

GEAR SELECTOR



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

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

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

In Gear

News, views and updates from the President, David Chilton:

Hello Members,

There are times when certain events require us to pause and reconsider, and today's (June) GEAR event at Lakeside Park is one of those times. GEAR is all about enjoying the thrilling experience of driving our classic cars safely on our delightful Queensland tracks and going home without damage to car or driver. Please see the email on page 3 from Tim Binns that is relevant and he seeks your views.

Sadly, that was not the case today when three vehicles sustained significant damage in single vehicle accidents. I fully accept that driving on a challenging track like Lakeside Park entails a heightened level of risk, and that things sometimes go wrong. Human error, a 'red mist' moment and any number of distractions occur every session.

That said, these significant incidents and another 4 or 5 incidents of lesser consequence today are why we must pause and take a moment to consider that GEAR is not a race meeting. Our intent is to drive within a safety margin, following a well-established code of driver behaviour. The social and non-competitive structure of a GEAR event underpins the track operator fee arrangement that we currently enjoy; we must do all we can to protect our members, our cars and that arrangement. Safety must come first in all our considerations.

Conditions today were close to perfect - drivers enjoyed a cool day and very grippy surface. However, perhaps we sometimes overlook that both car and driver are a bit stiff early in the morning of a Queensland winter day. Secondly, some drivers commented that the track is a little lumpy in parts. Our mantra is 'drive to the conditions' - I strongly suggest that we take the first session to feel out the car and track and build from there. Perhaps, too, it is time to review tyre pressures and suspension settings before our next Lakeside outing?

On the day had 68 entries and a large number of visitors trawling through the pits. Minis dominated the Green Group, with 9 of the 19 entries, and the Yellow Group had the usual number of 'big bangers' and 'fast 4's'. It is encouraging to the Committee that the Open Wheeler cohort continues to grow and thrill our spectators

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with 16 of these classic icons on track. Once again, the Black Group was well supported by each of the invited clubs.

Despite the incidents there were plenty of smiling faces as the day progressed, and the decision by Lakeside management to extend the day allowing each group to have four sessions was warmly applauded. Passenger laps were squeezed into the final moments of an eventful day.

It would be remiss of me not to convey our sincere appreciation to the management and staff of Lakeside Park on what was undoubtedly their busiest and most challenging GEAR event. The recovery and medical team were outstanding in the care and attention provided; management actions reflected their concern for the welfare of our membership.

Our next event sees GEAR back at Lakeside Park on 23 July, before we head to Morgan Park on 27 August. Please make your arrangements and join both events as we enjoy our Queensland winter track conditions.

There are a couple of *mandatory requirements* to enter GEAR Track Day Events.

All GEAR participants must be financial members

1. **Current membership card is Lemon with a date of 1 July 2025 – 30 June 2026**
2. **All cars entered in the event must be prior approved to run at GEAR Track Events.**
3. **If you have any doubts regarding either of these requirements, please contact the Secretary.**

GEAR Committee

President: David Chilton
chiltoneng@gmail.com

Secretary: Colin Jacobson 0407 627 206
secretary@gearqld.org

Treasurer: Ian Wakely 0418 500 205
treasurer@gearqld.org

Committee: Ross Johnson, Jim Andrews, Neil Sivyver

Sub-Committees

Membership Registrar: Colin Jacobson

Webmaster: Neil Sivyver

Newsletter Editor: Hugh Jahrs

REMAINING 2026 GEAR QLD DATES

Thursday	23/07/2026	Lakeside Park
Thursday	27/08/2026	Morgan Park
Thursday	24/09/2026	Lakeside Park
Thursday	08/10/2026	Morgan Park
Thursday	12/11/2026	Qld Raceway
Thursday	03 /12/2026	Lakeside Park

ANNUAL GENERAL MEETING 24/09/22 Lakeside Park
CHRISTMAS LUNCH 03/12/2026 Lakeside Park



Editorial

Greetings Fellow Members,

In fine weather our Lakeside outing hosted 55 GEAR Members and 13 members of the invited Westfield, Lotus and MX5 clubs.

Despite clear instructions at the briefing from President David and reinforced by Lakeside Venue Manager, Jim, it would appear that some members may have either undiagnosed Alzheimer's, hearing difficulties or ego exceeding intellect.

The instruction that seems to cause most trouble is the one concerning drivers of cars with straight line speed but significantly lower corner speed who fail to be considerate of drivers who can obviously corner faster but are unable to match the speed down the straight. With 6 corners/bends that situation should be glaringly obvious after one lap to a driver adhering to another fundamental instruction, namely using their mirrors. As David and Jim constantly say the GEAR day isn't a race with a sheep station for the winner so please drive with consideration for the GEAR and track directives.

Unfortunately, there were three incidents that resulted in serious damage to vehicles but very fortunately no apparent physical injuries to drivers. Two of the accidents were at the kink which is where cars are at maximum speed and damage is always significant when there are offs (short for Oh, For E's Sake! Probably what a driver says in such circumstances).

To give you a professional view on how to lap Lakeside go to page 4 and read Doug Chapple's very useful suggestions.

We look forward to having your company at Lakeside for the 23 July mid-winter gathering where Members' marital problems can be aired and helpfully resolved in a caring and sensitive manner by other GEAR Members. Riskier than motorsport?

NOTE – MEMBERSHIP RENEWALS FOR 2026/27 ARE DUE FROM 1JULY.



Opinions and Ideas Anyone?

Why do we go to GEAR track days?

I've been a member and going for ten years. My reason for going was not met on Thursday 18th June at Lakeside. Kindly the Committee has permitted me to write some articles which may reel that back in a bit. Every briefing tells us we're not racing at GEAR, so which option should you take for the future of the club and our cars?

So #1 Lakeside - you are coming down from the Eastern Loop and Ford corner (Turn 6) beckons, with the fantastic wide open straight ahead of it. There's one car behind who has been there for a couple of corners, as you exit Turn 6 you exit wide away from the pits ready to wind up. Wave him through, and as he pulls level you hesitate on your throttle allowing him to overtake. He pulls clear, able to take a great line into the massively challenging BP Bend (The Kink), you get to run back across towards the pits to follow a great line into The Kink, negotiate the heart stopping unweighted Kink then carry on with a clear track.

Or #2. Alternatively, floor it in a straight line with both cars working hard, leading to the fastest, and possibly most dangerous part of the track. One of you by default ends up on the bad and dirty surface line through The Kink. Then it becomes a dive under brakes into Karrussell.

So there it is, happy to hear other ideas to make our club, exciting, risk managed and enjoyable for all levels, abilities and cars.

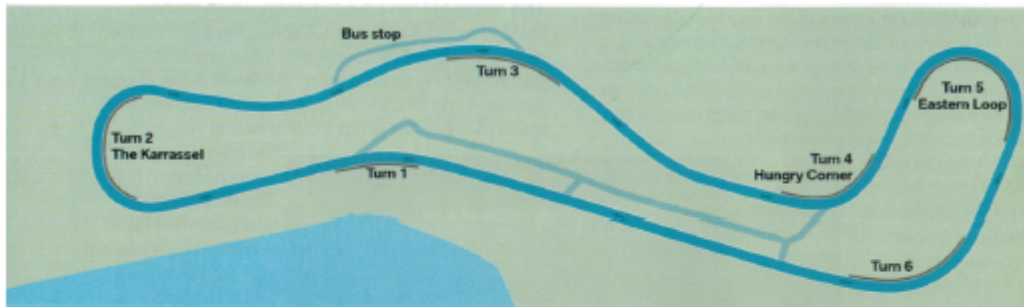
Tim Binns

Prior to retirement, was a Police Sergeant and spent nearly 20 years teaching officers and training the instructors in advanced, pursuit and performance driving techniques.

timandgaye@live.com.au

A Lap of Lakeside Park*

Doug Chapple (Ed: Former Chief Instructor at Queensland Raceway)



A good lap of Lakeside Park starts in the paddock where a driver needs to address the fact that Lakeside Park is a historic venue and as such does not incorporate the latest in track technology.

Simply, Lakeside Park is not a "ten-tenths" circuit for the uninitiated, and a safety margin always needs to be factored into a lap by a driver. The 2.6 km of track that is Lakeside Park has it all; a very high average lap speed, very fast, fast and slow corners, corners with camber changes, blind crests and changes in elevation. You name it, Lakeside Park has it! Get it right and it's as rewarding as it gets. However, get it wrong and you can pay a very high price indeed.

Lakeside Park rewards drivers that apply a smooth flowing style. The lap record stands at just over 46 seconds. (Ed: a professional driver in an open wheeler)

On to a lap of Lakeside Park:

Turn 1 is known as **The Kink** and is a very high-speed bend in the main straight. It is important to approach from the very right-hand edge of the track, turning in from as wide and as late as possible aiming for a slightly late apex to eliminate running wide on exit, the consequences of which are not worth thinking about given the speed at this point!

Getting the apex right will see you exit slightly right of centre leaving less distance to track back to the very left edge for the approach to turn 2 known as **The Karrassel**. Brake late and hard from a very high-speed approach and it's back to third gear for the turn-in. The Karrassel is a double apex corner that has another dimension to deal with in that the second half of the corner is heavily off camber. Get the turn-in, and therefore the first apex right, and you will run to the second without difficulty, however careful progressive throttle application is essential. Too much throttle too quick and you will be inviting trouble, as it is critical that you get to the second apex or you will run wide on exit and for that, again there will be consequences!

The run out of the The Karrassel is uphill to a blind crest and you need to stay left edge all the way up, pulling fourth gear at the top or just over the crest, then continuing to hold the left edge until you get to a point where the **Bus Stop** nearly rejoins the track and the grass is less than a metre between the two surfaces.

From this point, the apex for **Turn 3** is around 20 metres before the bridge (Ed: since removed) and, if you're on the pace, you grab fifth gear around this point. From that apex and under the bridge, you aim for the left edge at the second of the two blind crests at Lakeside Park and then aim for the 40cm track light on the Armco barrier on the right-hand side of the track before **Hungry** corner.

At that point, you get the car straight and it is hard on the brakes for Hungry corner and back to third gear. Note that this corner is another one where the track falls away in the second half - similar to The Karrassel. This will throw you wide on exit and into trouble if you do not get to the apex. Turn in and aim for an apex about 2/3 along the coloured kerb, which will then see you exit right of centre on the run up to **Eastern Loop**.

At turn-in to Eastern Loop, stay just right of centre to the very top of the hill and, at that point, turn to the late apex at the mid-point of the coloured kerb. Then it's out to the left edge and full throttle down the hill. Pay particular attention not to run wide on exit as there is a 50mm to 75mm drop off that you will have to deal with - again the consequences can be severe. If maximum revs are not achieved in third on the run down the hill, short shift into fourth for **Turn 6** and the run on to the main straight.

Note: Pit entry is on the right, half way down the hill out of Eastern Loop, so stay right on exit should you be heading into the pits.

Coming on to the main straight through Turn 6, ensure that you get the apex right in the middle of the coloured kerb, because an early turn-in comes with dire consequences.

Then it is away we go down the straight, moving across to the right edge as we go. Ensure that you do not cross the double white lines with orange cones separating the pit exit from the race track proper.

Across the start finish line and that completes a lap of Lakeside Park.

Remember that a driver's use of rear vision mirrors is absolutely critical at Lakeside Park. The blind crests and elevation changes mean a faster car can sneak up on you and catch you unawares, so make sure you pay particular attention to this very important safety issue during each and every lap.

** Edited. Taken from 'The Bimmer' - July 2017 – the magazine of The BMW Club of Queensland*
www.bmwqcq.com.au

Please note that:-

- 1. GEAR events are for recreational motorsport, in a non-competitive and untimed format.**
- 2. Safety is the #1 priority at a GEAR event. Following the 'racing lines' described in this note make your future moves predictable to other drivers and place you in the safest path around Lakeside Park.**
- 3. This note is for information purposes and is non-specific for any vehicle / driver. It is a requirement that drivers make their own assessment of the Lakeside Park track bearing in mind their ability and the characteristics of their particular vehicle and vehicle set up.**



USEFUL ADVICE FOR NET ZERO ADHERENTS



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GEAR Drivers List – Lakeside Park June 2026

Green Group Entrants	Member Number	Car	Model	Year	Colour
Gordon Ross	949	Ford	GT40 Replica	2008	Yellow/Red Stripe
Greg Osborne	1086	Mini	Cooper S	1970	Blue/White
Roger Bennetts	972	Jaguar	XJ6	1974	White
Leigh Stone	1150	MG	B GT	1974	Red
Peter Mac	931	Bolwell	Mk 7	1966	Blue
Ray Retchless	588	Morris	Mini Cooper	1962	Blue
Ross Johnson	509	Morris	Mini	1965	BRG/White
Ian Wakerly	558	Leyland	Mini Clubman	1976	Red/White
Robin Fleming	486	Morris	Cooper S	1963	BRG/White
Lance Boucaut	319	Holden	Buchanan Special	1959	Blue
Howard Moss	921	MG	B	1967	Red
Leon Ackermann	1110	Morris	Mini Cooper	1967	White
Stephen Rzepka	973	Morris	Cooper S	1967	Green
Mark Schumacher	1138	Ford	Mustang	1965	Orange
Max Parnell	206	Jaguar	Mk 3	1957	White
Neil Cope	1148	Peugeot	205 GTi	1989	White
Steve Denby	865	Morris	Mini	1969	Blue/White
Gregory Houghton	343	Jaguar	XJ 6	1975	Red
Michael Paine	775	Leyland	Mini Clubman S	1975	Red
John Gillingwater	795	BMW	2002	1970	Yellow

Yellow Group Entrants	Member Number	Car	Model	Year	Colour
Joe Gehrke	1005	Ford	Mustang	1965	Red
Laurie Densley	1060	Ford	Mustang	1967	Yellow
John McLennan	1011	BMW	2002	1970	Yellow
Nathan Kay	868	Jaguar	XJ 6	1977	Maroon
Darryl Worth	952	Ford	Cortina	1968	Grey/White
Jim Goulden	604	Ford	Anglia	1963	Grey
Barry Evans	472	MG	B GT V8	1975	Green
Christopher Hayes	813	Valiant	Charger R/T	1971	Orange
David Christy	202	BMW	E30 M3	1988	Silver
Stephen Hodge	1120	Ford	Fairmont	1978	Yellow
Dale Heard	768	Plymouth	Valiant	1961	White
Jason Bowers		BMW	318	1986	Maroon
Graham Hodges	866	Ford	Anglia	1962	Red
Claude Ciccotelli	742	Holden	EH	1964	Red
Stephen Ziu	800	Ford	Escort Mk1 1300	1972	Blue
Richard Blundell	405	BMW	E 21 323	1978	White
Michael Davis	1021	MG	F	1995	Black
Mick Walsh	965	Triumph	TR7 Sprint	1980	Red/Gold
Peter Walsh	134	Mazda	MX5	1991	Green

	Member Number	Car	Model	Year	Colour
Stan Benbrook	1018	Cooper	Climax	1955	BRG
Jim Andrews	653	Elfin	600B	1971	Silver/Black
Chris Andrews	385	Elfin	600B	1971	Silver/Black
Brian Aldred	977	Centaur	Clubman Mk 3A	1965	Black
Barry Singleton	704	Clubman	Haynes Sharel	2005	BRG
Mark Higginbotham	1017	Manta	Formula Vee	1985	Yellow
John Cragg	1043	Brabham	BT21	1965	BRG/Yellow
Matt Cragg	1050	Nissan	Sauras	1993	Blue/White
John Barram	361	Lotus	Seven S2	1962	Green
Neil Sivyer	605	Elfin	500FV	1967	Green
Edwin Brady	833	PDR Elfin NG Replica	Formula Vee	1990	Red/White
Rodney Duffield	926	Nimbus	Formula Vee	1976	Maroon
Chris Crawford	1152	Venom	Formula Vee	1975	Blue
Jeff Crawford	1154	Venom	Formula Vee	1975	Blue
Hugh Kelly	1153	Venom	Formula Vee	1975	Blue
Grant Craft	1124	Sharp	Holden	1995	Blue



Q: HOW DOES ROSS TAKE THIS PICTURE AND DRIVE AT THE SAME TIME? A: TALENT.



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2006 LOTUS EXIGE





Lotus Exige with many, many add Ons, has achieved 60 second lap of Lakeside Park.
EOI and sensible offers for this
2006 Toyota 2ZZS LOTUS!

contact David on 3841 2730

Ford Lotus 18 Formula Junior



Built on an original chassis jig alongside an original car, was built as a Spare chassis. No chassis number so not logbooked to MA requirements. Highly suitable for GEAR days or Supersprints 109e 1100cc engine with Steel Crank, Rods and Bearing caps, revs to 8000rpm.

Gearbox is Renault Dauphine converted to 4 speed as in period.

Absolutely period correct in every detail and simply the most fun car I have ever driven.

**Enquiries; Ian on 0412 720 234, or
email; hylandian47@gmail.com**

Jaguar 3.8 Manual/Overdrive 1961



Coombs lookalike with cutaway rear spats and louvred bonnet. Black with Beige trim and Chrome wires. Engine is genuine 3.8 with Side Port Head, High compression pistons and camshaft. Triple 48mm Dellortos and Competition Extractors. All Synchro/Overdrive Gearbox. Vented Discs with new Booster etc. Lowered suspension.

Fast but non fussy engine, plenty of power for track or road.

Super looking car that could double as a GEAR Car.

**Enquiries; Ian on 0412 720 234, or
email; hylandian47@gmail.com**

1973 MK4 Cheetah - Historic Formula 3



A well-known and actively campaigned Australian Historic Formula 3 car with excellent provenance.

First owned by Neil Neilson Holden and driven by Peter Roach, the car was purchased by Hugh Gartley in 1974 and then raced, maintained and developed by him for more than 46 years. I purchased the car directly from Hugh in 2021 and am only the third owner since new.

The car comes with its current CAMS / Motorsport Australia logbook and Certificate of Description, along with the original green CAMS logbooks.

It is fitted with a Holinger 5-speed gearbox and comes with spare ratios. Very low-use Hugh Gartley-built 1298cc Corolla engine, described by Hugh as having “all the good bits”. Also included are a spare set of wheels, nosecone, and various odd spares and parts.

I am simply consolidating the collection down to a more manageable and usable size. As they say, you can’t drive them all.

Located in South East Queensland.

Contact Josh on 0407 706 760
or josh@blackpicketfence.com.au



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 safe condition as required for a GEAR event.

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- Motor Bikes - Historic Period 2-6, Invited Classic & Modern Bikes.
- Sunday Vehicle Display: Large Car & Bike Display, includes free track cruise, trophies & prize money.
- Entry portal for track events and display will open Friday 17th April via QR code, or type <https://hrcc.org.au/events> into your browser and follow the CLASSIC QLD link

Entry Details



Promoted by Historic Racing Car Club (QLD)
The custodians of Classic & Historic Motorsport in QLD since 1992

info@hrcc.org.au 0424 321 072 facebook.com/groups/HRCCQ/

