with a fantastic art deco grille. If you are ever in NZ get to this - it is in Dart Street, Invercargill, viewing by invitation or appointment only.

Pogo.

Oldest race car



GEAR Day - 13th June 2007

GROUP A - Racing Cars

Event 1
 1st Eric Worner in the SoCal
 2nd Mal Brewster in the HDL

3rd Terry Harris in the Nota Din

Event 2

1st Rick Senior in the RuKuS

2nd Ron Hillery in the Stag Vee

3rd Could have been Brian Franks but he asked to be moved to Group C so Lisa got it

Event 3

1st Terry Harris

2nd Mal Brewster

3rd Rick Senior

Group A grid.



Rick Senior, Ron Hillery, Terry Harris



Terry Harris, Brian Franks



GEAR Day - 13th June 2007

GROUP C - Racing Cars

Event 1
 1st Col Masterson in the Red Austin 7

2nd Barry Parsons in the Trim Anglia Spl

3rd Merv Boatwright in the Blue Austin 7

Event 2

1st Barry Sainsbury

2nd Brian Franks

3rd Dean Whitehouse

Event 3

First half of field — blokes with hearing aids

1st Eric Worner

2nd Brian Franks

3rd Phil Speer

Dean Whitehouse



Rees Mackay and Merv Boatwright



President Barry Parsons in the Trim Anglia Spl



Second half of field—deaf blokes

1st Rees Mackay

3rd Ken Rolley

3rd Paul Boatwright

GEAR Day - 13th June 2007

seemed to be off their pace a bit; Eamonn and Graham must have had their weet bix with warm milk that morning. Peter had managed to get the

GROUP B - Sports Cars & Tin Tops

Did she “volunteer” someone to write the Group B article? Of course!

Did she tell the chosen person he was volunteered? NO!

So what does this mean ... she has to write the bloody thing herself!

So, for the first time since handing over the editor-ship of the magazine I find myself writing for it. But the up side is that I get a poster Yeah for me!

Group B Start Line



Now I should know all about what happened in Group B ... after all, I am the one who does the

presentation. But hey, I just make it up so why should this report be any different?

Group B was dominated by British cars with 7 of the 9 starters out celebrating the Queens Birthday on a cold but clear day at W.P. Throw in a Beetle and a Clubman and that was the sports car field.

Eamonn Matthews (MG Midget) and Graham Phillips (Austin Healey Sprite) were at the head of the field and had a great run together. They briefly considered waiting for the rest of the field but thought it much more fun blazing a trail.

Matt Blanch was getting in his first laps at GEAR in Steve Jones's MGB. They had come south earlier in the year but Steve only managed a few laps in practise before the 'B developed a problem; poor Matt didn't even get a lap. So this time Steve let Matt go first which is fine as long as the “friend” doesn't go faster than the owner! And that's just what happened. Steve is going to have to stop fighting fires and spend more time in the car and get those lap times down again.

Matt started on the second row of the grid beside Jeff Newey (both MGBs managing to stay dry in the recent storm in Newcastle) and while it took a bit for Matt to settle into the rhythm of the white car it was the red 'B in front of him that he wanted to play with. By the end of the day he was not only keeping up with the Newey MG but had passed him ... all in the GEAR way of course. There was talk of the tyres going off, but maybe its just that red cars aren't faster anymore, white ones are quicker?

Peter Mohacsi (MG Midget) had hoped to spend another day playing with his friends in the Midget and the Sprite but they

school calendar changed so that he didn't have to do student/teacher interviews that day so he could play

at the circuit and was going to make the most of it regardless

Peter Mohacsi in the MG Midget



of who he was out there with.

Richard Cardew had the Sunbeam Alpine turning consistent times as usual but the highlight of his day was

having a drive of Terry Harris's Nota Din in Group E. He looked relaxed while sitting in the car on the dummy grid talking to Terry and Gil Whitehouse but had a huge smile on his face the first time he accelerated down the straight.

Brian Richards was the only member of the TR3A team to show. I guess all his friends must have thought it too cold to bring their cars out. Don't they remember their cars are all built for just this sort of cold, English weather? I did manage

to arrange some sunshine! Brian must have been running with Richard because their lap times were so similar. See boys, if you don't turn up Brian will go and find other friends to play with!

I was standing on the pit wall with Pogo Thomson, John Partridge and Llew Robb when the VW Beetle of Greg Mackie blew us away. It has a great sound, not at all like you would expect from a VW engine. Greg had the car going like the clappers. He said later that he had built a similar car back in the 1960's and it had been

such a fun car to drive that he wanted to build another one and this car was just as much, if not more fun.

Poor Gavin Black in the Rae Rodent Clubman ... he didn't have a good day. He left a little oil

around the circuit which turned out to be a bit of an Exxon Valdez oil slip. To keep the ship analogies going It seems Gavin had beached himself “Pasha Bulka” style over the (continued)

Greg Mackie in the VW Beetle

Gavin Black in the Rae Rodent Clubman



Dean Whitehouse in Don Titcume's Morris



(continued from page 8)

ripple strip at the end of the straight during the storm of the first event. It didn't break the rudder but did put a hole in the hull (sump) and before Gavin realised he had dropped oil from the bottom to the top of the hill. He rang me a few days later to offer his apologies once again and told me there was

not a lot of damage and he would be back at the next meeting. Thankfully for him our tow truck driver Llew doesn't charge the \$8million it took to tow the Pasha Bulka off the beach!

There were two people who made guest appearances in Group B. Mike Broso loves coming to GEAR but again had a problem ... at the April meeting he had a slight problem with a fire coming down the straight (thankfully causing minimal damage) This time there was a problem with the bonnet straps and the bonnet flew back over the car. A bit of amateur panel beating and he finished the day with a run in Group B. Lets hope he has better luck at the next meeting!

Meanwhile Group D entrant Don Titcume had a problem with his tow car on the way down and it used quite a bit of oil. Dean Whitehouse (Model T) has had experience with this and offered to help out, so between runs they could both be seen under the bonnet of the Ford Bronco. As thanks, Don gave Dean a drive of the Morris Major. Dean lined up at the back of the Group B field, took a deep breath and wondered what to do with 4 gears and 4-wheel brakes!

As for the floods in Newcastle ... well I was very lucky but

Jeff Newey in the MGB

Matt Blanche in Steve Jones' MGB



others weren't. John Tarran (Second GEAR) had a metre or so of water through his house and shed, the poor Lotus Europa went under but the Formula Ford and Formula Holden were at his parent's place and stayed dry. Unfortunately they had a tree fall on the house and damaged the Porsche. Rod Joyce didn't fare well either, his office went under but was lucky that his tow car and race car were in workshops and stayed dry. He was more concerned about his cars than the work computer that was destroyed and had not been backed up in some time. He has his priorities right! Rod's friend Darryl Heslop has some fairly major dramas, his vineyard in the Upper Hunter Valley had a mass of water through the wine cellar damaging thousands of bottles of wine (maybe there will be some clean-skins on offer – problem is he won't know what the wine is!) and his 2 & ½ metre fences were destroyed that held in his herd of deer. Rod and Darryl spent the next few days chasing the deer across neighbouring properties! Brian Lawler had his shed full of cars and motorbikes and memorabilia washed though, Alan Lewis had his race car work shop flooded and Bo Bates had some leaking roof damage (which meant he had to work on the house instead of the race cars!).

They say a good drought ends in a great flood! Lets hope this is the end of the dry times.

See you all in August for another cool, sunny day at GEAR. I have ordered it be so!

Mrs Smiff

PS: Graham Phillips you are let off the hook this time, but I'll get you next time!



Golden Era Auto Racing Club

2007-2008

Financial Year Calendar

Lisa's calendar is finally finished and for sale!

12 Great GEAR Cars in full colour PLUS a nudie shot (well sort of ... and no it's not Lisa!)

Copies are \$15 each

Available at the next GEAR meeting or by sending a cheque to:

Lisa Tobin-Smith - 34 Brett Street Georgetown, NSW 2298

and a copy will be sent to you.

It's a great way to spend some of your tax refund and help Lisa and her Aunty Dee support Variety: the children's charity.

GEAR Day - 13th June 2007

GROUP D - Sports Cars & Tin Tops

Event 3

1st should be Richard Cormick, but he slowed down on the straight til the chequered flag came out— Did he have a stop watch? so Lisa kept the chocs.

Event 1

1st Steve Jones (not Matt Blanch) in the MGB
2nd Richard Cormick in the Wolseley

Jim Bayliss and Geoff Rose

Group D Dummy Grid

3rd Don Titcume in the Morris Major



Carl Stevenson, Richard Cormick and Geoff Rose



2nd Carl Stevenson in the Morris Major

3rd Jim Bayliss in the JayBee



Event 2

1st Steve Jones in the MGB
2nd Geoff Rose in the Simca Aronde
3rd Bob Springall in the Morris Major

GEAR Day - 13th June 2007

GROUP E

Event 1

1st Denis Walker in the Healey 3000
2nd Richard Cardew in the Nota Din

3rd Ray Roberts in the MGA Twin Cam

Event 2

1st Leigh Bowman in the MGB
2nd Brad Beer in the Wolseley
3rd Cliff King in the Jaguar XK140—turned up at the circuit for a look, was convinced to have a run, helmet etc. organised, money paid—smile had!!

Ray Roberts and Leigh Bowman



Event 3

1st Leigh Bowman in the MGB
2nd Mike Broso in the Healey
3rd Denis Walker in the Healey 3000

Cliff King XK140



Denis Walker and Mike Broso



GEAR Day 13th June - Entrants

GEAR Day Volunteers

GROUP A

Racing Cars

Mal Brewster	1956	HDL Holden Spl (Kenny)	Silver/Blue
Terry Harris	1962	Nota Din	Green
Eric Worner	1946	Ford SoCal Special	White
Rick Senior	1964	Ford RuKuS Special	Silver / Blue
Ron Hillery		Stag F Vee	Yellow / Blue
Brain Franks		Adeney F Vee	Yellow/Black

GROUP B

Sports & Tin Tops

Eamonn Matthews	1965	MG Midget	Red
Graham Phillips	1964	Austin Healy Sprite	Orange
Jeff Newey	1963	MGB	Red
Matt Blanch	1963	MGB	White
Peter Mohacsi	1961	MG Midget	Green
Richard Cardew	1962	Alpine	Blue
Brian Richards	1960	Triumph TR3A	Green
Greg Mackie		VW Beetle	Blackish
Gavin Black	1963	Rae Rodent Clubman	Yellow
Dean Whitehouse		Ticko Major	
Mike Brosco	1959	Austin Healey Mk1	Blue

GROUP C

Racing Cars

Peter Kenny	1956	HDL Holden Spl	Silver/Blue
Philip Speer	1947	MG Short Special	Yellow
Rees Mackay	1933	Riley Special	Aluminium
Paddy Martin		Fiat FJ Spl	Red
Barry Parsons		Trim Anglia Spl	Blueish
Peter Lubrano	1947/67	MGTC J. Evans Spl	Green/Silver
Paul Boatwright	1930	Austin 7 Spl	Green
Col Masterson		Austin 7	Red
Ken Rolley		Austin 7 Spl	
Merv Boatwright	1930	Austin 7 Aulster	Blue
Barry Sainsbury	1938	Morris 8/40 Special	Red
Dean Whitehouse		Model T	Red
Brian Franks		F Vee	White

GROUP D

Sports Cars & Tin Tops

Steve Jones	1963	MGB (S.Jones)	White
Carl Stevenson	1963	JayBee Clubman	Aqua
Jim Bayliss	1965	JayBee Clubman	Yellow
Don Titcume	1958	Morris Major Series 1	White
Richard Cormick	1957	Wolseley 1500	Green
Geoff Rose	1957	Simca Aronde	Blue
Bob Springall	1957	Morris Major	Red
John Titcume		Morris Major	Pink / Grey
John Lackey		MGTC	Blue

GROUP E

Newcomers

Denis Walker	1966	Healey Mk1	Blue/Silver
Mike Brosco	1959	Austin Healey Mk1	Blue
Leigh Bowman		MGB	White
Bradley Beer	1957	Wolseley 1500 (Cormick's)	Green
Ray Roberts		MGA Twin Cam	Black
Cliff King		Jaguar XK140	Blue
Richard Cardew		Nota Din (Harris)	Green
Eric Worner	1946	Ford SoCal Special	White

Timing:

Laraine Hoy
Noelene Harris
Rhonda Matthews
Pat Franks

Office:

Laraine Hoy
Noelene Harris
Pat Franks

Scrutineers:

Terry Harris
Jim Bayliss
Roger Gates

Start:

John Partridge

Observer:

Mal Brewster

Course Controller:

Guy Thompson

Dummy Grid:

Gil Whitehouse
Colin Goldsmith
John Barrett

Ambos:

Wanda Kliniki
Michael Rigo

Photos / BBQ:

Roger Gates

Flags:

Bo Bates
John Dunkley
Peter Watkins

Phil Sim

Bill Nibbs

Pat Marshall-Cormack

Tow Truck:

Llew Robb

For Sale, Wanted and Found

FOR SALE

Two (2) 2.5 litre Riley Gearboxes.

'Phone Ned 0427 434946

WANTED

Four splined hubs and four knock-ons.

PCD not important.

Barry Parsons (02) 6337 4172

WANTED

Copy of any video footage of Presidential Dragsters

Remuneration paid.

Barry Parsons (02) 6337 4172

FOR SALE

Stag Formula Vee

Good spares package with car—\$10,000.00

Ron Hillery (02) 4441 7523

FOR SALE

Pair of rally seats by Scheel with slides, head rests and mounting brackets.

Hardly used, suit race car.

\$500.00 the pair.

Geoff Goodman,

Moss Vale NSW

'Phone (02) 4868 3581

WANTED

Volunteers to help at GEAR meetings.



Events

2007

August	4-5	All Holden Day & Swap Meet	Hawkesbury Showground
	7	Second GEAR	Wakefield Park, Goulburn
	8	GEAR	Wakefield Park, Goulburn
	25-26	Shannon's Eastern Creek Classic	Eastern Creek Raceway
September	1-2	Muscle Car Masters	Eastern Creek Raceway
	15 -16	HSRCA Historic Racing	Eastern Creek Raceway
October	9	Second GEAR	Wakefield Park, Goulburn
	10	GEAR	Wakefield Park, Goulburn
	13-14	Alpine Classic Rally	Lithgow-Orange districts
	19-21	MGCC Festival of Sports Cars	Wakefield Park, Goulburn
November	24-25	HSRCA Historic Racing	Wakefield Park, Goulburn
December	4	Second GEAR	Wakefield Park, Goulburn
	5	GEAR	Wakefield Park, Goulburn

Lisa in her Group B report makes mention of the floods in her part of the world and the problems some of our members encountered, and even sent us some photos of the Pasha Bulka on the beach. However, we can't have Mrs Smiff upstaging us, we had floods here too so I am going to do a "My flood was bigger than your flood" response, and include a photo from the Gippsland (our area) floods. Like Lisa, we personally didn't suffer too much. We were probably a bit like Bo Bates with some roof leakage. Remember Little John (John Blackman)? He now lives in a Caravan Park at Lakes Entrance, and he had a few problems on the first night of high water and had to move out to another park. The following night he had to move again to even higher ground. Pictured below, a house floating down the Mitchell River, at Bairnsdale, and one of the Pasha from Lisa.



SECOND GEAR

Contact: Les Wright
(02) 9997 3610

Email: leswright@bigpond.net.au

2007

Tuesday August 7
October 9
December 4

QLD GEAR

Contact: Ray Helm
(07) 3800 1466

2007

Thursday 23rd August Morning
4th October Afternoon
28th November Morning



GEARBOX

GEAR 2007 Dates

June 13
August 8
October 10
December 5

GEAR Committee

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The next GEARBOX will be published mid September.
The deadline for articles, advertisements, etc is September 1st, 2007

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WANT TO RUN AT THE NEXT GEAR DAY?

PLEASE CONTACT LISA BY: Sunday 5th August
Monday at the latest as she leaves on Tuesday morning!!!!!!

Phone: (02) 49 609 617 Email: lisamgb@hotmail.com

Leave your name, phone number, car details (make, colour, number) so the groups can be arranged before the day.

**PLEASE NOTE: DO NOT SEND YOUR ENTRY FORM, JUST
BRING IT WITH YOU ON THE DAY.**