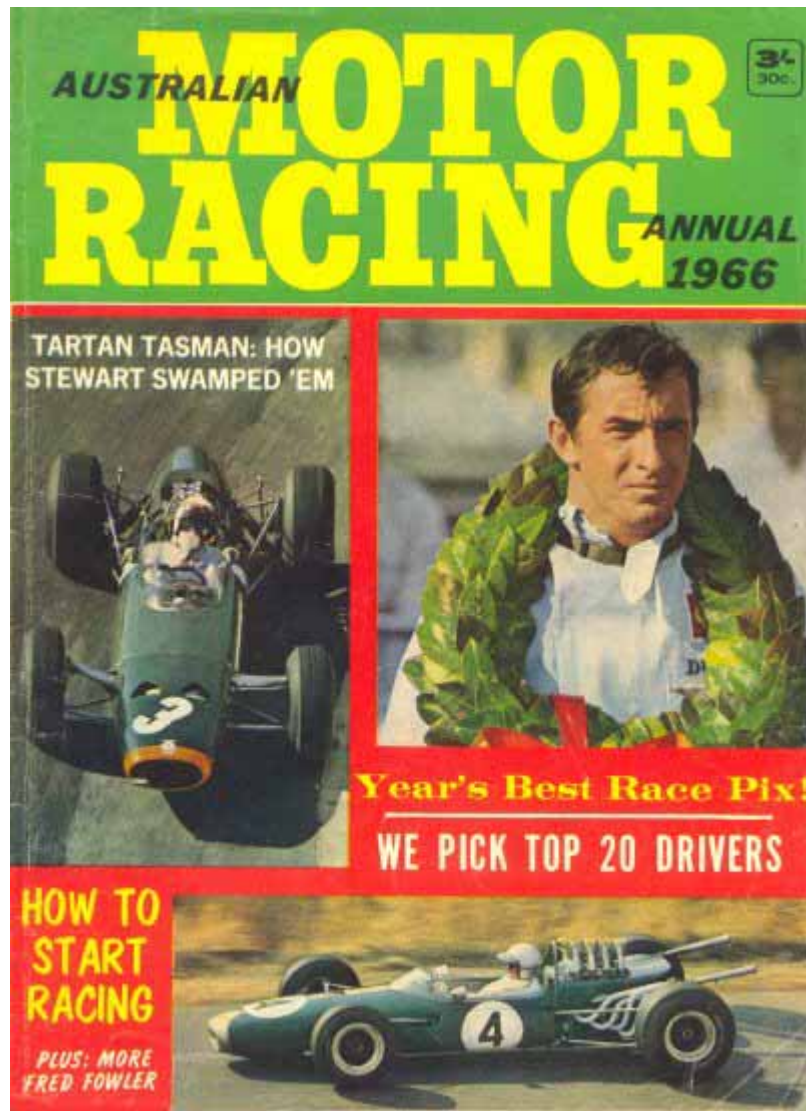


## 1966 Rounds 5-8 Australia



### Round Five: WARWICK FARM

#### Tasman 100

**Date:** 13th February 1966

45 Laps of 3.621km (162.945km)

After the last round in New Zealand, there was an extra weeks break before the Australian rounds commenced at Warwick Farm on 13th February. At this stage Stewart had 24 points in the championship, Attwood 15, Palmer 12, Hill 9 and Clark and Gardner each 6.

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At the Farm, the Mildren team tried out their new toy, a Brabham fitted with a 2.5 litre V12 Maserati engine, but although it made all the right noises it was packed away after practice and Gardner returned to his Brabham-Climax. Clark won 75 bottles of champagne and pole position in practice.

In the race, Clark leapt off the line as though shot, with Hill, Stewart and Gardner close up. On lap 2 Stewart clipped the fence on the causeway, ripping chunks out of his right rear wheel, and rejoined the race in ninth place, feeling physically ill and with his handling all wrong. By lap 7 Clark had 3.0 seconds on Hill, who led Gardner by 8.2 seconds. Geoghegan was leading the 1.5 litre class, with Harvey gradually working his way through the others. The gap between Clark and Hill stayed fairly constant, but Gardner lost a second a lap. Stewart hounded Martin and Palmer for eight laps, finally passing them on laps 32 and 34. However, he could not close the gap to Gardner.

**Grid:** (\* denotes pole)

Frank Gardner	Graham Hill	Jim Clark*
Greg Cusack	Jackie Stewart	
Spencer Martin	Jim Palmer	Leo Geoghegan
John McDonald	Kevin Bartlett	
Glyn Scott	Dennis Marwood	Bob Jane
Mel McEwin	Les Howard	
Peter Williamson	Don O'Sullivan	Roly Levis
	John Harvey	

Result	Driver	Nat	Car	Laps	Time
1	Jim Clark	Scot	Lotus 39 / Climax 2495cc 4cyl	45	1hr 11m 03.6s
2	Graham Hill	UK	BRM P261 / BRM 1916cc V8	45	1hr 11m 24.5s
3	Frank Gardner	Aust	Brabham BT11A / Climax 2499cc 4cyl	45	1hr 12m 02.8s
4	Jackie Stewart	Scot	BRM P261 / BRM 1916cc V8	45	1hr 12m 18.4s
5	Spencer Martin	Aust	Brabham BT11A / Climax 2499cc 4cyl	45	1hr 12m 23.1s
6	Jim Palmer	NZ	Lotus 32B / Climax 2495cc 4cyl	45	1hr 12m 28.0s
7	Leo Geoghegan	Aust	Lotus 32 / Ford 1498cc 4cyl	44	
8	John Harvey	Aust	Brabham BT6 / Ford 1498cc 4cyl	43	
9	Bob Jane	Aust	Elfin Mono / Ford 1500cc 4cyl	43	
10	Dennis Marwood	NZ	Cooper T66 / Climax 2495cc 4cyl	43	
Ret	Glyn Scott	Aust	Lotus 27 / Ford 1495cc 4cyl	29	Steering
Ret	Kevin Bartlett	Aust	Brabham / BRM 1495cc 4cyl	25	Quill Shaft
Ret	Mel McEwin	Aust	Elfin Mono / Ford 1500cc 4cyl	24	Engine
Ret	Greg Cusack	Aust	Brabham BT6 / Ford 1498cc 4cyl	18	Gear Selector
Ret	Roly Levis	NZ	Brabham BT6 / Ford 1498cc 4cyl	10	Accident
Ret	Don O'Sullivan	Aust	Cooper T66 / Climax 2495cc 4cyl	7	Accident
Ret	John McDonald	Aust	Cooper T70 / Climax 2499cc 4cyl	0	Accident

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Result	Driver	Nat	Car	Laps	Time
DNS	Paul Bolton	Aust	Brabham BT6 / Ford 1498cc 4cyl		
DNS	Les Howard	Aust	Lotus 27 / Ford 1495cc 4cyl		
DNS	Peter Williamson	Aust	Elfin Imp 950		
DNS	Andy Buchanan	NZ	Brabham BT7A / Climax 2499cc 4cyl		Engine

Fastest Lap: Jim Clark 1m 34.0s

**Round Six: LAKESIDE            31st Australian Grand Prix**

**Date:** 20th February 1966

66 Laps of 2.414km (159.324km)

From Sydney, the party was traileered the 1000 plus kilometers north to Lakeside, the very fast 2.4 kilometer circuit on the outskirts of Brisbane. Here was to be staged the 31st Australian Grand Prix.

Clark was to have continual carburetion trouble throughout the weekend. Stewart gained pole with 55.4s, Hill returned 55.6s, Gardner 55.8s, and Clark 57.0s. The field was cut to 15 from the original 20, on the demand of the Confederation of Australian Motor Sport, so that good 1.5 litre drivers like Levis and Howard were balloted out.

Everybody went like the first lap was the last, with the order first time around Stewart, Hill, Clark, Gardner, Martin, Palmer, Geoghegan, Cusack, Bartlett, Marwood, Harvey, Buchanan, McDonald, Scott and McEwin. Cusack got by Geoghegan on lap 5, and Hill was tied to Stewart as though on a string. The race developed into three incredibly tough fights between Stewart and Hill up front, then Clark just ahead of Gardner, then a flying wedge of Palmer, Cusack and Geoghegan.

On lap 28 the whole face of the race changed. Stewart trundled into the pits with a wrecked gearbox, while in the Eastern Loop moments later Cusack clipped Palmer, Geoghegan clipped Cusack, Cusack spun and Geoghegan left the circuit, rejoining it 100 metres further on. Geoghegan retired on the next lap with a bent wishbone and Cusack two laps later. Gardner was still pushing Clark, and Scott in the 1.5 was hanging grimly on to Buchanan in the 2.5. With 5 laps to go Clark's engine went sour and Gardner passed him into second. On the second last corner, Scott slid the Lotus inside Buchanan to take 6th place.

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**Grid:** (\* denotes pole)

	Graham Hill	Jackie Stewart*
Jim Clark	Frank Gardner	
	Leo Geoghegan	Spencer Martin
Greg Cusack	Jim Palmer	
	John McDonald	Kevin Bartlett
Andy Buchanan	John Harvey	
	Mel McEwin	Dennis Marwood
	Glyn Scott	

Result	Driver	Nat	Car	Laps	Time
1	Graham Hill	UK	BRM P261 / BRM 1916cc V8	66	62m 38.4s
2	Frank Gardner	Aust	Brabham BT11A / Climax 2499cc 4cyl	66	62m 55.0s
3	Jim Clark	Scot	Lotus 39 / Climax 2495cc 4cyl	66	63m 37.0s
4	Jim Palmer	NZ	Lotus 32B / Climax 2495cc 4cyl	64	
5	Kevin Bartlett	Aust	Brabham / BRM 1495cc 4cyl	63	
6	Glyn Scott	Aust	Lotus 27 / Ford 1495cc 4cyl	63	
7	Andy Buchanan	NZ	Brabham BT7A / Climax 2499cc 4cyl	62	
8	John Harvey	Aust	Brabham BT6 / Ford 1498cc 4cyl	62	
Ret	Mel McEwin	Aust	Elfin / Ford 1500cc 4cyl	62	Accident
Ret	Spencer Martin	Aust	Brabham BT11A / Climax 2499cc 4cyl	48	Clutch
Ret	Greg Cusack	Aust	Brabham BT6 / Ford 1498cc 4cyl	30	Universal
Ret	Leo Geoghegan	Aust	Lotus 32 / Ford 1498cc 4cyl	29	Bent Wishbone
Ret	Jackie Stewart	Scot	BRM P261 / BRM 1916cc V8	28	Gearbox
Ret	John McDonald	Aust	Cooper T70 / Climax 2499cc 4cyl	23	Water Pump
Ret	Dennis Marwood	NZ	Cooper T66 / Climax 2495cc 4cyl	8	Oil Pressure
DNQ	Les Howard	Aust	Lotus 27 / Ford 1495cc 4cyl		
DNQ	Roly Levis	NZ	Brabham BT6 / Ford 1498cc 4cyl		

Fastest Lap: Jackie Stewart 55.5s

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**Round Seven: SANDOWN**

**Sandown Park International 100**

**Date:** 27th February 1966

52 Laps of 3.103kms (161.356kms)

Sandown Park on February 27th was the next race. This was to be the first appearance in Australia of Brabham and the new Repco 2.5 litre V8, and a huge crowd of 55,000, the best of the entire 8-race series, was directly attributable to the appearance of the very popular Australian. The car went very poorly on the first two practice days, but few people took any notice of that, knowing the wily Jack.

In the Friday unofficial practice Stewart staggered everybody with a 1m 7.7s, well under the lap record. Gardner tried the Maserati again, but the engine had done so many miles in chassis testing it needed a rebuild, so he went back to the Climax car. Overnight, Repco engineers got another 30bhp on the dynamometer, and in official practice, Stewart notched 1m 8.0s, Clark 1m 8.2s and Hill and Brabham 1m 8.4s. Grid positions were determined by two heats on the Sunday of which Stewart won one and Geoghegan the other, Brabham setting the new record of 1m 7.6s in finishing third to Stewart.

The start was atrocious. With the Governor-General Lord Casey dropping the flag, Brabham burst away as Stewart hesitated. Stewart passed Brabham on lap 2, with Hill and Clark right behind Brabham. An enormous fight started between the 1.5 litre cars of Geoghegan, Bartlett, Cusack and Howard, with Harvey following until he retired on lap 7. On lap 6 Brabham stopped around the back of the circuit and Stewart widened the gap between him and Hill.

With the 1.5 cars ducking in and out of the pits with all sorts of troubles, Clark started to push Hill hard, slipstreaming him down the main straight to duck out under brakes at Shell Corner, only to get back in again. Hill's clutch was starting to slip badly, but try as he might, Clark could not get past, with Stewart getting further away. On lap 31 Clark made it at Shell and immediately posted a big gap between the Lotus and Hill. Gardner was behind Palmer, making no impression at all on the New Zealander. The order stayed that way until the end.

**Grid:** (\* denotes pole)

Jack Brabham*	Jackie Stewart	Jim Clark
	Graham Hill	Jim Palmer
Spencer Martin	Frank Gardner	John McDonald
	Kevin Bartlett	Leo Geoghegan
Les Howard	Greg Cusack	John Harvey
	Mel McEwin	Don Fraser
Don O'Sullivan		

Result	Driver	Nat	Car	Laps	Time
1	Jackie Stewart	Scot	BRM P261 / BRM 1916cc V8	52	59m 37.1s
2	Jim Clark	Scot	Lotus 39 / Climax 2495cc 4cyl	52	60m 00.9s
3	Graham Hill	UK	BRM P261 / BRM 1916cc V8	52	60m 27.2s
4	Jim Palmer	NZ	Lotus 32B / Climax 2495cc 4cyl	51	
5	Frank Gardner	Aust	Brabham BT11A / Climax 2499cc 4cyl	50	
Ret	John McDonald	Aust	Cooper T70 / Climax 2499cc 4cyl	50	
6	Les Howard	Aust	Lotus 27 / Ford 1495cc 4cyl	47	
7	Greg Cusack	Aust	Brabham BT6 / Ford 1498cc 4cyl	45	

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Result	Driver	Nat	Car	Laps	Time
8	Kevin Bartlett	Aust	Brabham / BRM 1495cc 4cyl	40	
Ret	Mel McEwin	Aust	Elfin / Ford 1500cc 4cyl	25	Oil Pressure
Ret	Don O'Sullivan	Aust	Cooper T66 / Climax 2495cc 4cyl	22	Engine
Ret	Spencer Martin	Aust	Brabham BT11A / Climax 2499cc 4cyl	18	Engine
Ret	Leo Geoghegan	Aust	Lotus 32 / Ford 1498cc 4cyl	17	Steering
Ret	John Harvey	Aust	Brabham BT6 / Ford 1498cc 4cyl	7	Overheating
Ret	Jack Brabham	Aust	Brabham BT19 / Repco 2493cc V8	6	Oil Pump
Ret	Don Fraser	Aust	Cooper T66 / Climax 2495cc 4cyl	2	Accident

Fastest Lap: Jackie Stewart 1m 08.1s

### Round Eight: LONGFORD

#### Examiner 45 Mile Race

**Date:** 7th March 1966

27 Laps of 7.242kms (195.535kms)

The last race of the eight-race series is always at Longford, the delightful 4.5 mile true road circuit around and through the township of Longford, nine miles from Launceston in Tasmania. After a short trip by ocean ferry, the cars arrive on Thursday for initial practice on Friday.

Stewart again took the champagne, with a slashing 2m 16.0s after a 30 minute long war of nerves and skill with his team leader. The 1.5 litre cars had been asked to stay away from Longford, allegedly because of the speed differential, but as it turned out they would have been quite competitive. Stewart won the 45 mile preliminary race on the Saturday from Hill and Clark after Brabham had gone down an escape road after getting a bee sting on his face. The cars were topping 170 mph on the long straights, Stewart being the quickest.

So it was only a small field of 8 cars who faced the starter for the 121 mile main race, final round of the Tasman Cup. Hill made a deplorable start, with Brabham taking to the gravel on the outside to get around him. Stewart streaked away into an impossible lead. It was an extremely hot day and most drivers were watching their temperature gauges. By lap 3 Hill passed a disconsolate Brabham into third, and passed Clark under brakes into the very slow Newry corner to get second on lap 6. But Clark repassed Hill two laps later, and the two started a marvelous slipstreaming fight that held the only interest in the race. But with Brabham going back at a second a lap, Hill got Clark again on lap 11. Two laps later Clark pulled into the pits with a detached plug lead and got back into the race in last place. As Clark went out, Gardner flew in to rip off a loose panel, but was behind Martin and Palmer then. Stewart ran comfortably home to win, Hill battled clutch slip into second, and Clark was last finisher home.

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**Grid:** (\* denotes pole)

Jackie Stewart\*      Graham Hill      Jim Clark  
                                  Jack Brabham      Frank Gardner  
 Jim Palmer      Spencer Martin      John McDonald

Result	Driver	Nat	Car	Laps	Time
1	Jackie Stewart	Scot	BRM P261 / BRM 1916cc V8	27	62m 55.4s
2	Graham Hill	UK	BRM P261 / BRM 1916cc V8	27	64m 01.6s
3	Jack Brabham	Aust	Brabham BT19 / Repco 2493cc V8	27	64m 28.7s
4	Jim Palmer	NZ	Lotus 32B / Climax 2495cc 4cyl	27	64m 32.2s
5	Spencer Martin	Aust	Brabham BT11A / Climax 2499cc 4cyl	27	64m 35.2s
6	Frank Gardner	Aust	Brabham BT11A / Climax 2499cc 4cyl	26	
7	Jim Clark	Scot	Lotus 39 / Climax 2495cc 4cyl	25	
Ret	John McDonald	Aust	Cooper T70 / Climax 2499cc 4cyl	25	

Fastest Lap: Jackie Stewart 2m 18.5s