

# FJ PITSTOP

Newsletter & Advertiser

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## EDITORIAL

Since our last newsletter we've had AFJA Championship Rounds at Mallala SA Easter, Eastern Creek May, Winton May, and Morgan Park July. This brings us to the half way mark for 2014. Reports for most are attached. Willing correspondents are few and far between – normal for a Club like this I guess.

My comments on Race Groupings led to welcome communiqué from Geoff Kelly and Grant Burford and I enclose copies for your interest. Do we have any further thoughts on this? At Morgan Park recently we were advised by the Race Committee that they were grouping FF, FV and FJ together and each Group was to be segregated and competitors seeded for qualifying. A good idea I thought but unfortunately, the grid marshalls did not have the gridding order and two FV snuck in near the head of the formation (either did not have or did not read the Sup. Regs.), with considerable performance variation in these three groups. Qualifying order is important to give everyone a fair go with as little interference as possible. Races generally look after themselves as per qualifying times.

“A Duty of Care” should be practiced and emphasised at all times, especially by the Clerks of Course. This applies to mixed grids more essentially. Not only should we look after oneself and one's car, but also to our fellow competitor. Over aggressive driving (overtaking manoeuvres) and not using mirrors, can and does lead to serious injury. Remember our cars are now over 50 years old and not built to modern safety standards. Our bodies likewise!

**Don Thallon**  
**July 2014**

**PS:** You will notice a lack of action photos in this issue. Please send me your photos for inclusion next issue. Most of you receive Ed Holly's superlative M&O Newsletter which contains reports and racing photos of the meetings we attended. If you don't, I am sure Ed will help if you email him at: [edholly@optusnet.com.au](mailto:edholly@optusnet.com.au)

## Disclaimer

The statements and opinions expressed in all FJ Pitstop Newsletters are not necessarily those of the Editor or the Association.

## ***TORQUE AROUND THE PITS***

John Bowe has been talking to Bill Hemming about John's father's admiration of Formula Juniors and Elfins in Particular. He ended up owning a Catalina 1500 and loved it. It may well be that Bill can arrange an outing for John in his "most travelled junior in the world" at one of our meetings.

We still dream of John and Jim Richards in an 18 on the circuit together.

We have had a concerted effort to trace 29 cars and owners, who are on our register, but have had no contact with us and we have lost a handle on what is the status of the cars. We can report a major success! 23 cars have been resolved, so Noel Bryen has been able to successfully update our records.

Great news on the Lynx front. Lynx of course one of our iconic FJ Australian success stories? We all feared when the English Lynx raid a couple of years ago when four Lynx FJs went overseas in one fell swoop, that there would be very little Lynx representation here! Not so! We know that Bill Norman is well on the way restoring chassis 116. Now excitingly David Kent has bought the last of the run of chassis from 1962, Chassis no 117.

Many of you will know David Kent. He has driven Ian Bailey's Lynx with great success and enjoyment. He is also known as one of the best historic race car restorers in Australia, especially open wheelers. It is good news that a restorer of this enthusiasm and ability has decided to take this project on. He will be an asset to our Association, and to our grids, and the car will be magnificent.

Grant Craft, while waiting the arrival of his first baby, has taken the opportunity to refresh his other baby, the very special Brabham BT2. He has it stripped to the bones, to check the chassis and put the correct body panels on the car. The question is, will the car be even faster after its birthday?

Peter Larnier has been able to secure the remains of the Beasy (Sabre) Formula Junior. It is of course important that these one off Australian cars are saved, and add some interesting variety and colour to our grids. Peter is almost the perfect person to take on this project, which I have no doubt will take some time to complete.

Jonathan Williamson, has arrived back from his very adventurous Land Rover trip from Singapore to London through 27 countries (some of the most disturbed countries in the world) and 52,000 Kms. A wonderful achievement. He will settle into life in Brisbane and work, and turn his mind back to things Lotus and FJ. Welcome back.



### **AFJA CHAMPIONSHIP 2014 rev 1**

#1	MAR	7-09	Phillip Island	✓
#2	APR	18-20	Mallala	✓
#3	MAY	03-04	Eastern Creek	✓
#4	JUN	24-25	Winton Short Track	✓
#5	JUL	12-13	Morgan Park	✓
#6	SEP	20-21	Lakeside – FJ stand alone?	
#7	SEP	27-28	Wakefield Park – FJ stand alone?	
#8	OCT	25-26	Barbagello	
#9	NOV	08-09	Sandown	
#10	NOV	29-30	Eastern Creek	

***IF*** we can get FJ only races, each such ***race*** will carry double points, regardless of which of the above rounds.



## ***PRESIDENT'S REPORT***

As we all know now, the acceptance of the FIA regulations has been approved and CAMS will recognize cars with HTPs to race in Australia. Cars that will fall into this category will still need the approval from the race organizers, who have the right to accept any entries they wish. It would seem unlikely that organizers would reject entries, when entries are underwhelming at most meetings at present.

This is very good news for us and gives us the opportunity to grow our membership and grids. Probably has more effect for us than any other group. It hopefully will also have the effect of halting or slowing the migration of cars to overseas buyers.

It is important to note that not everyone, even in our Association, are in agreement with this decision. The decision process was an interesting study in human nature. When the discussion process started there was a strong anti change lobby, predicting we would be over run by replicas and this change would undermine the high standard that CoDs have set in this country. The more thoughtful the discussions became, it could be understood that there were enough safeguards in place to allow Australia to accept the international classification embodied in the HTP.

CODs will still remain the premier classification for a car's identity, as it recognizes the car's original racing history, but there are many other cars that are identical in every other way, maybe missed out in period on 1,100 cc engine. These cars can now reduce capacity to FJ specs and gain HTPs to recognize the change. In no way does it pretend to be something it isn't.

On the subject of replicas, it will be extremely difficult to gain HTPs for a replica. It will have to be correct in every particular, materials, dimensions, specifications, and will have to pass the closest of inspections. We do have one car in our Association, a Lotus 18, that was built out of period, on an original jig to the exact specs as a genuine 18. This would have the only chance of getting papers as a replica that I know of that could affect us, and would have to run with an R before the number. Good luck to him I say.

This outcome is exactly what our association proposed and agitated for, so it up to us to make the most of the opportunity it offers us. I look forward to the challenge.

Roger



**Roger with his impressive winner's trophy from sponsors of the FJ race at COTA (Circuit of the Americas) in Austin Texas last October 2013**



## ***LATEST NEWS***

Who said Formula Junior drivers weren't of breeding age? Congratulations to Grant Craft and partner on the birth of their brand new baby seen here not enjoying the oversteer in the Sharp Holden! He wants to be in the Brabham, which is so much nicer to drive!

As for names, well the first name is Charlie, and then it is a toss up between, Charles Fangio Craft, and Charles Stirling Craft! Either sound perfect!



**Suave Peter**



Peter Boel collecting his trophy for winning the Lionel Ayers Trophy for Group O, Sports/Racing Cars  
(driving his Lotus Flintstone 23B)  
Also modelling the new AFJA Cap (see Regalia for price list).

## ***SOME THOUGHTS ON MIXED GRIDS***

Hi Don,

Whilst not a FJ owner I am a keener observer of the class and cars. I'm involved in group R sports (Tiga sports 2000) and also historic f/vee. However the reason for the email is due to the comment in your editorial in the latest FJ Newsletter mentioning that maybe FJ could race with F/vee and the slower f/fords. From a f/vee perspective this sounds great. We have also just bought an early f/ford, a 1972 March. The thought of using this car with the f/juniors is much more appealing than racing at the rear of the f/ford grid dodging some of the Ayrton Sennas at the front of the pack. I'm sure this idea would bring a number of Fa fords back onto the track as I believe many have been parked in garages as the newer Fc cars fill the category. I can understand the resistance some FJ members may have but lap times and performance are very similar and the pilots of the early f/fords may not be as hungry for victory as some of the drivers of the more modern cars, if I get my meaning. I'll continue to watch the FJ Newsletter for any further advancements in this area.

Regards

Geoff Kelly

VHRR Group V rep

03 87744154

G'day Geoff

Thanks for your comments.

We have a problem with FJ in Aus in so far as we do not have, & unlikely to achieve, the numbers we need to set a grid of our own, so we must combine with other groups. Which groups? Preferably, groups that have similar performance, handling & with competitors who are not training to be F1 drivers. Fa & FV & FJ, as I see it, may be a good compromise. Of course, I'd rather see all you guys buy a FJ & join us in the best International Historic Formula of all time!

Please see if you can muster up some support for this amalgamation. If you agree, I will include your note in the next newsletter.

Regards

Don Thallon

Hi Don,

Please feel free to include my comments. Being new to the f/ford scene I can see some people saying 'who the hell is Geoff Kelly making comments about historic f/ford?' But in the scheme of things I have been involved in group S for over 20 years racing my TR2 and the last couple of years in group R with the Tiga so I reckon I've got half an idea what all this stuff is about. If we are to survive and prosper I believe we need to group cars of a like performance/lap time (i.e. the old divisional racing) rather than strict historic groups where 3 or 4 cars leave the rest of the grid a half a lap behind. Like cars with like performance equals close racing - good for competitors and the paying public. This will equal fuller grids and more races per meeting. I think the only ones that don't like this concept are those that are currently winning their races by a big margin!! Grant Burford (NSW) f/ford rep is also keen on the idea and suggested same to Roger Ealand in recent times. He is a good contact re this subject – [aburford@exemail.com.au](mailto:aburford@exemail.com.au) - I'll spread the word.

Good Luck

Regards

Geoff Kelly

PS. I would imagine the extra enticement for Fa drivers would be cross entries between the combined FJ/FV/Fa race and the normal F/F race. Surely this would get the interest of the Fa drivers and still placate the f/ford committee who would be worried about losing numbers in their races. Time to put the bottle of Shiraz away and go to bed.

Regards

Geoff Kelly

Dear Roger,

I trust all is under control health wise with you and hope to see you at an event soon. Your effervescence is certainly missed by many.

The current AFJA newsletter is a beauty and it's great to Mr Thallon attempting to organise how events are structured, so that safety can be self-regulated by inviting other drivers that comply with AFJAs standards in this area.

As we have discussed before **selected older FJ derived Fa cars** could provide a good grid filler at some events like EC and PI where they can take up to 60 starters, (and you would well know there will probably never be enough Aust FJs running to fill a grid at this type of event) it's even more important when you purchase your own FJ races which has be a great idea recently, as it makes sense to divide the cost by a larger number of competitors so it's a win win and it becomes cheaper to compete and thus swells the numbers overall in both groups ..... Food for thought.

However I feel that if categories are going to be mixed as suggested and that includes M&O **its time for AFJA** to start identifying their cars with an **FJ after the car number** (but only on the sides not the nose), there are already CAMS standards with regard to scrip size etc. and its maybe a way around their reluctance to accept FJ as a class.

Over the years and particularly at large evens like the Tasman FJ just disappear into the mulga from a spectators point of view and this above idea could highlight who they represent and who they are competing against.

Another point I should make is the standard of numbering that exists on FJ is not good with all different background sizes and numbering some are even handmade, very few comply with the CAMS rules and as a group I would have thought that it was your responsibility to ensure that cars comply i.e. be self-regulating as a group.

On this issue FF have their own numbering and background sizes which are approved by CAMS and maybe worth looking at as they are smaller than all the other standard sizes available.

All the best,

Grant Burford

15.4.2014

### ***EU REPORT FROM THE MUCH TRAVELLED KIM SHEARN***

Arrived in UK to dodgy weather mid-May in time for the Brands Hatch meeting - Round 2 of the Lurani Series in which I am competing this year. It holds races in UK, France, Czech Republic (Brno), Germany, Belgium (Spa, of course - but not a Lurani round) Holland (Zandvoort). Spain (Jerez) and Portugal. Even Marie could see the benefits of tolerating some motor sport so she could visit the above locations.

No hassles with shipping this year as the car remained in the 'ol dart to receive a new gearbox and to be prepared for this season. Thanks to Iain Rowley and Martin for the installation and Bob Hicks for building up and "dogging" the box for us after it was machined by Peter Knoefel in Germany- great job!

Qualy at Brands was slow as I was very tentative with the new gearbox and car was running rough. Forgot to change old mixed plugs that were only in that engine over winter to fill the holes. No worries, when race 1 started, even though we were a lowly 20th of 34 on the grid. Very wet race and got a good start and had a race long tussle with John Delane, former Lurani champion and finally managed to get past him to take class honors in the race. Race 2 on Sunday was a different proposition. The car developed miss and eventually stopped on about lap 4 altogether. Later, found a loose plug lead and thought it was the cause, but it was not to be.

Headed off to Paris to pick up a mate from Melbourne, Ross Fisher, who is spending a few weeks with me including the next race meeting at Dijon. The weather is now fantastic and Joyce, the trusty Motorhome is running really well - an amazing unit - it has never let us down and tows the race car and trailer well. My French adopted "Dad", Patrick Morin arrived at Dijon also so we had a few laughs over dinner on Friday night after a crappy qually session. The persistent fault turned out to be stripped wire emanating from the distributor so it got changed along with the coil and plugs, once again.

You would think we were now ready to have red hot go, but not to be. When re-timing the engine, the mechanic, who will remain nameless, timed it off the full advance mark, not TDC so I raced with 70 degrees of advance, not 35 as prescribed!!! Bugger. I was really lucky not to blow up the engine but only managed a few laps before it overheated stupendously and I pulled off. Problem corrected for race 2, thanks to Dan Setford and his trusty timing light though the head gasket, which must have been tested to the limit, was a source of concern. I managed 10 terrific laps in race 2 beating my previous best time by 1.5 seconds. I was faster in the Lotus 18 than I had been previously in our 20/22! I had a good time playing with a couple of Lotus 22's and somehow was able to get past one and hold off the other. Luckily, (for me, anyway) the race was red flagged on the lap I stopped, with yes, a blown head gasket so I was credited with a class win in that race. Overall, another spectacular mid-field finish! Funny how a good "dice" with other cars is all that seems to matter when you are out there during the race.

By now, Ross had put new batteries in his hearing aids and was able to read maps (Go figure?), so we set off for Chateau Savigny just South of Beaune to see the amazing collection of over 100 jet fighter planes and probably the world's most complete collection of Abarth race cars imaginable. Then it was the Schlumph museum in Mullhouse (Best car museum in the world?) along with the incredible train museum not far away, also in Mullhouse.

Next stop was Stuttgart for the Benz and Porsche museums and factories. The Le Mans 24 hour race was on that weekend and Porsche opened up their facility and put on a French flavoured weekend at the museum, free of charge. They had multiple big TV screens with live feeds for 24 hours. In a wonderful atmosphere we watched the start and finish of the race, though the groans from Porsche fans were palpable. A great weekend with many happy memories - even Ross enjoyed it.

We have been touring since and have stayed at some really good camp sites and one not so good as well. Currently in Lausanne, camped beside Lake Geneva (beautiful) and making our way to Munich so Ross can return home to sit on various boards (why he doesn't sit on a chair is beyond me). I then make my way to Brno for the next Lurani round, before coming home to collect Marie and returning for the second half of the season.

As is now commonplace, Duncan Rabagliati (FJ Supremo) organises these meetings to make it so easy to participate and at far lower cost than most of the other classes - in fact, two competitors from other groups have spoken with me about joining the ranks of Formula Junior due to the much lower cost, the ability to compete in an FIA Championship, great companionship and racing, along with a varied calendar of events. FJ Racing also takes place regularly in the UK, with full grids, for those who don't want to travel as much as we do, thus reducing the costs even further. It is possible, for those with the means and the time, to race every weekend from April through to October over here.

You should try it - it presents a life experience, great camaraderie, lots of memories and, with careful planning, is not much more expensive than God forsaken Bali. The World tour starts in about 18 months and that will see Formula Junior racing arriving and competing on 5 continents over two seasons - what a fantastic idea ... now if only Marie will allow me .. we'll see, I guess, meanwhile,

Cheers and A Bientot,

Kim Shearn  
AFJA  
22.6.14



**Early arrival in the rain at Brands Hatch – 24 May 2014**

## ***INACTIVE LIST – Results of Roger's Sleuth Work***

Hi Noel.

Here are the results of my sleuth work! Of the 29 owners who we didn't have active responses from (our inactive members' list) this work has resolved some 22 cars, with some very positive news on restorations too.

So this should be useful to update our register of cars, and increase our active competitor potential list too.

I wonder if you have Photos of most of the cars for our records, or do we need to chase some up?

Roger

Brian Beasy - Deceased. Son may sell car to Peter Larnar.

Ray Dingle - Lynx ready to go, 1500cc, no intention of using it.

Chris Doube - Lotus 20b restores and ready to go. No intention to sell or bring it out .

Rob Hands - sold Lotus 18, MRD nearly ready to go.

John Holmes - Lotus 27 chassis plate only, son crashed bodywork, no sign of movement. The Mason, some doubt on who owns it, no movement.

Damian Tange - Cheeta ready to go, perfect restoration, might lend it to a driver, no chance of using it himself.

Graham Russell - Schasum very nearly ready to go. Restoration almost complete, bodywork being painted, will be out mid year.

Pat Ryan - Brabham and Cameron MKIII both ready to go, might get them out one day with us.

Ian Barker - Deceased. Rob (possibly son) has the Elfin, has no plans for restoration, use or selling the car.

Chris Doube - Lotus 20 fully restored, ready to go. Not interested in selling or racing it.

John Napier-Wynch - Slowly restoring the Higgs, has given Neil McCrudden first choice to buy.

Jim Madden - No clear answer on what is happening to his Cooper. ★

Jim Sherringham - Lotus 20b. Active car, Driven by Maurice Blackwood

Geoff Graham - Lotus 20b. Almost finished rebuild. Geoff won't race it, but will get it on the track for testing shortly.

John Burch - Elfin. Sold car to Peter Johnson

Lyn Archer - Elfin. Has died. Genuine FJ, will be caught up in the estate.

Geoff Dean - Elfin. Finished restoration, unlikely to race it.

Rod Harvey - Elfin. Car now owned by Bathurst a Council Museum, genuine David McKay/Greg Cusack car.

Mark Poole - Elfin. Thinking of campaigning the car, was a good driver in his day. Was first Elfin FJ.

Glen Stewart-Richardson - Cooper T59. Sold overseas.

★ Jim Madden has decided to retire and has the Cooper for sale – see our classified section. Jeanette says these are the best (prettiest) looking FJs on the track.



## ***BUT WAIT! THERE'S MORE (LYNX'S IN BARNES)!***

Bill Norman

Esteemed historic car restorer, David Kent is joining us in Formula Junior.

Late in May, David located the last Lynx ever made by the Sydney engineering works. It is Chassis No.117, found quietly rusting under a house in Sydney. According to former owner Ian Thorn, the car hadn't moved for more than thirty years. It comes with original Lynx magnesium uprights, steering box and fuel tank, but the body is not complete.

David is excited by the restoration project and his high engineering standards will ensure a beautiful car when it eventually reappears.

There is now potential for a least three Lynx lowline cars to be on the grid at once in Australia – Ian Bailey's chassis 112 which is running strongly on track with a new engine, Bill Norman's chassis 116 which is now on its wheels ready for its engine, and now chassis 117 which is sure to go ahead.

What a change from six months ago, when it seemed that we were losing all our Australian Lynx's to the UK!

There are yet other Lynx cars here: chassis 114, with proven FJ history in period, is in northern NSW and was formerly raced by Dick Willis; chassis 111 was converted to a Renault engine sports car and is for sale in Perth. Over in New Zealand still, is chassis 115, recently sold to Scotsman Vernon Williamson, who plans to use it for Antipodean racing.

Incidentally, Dick Willis still has a Lynx, leaf sprung chassis 103. Dick loves to be different and he has returned the chassis to its original MGTC engine! In the good old days when things were not so prim and proper, Lynx racing cars were powered by everything from supercharged Vincents to a Borgward Hansa.....different times indeed!



**Footnote: Bill raced this car at Morgan Park in July (by invitation with CoD pending). Shows great potential. He doesn't let the grass grow under his feet. Ed**

## ***ROOKIE MAX IS HAVING A BALL***

My initial thoughts of the Formula Junior and the gentlemen involved with these delightful cars.

For some time, I had been looking for another car to race, a Bugeye Sprite had been it for a dozen years, the last six years or so, my mate Peter Zampelis and myself had my car at the head of the Sa under 1000cc and occasionally the under 1300cc field. A couple of years ago at Winton, again grouped with the Lb, I had a fantastic time dicing with Norm in the Stanguellini, Eddie Woods and Colin Sullivan in the Streamliners. After squeezing every bit out of the Sprite, the inevitable happened and they rounded me up, but I did not mind, to be around and follow this era of cars is what I like. I knew then that a "real" race car from the late 50's early 60's was what I wanted.

Formula Junior looks good. I had followed the travels of the guys when they took their cars to Europe, South Africa, New Zealand, etc. and watched them at our local tracks. Camping next to them on occasions, I realised that they not only have a great time racing these fantastic little cars, but as a group, there was a lot of pleasure to be had in a class like this.

However, I soon learnt that to become part of this elite group, had bit to learn. I had to swear more often, much more! Stories of who cut you off and took your line became huge almost epic, and after being embellished with the aforesaid colourful language and repeated endlessly, these stories, at post race drinks introduced me to a whole new world..... a world like Bill's where frustration and problems abound, or Roger's world, where charm and colourful anecdotes shine, then there is the style and skill of our "Giles" like Secretary, whose "late braking manoeuvres" are something else !!! ..... and I'm racing a front engined FJ, protected somewhat from the rigours and devious world of the rear engined brigade.

That said, the Gemini II has been a delight. With almost the same wheel base and track as the Sprite, handling is not dissimilar, however it goes like a Sprite on steroids. With its lightweight, Cosworth Ford power and good brakes, it is a whole new ball game, and I'm certain that I have a lot to learn to get the best out of car.

Lately, I have been a follower of the FJ fraternity in Europe and North America, Sarah Matrike's work on Facebook is fantastic, the Front engined following is terrific and I'm somewhat envious of the fields they get. My understanding of the AFJA and the guys running it is similar, great blokes and always ready to help. I look forward to a full FJ only field where the Gemini can get out amongst its younger rear engined mates representing a great era in motor racing.

For me, Historic racing has always had 3 elements, and I try to keep these front and centre at each meeting ..... 1st... it's the cars, 2nd...the blokes, 3rd... the races. Putting it back in the trailer, same shape, same colour, and sounding roughly the same, is a great feeling .....

I have been impressed with the general awareness of the Gemini. At each meeting the car attracts attention from many people who know a lot about the car, its appearance at Goodwood and New Zealand etc. To this end I would be pleased to hear from anyone who can put me in touch with any other Gemini II owners, especially Ford powered. I have spoken to the previous owners and other drivers of the Gemini and they all remark what an enjoyable car it is to drive, and I can only concur.

I Hope to get the pleasure and satisfaction out of preparing and racing the Gemini as the other members of the AFJA obviously get from owning their Formula Juniors.

Max Pegram - FJ Gemini # 1041.

### **Max is heading our 2014 Points Score**



**Max and Maree at Mallala with their full equippé**



# POINTS SCORE TO ROUND #5 – David Reid

2014 SERIES POINTS.xls  
Summary

NAME	STATE	Phillip Island R1	Mallala R2	Eastern Ck R3	Winton Short R4	Morgan Pk R5	Lakeside R6	Wakfield Pk R7	Barbagello R8	Sandown R9	Eastern Ck R10	TOTAL
PEGRAM, Max	VIC	40			28							98
THALLON, Don	QLD	32	1		28	30						91
MEDLEY, John	NSW	25	15	20	26	0						86
BUCKLEY, Robert	QLD	24		30		24						78
HEMMING, Bill	VIC	40				30						70
FRY, Geoff	NSW			17	30	18						65
CRAFT, Grant	QLD	40		20								60
SIMMONS, Tony	NSW	3		16	26	15						60
BRYEN, Noel	NSW	9		16		17						42
BOEL, Peter	QLD			22		15						37
FALKNER, Norman	VIC		17		12							29
HENDERSON, Ian	VIC	5			18							23
GOSBELL, Mike	NSW	21										21
SHEARER, Michael	SA		21									21
BULLOCK, Marty	WA	18										18
SHEARN, Kim	VIC	14										14
REID, David	QLD	11				0						11
SHERRINGHAM, Jim	NSW			11								11
NORMAN, Bill	NSW					9						9
BAILEY, Ian	NSW	7										7
EDGAR, Bruce	WA	4										4
FELLOWES, Andrew	QLD			3								3
TELFER, Alan	QLD			3								3
BRYDEN, Murray	VIC	1										1
MOODY, Stephen	VIC	1										1
EALAND, Roger	NSW											0
LANE, Max	NSW											0
PRICE, Melinda	VIC											0
STRAUSS, Peter	VIC											0
GOODFELLOW, Mike	QLD											0
BARCLAY, Peter	ACT				30	12						42

## ***NZ FORMULA JUNIOR TOUR UPDATE***

Hi Guys,

See below and attached from Nigel. Perhaps your members may be keen to do some racing on Nigel's tour after the Festival ? If so please let Nigel know asap.

I know that Tony said he will be coming to the 'Gulf Oil Howden Ganley F5000 Festival' (see attached advert) in January 2015; and Neil McCrudden will bring a container of cars (types TBA).

I am trying to get a feel for how many FJ cars will be at the Festival and whether there will be enough cars for FJ only grids both weekends. At this stage, I am thinking of a FJ only grid for the 1<sup>st</sup> weekend and if numbers are down for the 2<sup>nd</sup> weekend, we will probably combine the FJs with 'Tasman' cars; but, it would be nice to know how many and who will be coming.

Any chance you could canvass your membership for me to seek a registration of interest ?

With thanks and regards,  
Jim

Evening everyone

I have been in discussions with the management at the Highlands Circuit in Cromwell, Central Otago. In a response to advances Highlands will look to establish a Historic/Classic event at Highland circuit the weekend following the Teretonga Circuit (Southern Festival of Speed), that is **if** we can get a sufficient numbers of Formula Junior and F3 cars together. Formula Junior will be the feature cars.

We have interest from six Formula Junior in going to the South Island. There are the three resident South island cars and Terry Colliers BMC in Wellington. Ten in Total.

This may be a one off opportunity so if you can give me your expressions of interest in trying the new Highlands circuit please let me know ASAP. A further six cars and we can organise a second 40' container to head south. Alternately you can trailer the cars down. If this is successful then the circuit will be on the Books for the 60<sup>th</sup> anniversary.

I'm working to get the usual freight subsidy from Toll and are working on subsidised freight from Tranz Rail for the rail portion along with reduced rates for the Teretonga/Cromwell round trip portion.

Neil McCrudden and the other Western Australians are bringing a Container of cars and are wanting to head to the South Island Circuit. There is some interest from the UK in bring more cars.

Kind regards  
Nigel Russell

# 2015 New Zealand Summer of Formula Junior

## Six weeks of racing over six consecutive weekends

The New Zealand Formula Junior Register (NZFJR) as in previous years will be co-ordinating grids of Formula Juniors at a number of the 2015 NZ Historic and Classic events.

In the past years that NZFJR have supported these events, the Formula Junior numbers have been such that Formula Junior only grids have been available.

### Events

<b>16<sup>th</sup>-18<sup>th</sup> Jan</b>	<b>NZ Festival of Motor Racing - Celebrating Howden Ganley, Hampton Downs Circuit, North Waikato, North Island.</b> Formula Junior/F3 Only Grid TBC.
<b>23<sup>rd</sup>-25<sup>th</sup> Jan</b>	<b>NZ Festival of Motor Racing Celebrating Howden Ganley, Hampton Downs Circuit, North Waikato, North Island.</b> Formula Junior/F3 included in Formula Libre grid TBC.
<b>30<sup>th</sup> - 1<sup>st</sup> Feb</b>	<b>Skoep Classic,</b> <b>Canterbury Car Club. (CCC)</b> <b>Ruapuna Circuit Christchurch, South Island.</b>
<b>6<sup>th</sup>-8<sup>th</sup> Feb</b>	<b>ENZED Classic,</b> <b>Classic Motor Racing Club. (CMRC)</b> <b>The Levels Circuit, Timaru, South Island.</b>
<b>13<sup>th</sup>-15<sup>th</sup> Feb</b>	<b>Evolution Motorsport Classic SpeedFest,</b> <b>Southland Sports Car Club. (SSCC)</b> <b>Teretonga Motor Racing Circuit, Invercargill, South Island.</b>
<b>20<sup>th</sup>-22<sup>nd</sup> Feb</b>	<b>Highland Motor Racing Circuit.</b> <b>Cromwell, Central Otago, South Island.</b> <b>Event TBC</b>

The six weeks of racing over six consecutive weeks begins with the NZ Festival of Motor Racing at Hampton Downs Circuit, just South of Auckland.

An opportunity is available for further on shipment of the containers to the South Island to compete in four South Island events. Alternately, for International competitors interested in attending the South island events only, the Shipping Containers can be sent direct from their home country into Lyttleton Port, (Christchurch) South Island, compete at the South Island circuit events and then have the containers shipped from Bluff Port (Invercargill), South Island back to the home country.

The South Island events have a number of 1950 Grand Prix Specials regularly competing and a grid will be available for these types of cars at the South Island events. Mixed containers of 1950's GP and FJ may be an option. The NZFJR will co-ordinate South Island event entry and transportation of containers of cars with in New Zealand, from Auckland railhead to the South Island and between the South Island circuits, with final departure from a South Island Port.

Financial Assistance with shipping containers (based on six plus Formula junior cars) around the South Island circuits should be available as in previous years. TBC.

Those competitors wishing to express interest in participate in the ENZED Classic, Skoep Classic, Evolution Motor Sport Speedfest and Highlands events taking place in the South Island; please contact the New Zealand Formula Junior Register (NZFJR) Chairman, Nigel Russell. [nigel@belleza.co.nz](mailto:nigel@belleza.co.nz)





**NZ FESTIVAL of**  
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**Gulf Oil** Howden Ganley  
**F5000**

**16-18  
 23-25  
 JANUARY  
 2015**

**Festival 2015**

Cars will include F5000, Can-Ams & Historic Formula Libre, Historic Muscle Cars, Heritage Touring Cars, Historic All-Comers & Sports Sedans, Historic Single Seaters, Saloon cars & Sports cars

Don't miss the Howden Ganley F5000 Festival in the summer of 2015

**www.nzfmr.co.nz**

ENQUIRIES TO Jim Barclay, jim@nzfmr.co.nz  
 Phone: +64(0)21 752 514



## ***ROUND #2 – MALLALA, South Australia – April 19-20***

The All Historic Mallala is always held on the Easter weekend. Seven groups contested a 34 race programme. Our FJs were divided into Group L for pre 1961 and Group M for the later years.

Unfortunately our entries were very poor. Entered for Group M were Murray Bryden (DNS), Kim Shearn (retired in qualifying), Don Thallon (broke the clutch in R1) and Micheal Shearer, our local FJ Rep, who shared his Cooper BMC T59 with wife Jo, who ran in Regularity. Michael only completed the last two races, but never the less, did a Bradbury, as the only man left standing.

Group L saw Max Pegram in his neat Gemini Mk2 and John Medley, Nota and Norm Falkner, Stanguellini. Max Pegram was the fastest of the FJ with outright 2<sup>nd</sup> twice and 3<sup>rd</sup> once.



Mallala was the home of RAAF No. 6 Service Flight Training School during WW2. Pilots trained on twin engined Avro Anson to become bomber pilots – base closed in 1960. The AGP was held here in 1961 and the site purchased by current owner, Clem Smith in 1976. A party was held on Saturday night to honour his 87<sup>th</sup> birthday – at the track in his private museum. Famous Flag Waver, Glen Dix, made everyone welcome at the dinner and during the weekend's racing



## ROUND #3 – EASTERN CREEK, Sydney – May 3-4

No reports received. Here are a couple of Result Sheets.

Event R6  
Scheduled Start 13:45

Page 1 Issue 1  
Start Sat May 03 14:11  
Elapsed Time 4:56

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	28	Damon Hancock (NSW)	T.H.R.	Brabham BT23C	1594	O	3	4:56.3044	3 1:36.3972*
2	1	Richard Carter (NSW)	R CARTER	Elfin Mono	1600	O	3	4:56.6396	2 1:36.7184
3	38	Keith Simpson (VIC)	PENRITE OIL CO.	Brabham BT16	1598	O	3	5:11.3504	2 1:41.7099
4	17	Ed Holly (NSW)	E HOLLY	Brabham BT21C	1600	O	3	5:14.8848	3 1:41.9093
5	12	Stephen Weller (NSW)	S WELLER	Elfin 600	1600	O	3	5:14.9954	3 1:41.2973
6	117	Keith Berryman (NSW)	K BERRYMAN	Matich SR3	4700	O	3	5:25.6270	2 1:46.1158
7	43	Rod Carroll (NSW)	TYREPLUS	Lola T140	5000	O	3	5:26.4348	2 1:44.3812
8	25	Herb Neal (NSW)	H NEAL	Neal Ford II	1600	O	3	5:37.9966	3 1:48.9517
9	126	Grant Craft (NSW)	G CRAFT	Brabham BT2	1098	FJ	3	5:38.8920	3 1:49.4126
10	68	Philip Jewell (NSW)	EKJ RACING	McKee MK8 / 12	5000	O	3	5:45.0503	2 1:47.7206
11	11	Peter Strauss (VIC)	P STRAUSS	Brabham BT11	3.0	O	3	5:46.0316	3 1:51.7270
12	81	John Macey (NSW)	J MACEY	Brabham BT-18	1590	O	3	5:46.4554	3 1:51.7867
13	30	Norman Falkiner (VIC)	N FALKINER	Elfin Mono	1500	O	3	5:46.7594	3 1:51.5764
14	63	Noel Bryen (NSW)	N BRYEN	Rennmax BNI-FJ	1100	FJ	3	5:47.7879	2 1:52.1658
15	5	Peter Boel (QLD)	P BOEL	Lolo MK5A	1098	FJ	3	5:48.4211	3 1:52.0093
16	70	Tony Simmons (NSW)	T SIMMONS	Brabham BT6	1100	FJ	3	5:57.3455	3 1:53.5729
17	111	Ryan Sorensen (NSW)	R SORENSEN	Rennmax BN2	1600	O	3	5:58.9206	3 1:53.5252
18	128	Andrew Fellowes (QLD)	A FELLOWES	Lotus 27	1098	FJ	3	6:25.4360	3 2:02.4770
19	10	Maurice Blackwood (NSW)	J SHERRINGHAM	Lotus 20	1100	FJ	3	6:26.5799	3 2:02.2941
20	89	John Medley (NSW)	J MEDLEY	Nota Formula Junior	1100	FJ	3	6:26.9346	3 2:05.8017
21	67	Robert Buckley (QLD)	R BUCKLEY	Golford Special Form	1045	FJ	3	6:29.0565	3 2:05.8473
22	27	Kevin Davis (NSW)	K DAVIS	Rennmax BN1	1598	O	3	6:31.9274	3 2:02.3507
23	91	John Ashwell (NSW)	J ASHWELL	Brabham BT 21C	1600	O	3	6:56.1274	1 2:01.0367
24	8	Geoff Fry (NSW)	G FRY	Jolus Formula Junior	1098	FJ	3	6:57.5553	2 2:15.5052
25	20	Alan Telfer (QLD)	A TELFER	Lotus 20B	1200	FJ	3	7:07.5573	3 2:17.2369
DNF	29	Wayne Wilson (NSW)	W WILSON	Brabham BT29	1600	O			

Qualifying R13  
Scheduled Start 16:26

Page 1 Issue 1  
Start Sat May 03 16:53  
Elapsed Time 5:07

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Fastest...Lap	Gap
1	28	Damon Hancock (NSW)	T.H.R.	Brabham BT23C	1594	O	2	1 1:39.1127*	
2	38	Keith Simpson (VIC)	PENRITE OIL CO.	Brabham BT16	1598	O	2	1 1:40.8027	0:01.6900
3	17	Ed Holly (NSW)	E HOLLY	Brabham BT21C	1600	O	2	1 1:42.1562	0:03.0435
4	81	John Macey (NSW)	J MACEY	Brabham BT-18	1590	O	2	2 1:46.2481	0:07.1354
5	126	Grant Craft (NSW)	G CRAFT	Brabham BT2	1098	FJ	2	2 1:48.0073	0:08.8946
6	30	Norman Falkiner (VIC)	N FALKINER	Elfin Mono	1500	O	2	2 1:48.1099	0:08.9972
7	68	Philip Jewell (NSW)	EKJ RACING	McKee MK8 / 12	5000	O	2	2 1:48.9140	0:09.8013
8	63	Noel Bryen (NSW)	N BRYEN	Rennmax BNI-FJ	1100	FJ	2	2 1:49.7574	0:10.6447
9	5	Peter Boel (QLD)	P BOEL	Lolo MK5A	1098	FJ	2	2 1:50.1049	0:10.9922
10	11	Peter Strauss (VIC)	P STRAUSS	Brabham BT11	3.0	O	2	1 1:52.2635	0:13.1508
11	111	Ryan Sorensen (NSW)	R SORENSEN	Rennmax BN2	1600	O	2	2 1:52.9456	0:13.8329
12	70	Tony Simmons (NSW)	T SIMMONS	Brabham BT6	1100	FJ	2	2 1:53.1625	0:14.0498
13	27	Kevin Davis (NSW)	K DAVIS	Rennmax BN1	1598	O	2	2 2:02.6231	0:23.5104
14	89	John Medley (NSW)	J MEDLEY	Nota Formula Junior	1100	FJ	2	1 2:03.2455	0:24.1328
15	10	Maurice Blackwood (NSW)	J SHERRINGHAM	Lotus 20	1100	FJ	2	2 2:04.1104	0:24.9977
16	67	Robert Buckley (QLD)	R BUCKLEY	Golford Special Form	1045	FJ	2	2 2:05.1690	0:26.0563
17	8	Geoff Fry (NSW)	G FRY	Jolus Formula Junior	1098	FJ	2	2 2:14.1078	0:34.9951
18	20	Alan Telfer (QLD)	A TELFER	Lotus 20B	1200	FJ	1	1 2:57.3984	1:18.2857
	91	John Ashwell (NSW)	J ASHWELL	Brabham BT 21C	1600	O			

Event R23  
Scheduled Start 13:18

Page 1 Issue 1  
Start Sun May 04 14:08  
Elapsed Time 5:04

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	1	Richard Carter (NSW)	R CARTER	Elfin Mono	1600	O	3	5:04.4325	3 1:39.4468
2	12	Stephen Weller (NSW)	S WELLER	Elfin 600	1600	O	3	5:05.2929	2 1:39.2981*
3	38	Keith Simpson (VIC)	PENRITE OIL CO.	Brabham BT16	1598	O	3	5:08.3992	2 1:40.6817
4	17	Ed Holly (NSW)	E HOLLY	Brabham BT21C	1600	O	3	5:09.8429	3 1:40.8288
5	117	Keith Berryman (NSW)	K BERRYMAN	Matich SR3	4700	O	3	5:27.1772	3 1:44.5086
6	25	Herb Neal (NSW)	H NEAL	Neal Ford II	1600	O	3	5:27.2894	3 1:47.5340
7	30	Norman Falkiner (VIC)	N FALKINER	Elfin Mono	1500	O	3	5:29.8001	3 1:46.8289
8	11	Peter Strauss (VIC)	P STRAUSS	Brabham BT11	3.0	O	3	5:46.2629	2 1:53.5801
9	5	Peter Boel (QLD)	P BOEL	Lolo MK5A	1098	FJ	3	5:46.6035	2 1:51.2486
10	111	Ryan Sorensen (NSW)	R SORENSEN	Rennmax BN2	1600	O	3	5:47.3252	3 1:52.1728
11	24	Geoff Varey (NSW)	G VAREY	Gryphon 2	1498	O	3	5:54.6334	3 1:54.4837
12	70	Tony Simmons (NSW)	T SIMMONS	Brabham BT6	1100	FJ	3	5:54.7516	3 1:53.7403
13	10	Maurice Blackwood (NSW)	J SHERRINGHAM	Lotus 20	1100	FJ	3	6:17.7442	2 2:01.7378
14	67	Robert Buckley (QLD)	R BUCKLEY	Golford Special Form	1045	FJ	3	6:55.9376	2 2:04.9473
DNF	8	Geoff Fry (NSW)	G FRY	Jolus Formula Junior	1098	FJ	1	2:29.7175	1 2:29.7175

## ***ROUND #4 – HISTORIC WINTON, Victoria – May 24-25***

As usual The Austin 7 Club organise and promote this meeting in northern Victoria on the original short circuit; very suited to the older and to the more nimble historic cars. Great for our FJ cars. This year we had great sunny weather on Saturday and Sunday.

FJ were mixed with Groups M & O (3 FJs) and Group L (2 FJs). Not what you'd call an exciting field, big speed differentials, but I think we all found someone to race with.

Results:

### ***Groups M & O Sports & Racing - Race 3***

Event R37                      8 Laps  
Scheduled Start 14:25

Page 1                              Issue 1  
Start Sun May 25              14:25  
Elapsed Time                      8:26

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	53	Laurie Bennett	Laurie Bennett	Elfin 600B	1600	OR	8	8:26.0422	2 1:01.8325*
2	83	Jim McConville	Robert McConville	Brabham BT29	1598	OR	8	8:28.3227	2 1:01.9502
3	84	Paul Orr	Paul Orr	Austin Special	1275	OR	8	8:59.4311	2 1:06.1506
4	76	Frank Hook	P Larner	Cooper T76	1100	MR	8	9:22.4304	4 1:08.9100
5	96	Dale Harvey	Dale Harvey (NSW)	Proton F2	1598	OR	8	9:27.5279	4 1:08.7044
6	92	Don Thallon	Don Thallon (QLD)	Ford FJ MRC 22	1100	MR	8	9:29.8399	3 1:09.5040
7	70	Tony Simmons	Tony Simmons (NSW)	Brabham BT6 F.Jr	1100	MR	8	9:30.8848	8 1:09.2981
8	66	Trevor Booth	Trevor Booth (NSW)	Nota Sunbeam	1500	OS	7	8:27.8856	4 1:10.6941
9	126	Peter Turnbull	Peter Turnbull (TAS)	Turnham Ford	1600	OS	7	8:34.3378	3 1:11.4866
10	32	Tony Burrage	Tony Burrage	Rennmax 23B	1598	MS	7	8:40.3998	5 1:12.3368
11	87	Peter Barclay	Peter Barclay (NSW)	Repco Brabham BT 15	997	MR	7	8:42.9223	7 1:10.7261
12	11	Peter Strauss	Peter Strauss	Brabham BT11	2500	MR	7	8:59.3375	3 1:08.7269
13	63	Bill Hemming	Bill Hemming	Elfin Mallala	1600	MS	7	9:06.7206	7 1:15.7005
14	7	James Calder	James Calder	Lotus Super Seven	1500	MS	7	9:07.2098	2 1:15.0934
15	9	Ian Henderson	Ian Henderson	Ford FJ MRC 22	1100	MR	7	9:09.6889	2 1:15.8886
16	62		John Evans	Lotus Super7		OS	7	9:10.0228	2 1:15.0035
17	60	Geoff Fry	Geoff Fry (NSW)	Jolus Formula Junior	1098	MR	7	9:42.5526	5 1:20.8235
DNF	38	Margaret Dymond	Keith Simpson	Brabham BT16	1600	OR			

### ***Groups Lb Sports & Racing - Mark Dymond Trophy***

Event R38                      8 Laps  
Scheduled Start 14:43

Page 1                              Issue 1  
Start Sun May 25              14:44  
Elapsed Time                      9:49

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	8	Bob Schapel	Bob Schapel (SA)	MG TC Special	1366	LBR	8	9:49.8281	2 1:12.5733
2	27	Margaret Dymond	Samantha Dymond	Lola Mk1	1220	LBS	8	9:51.4237	4 1:12.6396
3	24	Graeme Marks	Graeme Marks	Mac-Healey	2916	LBR	8	9:52.2936	5 1:12.5342
4	15	Max Pegram	Max Pegram	Gemini f.j. Mk2 Form	1100	LBR	8	9:59.0576	5 1:13.3857
5	28	Brian Simpson	Brian Simpson	Cooper JAP MK9	1100	LBR	8	9:59.3085	5 1:12.1284*
6	58	Shane Bowden	Shane Bowden	Prad 5 Testa Rossa	2262	LBS	8	10:06.5190	6 1:14.7209
7	99	Dick O'Keefe	Dick O'Keefe	Photon Special Lotus	998	LBS	8	10:06.9926	6 1:14.5086
8	55	Warwick McBean	Warwick McBean (NSW)	Lolus Sports	2260	LBS	8	10:07.9583	6 1:14.4591
9	79	Grant Craft	Mick Arnold (TAS)	Sharp Holden	2550	LBR	8	10:12.1275	6 1:14.9642
10	63	Bruce Richardson	Robert Lesslie	Nota Minx	1494	LBS	8	10:24.7469	3 1:16.3152
11	68	Chris Farrell	Mathew White	MG TC	1360	LBR	8	10:26.5852	5 1:16.5250
12	47	Russell Budge	Russell Budge	Zephscas Ausca	2553	LBS	8	10:30.5558	4 1:15.9893
13	49	Ian Edgar	Ian Edgar	MG TC Special	1350	LBR	8	10:32.9468	4 1:16.2663
14	89	John Medley	John Medley (NSW)	Nota Formula junior	1100	LBR	8	10:34.4674	5 1:15.3909
15	87	Terry White	Terry White	MG TC S/C	1308	LBR	8	10:41.5796	7 1:17.9788
16	80	Colin Sullivan	Colin Sullivan	Elfin Streamliner	1600	LBS	8	10:42.4800	7 1:17.8049
17	92	Graeme Wright	Tim Wright	Regah MG Special	1800	LBS	8	10:42.9640	7 1:16.8519
18	18	Bill Hemming	Eddie Woods	Elfin Streamliner	1098	LBS	8	10:45.0125	6 1:18.0595
19	7	Mike Gosbell	Mike Gosbell (NSW)	Milano MG	1495	LBS	8	10:55.5616	3 1:19.4861
20	50	Paul Armstrong	Paul Armstrong (NSW)	Nalla Open Wheeler	2450	LBR	8	10:56.8908	7 1:19.4780
21	82	Norman Falkiner	Norman Falkiner	Stanevellini FJ	1100	LBR	8	10:57.4634	2 1:18.5764
22	76	A J Morton	Alan Morton (QLD)	Alba 650	650	LBR	8	10:57.6890	3 1:19.4792
23	112	Peter Lubrano	Peter Lubrano (NSW)	MG TC	1366	LBS	7	10:04.6833	2 1:23.5986
24	26	Richard Townley	Richard Townley	MG TC Patterson-Bryd	1366	LBR	7	10:15.1924	2 1:24.2874
25	44	Andrew Woodall	Andrew Woodall (NSW)	The Slotus Special	1175	LBS	7	10:32.5248	3 1:26.9531
DNF	51	Mal Reid	Mal Reid (NSW)	Prad Mk3	2447	LBR	4	5:08.7968	4 1:14.5013
DNF	14	Ralph Pauperis	Ralph Pauperis	MG TC Milano	1400	LBS	2	2:48.4081	2 1:18.7137
DNF	56	James Elphick	James Elphick (NSW)	Gazelle Ford 10 Spec	1172	LBR	2	2:57.7055	2 1:22.8139



## ***ROUND #5 – MORGAN PARK, Warwick Qld – July 12-13***

The combination of FF, FJ and FV worked well – 14 FF, 11 FJ (and F3) and 5FV – quite a respectable field with good racing throughout.

Races on Saturday pm and Sunday am were combined as above. Sunday pm saw our Feature Race for FJ and FV only, over 8 laps.

This race meeting was well patronised with over 250 entrants. Weather was typical Warwick winter – days warm and sunny and nights cold with frost and ice (-5°C). So setting up in the paddock in the sun was perfect. Several of our intrepid competitors camped at the track. David Reid apparently has an electric blanket in his swag, so didn't need to venture into town to meet the locals!

### **EVENT 27**

Location MORGAN PARK - CIRCUIT K Date 13 July 2014 13:16

Length 3.0000 Km

Best lap time 01:29.717

in lap 6

Top speed 120.379 Km/h

By competitor NOEL BRYEN

pos	start no.	competitor	laps	total time	diff	best time	best lap	best speed
<a href="#">1</a>	<a href="#">92</a>	<a href="#">DON THALLON</a>	8	12:06.971		01:29.855	2	120.194 Km/h
<a href="#">2</a>	<a href="#">63</a>	<a href="#">NOEL BRYEN</a>	8	12:08.537	01.566	01:29.717	6	120.379 Km/h
<a href="#">3</a>	<a href="#">5</a>	<a href="#">PETER BOEL</a>	8	12:31.301	24.330	01:32.037	4	117.344 Km/h
<a href="#">4</a>	<a href="#">23</a>	<a href="#">BILL HEMMING</a>	8	12:55.490	48.519	01:34.622	4	114.138 Km/h
<a href="#">5</a>	<a href="#">3</a>	<a href="#">BILL NORMAN</a>	8	12:55.992	49.021	01:34.640	3	114.117 Km/h
<a href="#">6</a>	<a href="#">70</a>	<a href="#">TONY SIMMONS</a>	8	12:58.241	51.270	01:33.362	8	115.679 Km/h
<a href="#">7</a>	<a href="#">69</a>	<a href="#">JEFF BROWN</a>	8	12:58.919	51.948	01:32.620	8	116.605 Km/h
<a href="#">8</a>	<a href="#">38</a>	<a href="#">GEOFF STONE</a>	8	13:30.859	01:23.888	01:38.601	7	109.532 Km/h
<a href="#">9</a>	<a href="#">31</a>	<a href="#">BERNIE CASHIN</a>	8	13:30.929	01:23.958	01:38.661	7	109.466 Km/h
<a href="#">10</a>	<a href="#">67</a>	<a href="#">ROBERT BUCKLEY</a>	8	13:41.522	01:34.551	01:40.411	8	107.558 Km/h
<a href="#">11</a>	<a href="#">28</a>	<a href="#">GRAEME CLARKE</a>	7	12:07.873	1 lap	01:37.911	5	110.304 Km/h
<a href="#">12</a>	<a href="#">38</a>	<a href="#">DOUG ANGUS</a>	7	12:12.631	1 lap	01:41.409	5	106.499 Km/h
<a href="#">13</a>	<a href="#">60</a>	<a href="#">GOEFF FRY</a>	7	12:44.595	1 lap	01:45.314	6	102.55 Km/h
<a href="#">14</a>	<a href="#">6</a>	<a href="#">JOHN TORR</a>	7	14:03.465	1 lap	01:58.662	7	91.015 Km/h
<a href="#">dnf</a>	<a href="#">87</a>	<a href="#">PETER BARCLAY</a>	4	06:41.862		01:32.881	3	116.278 Km/h

**Note:** For those interested in full results, these can be found at [www.mylaps.com](http://www.mylaps.com)



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## **CARS FOR SALE**



### **FOR SALE 1961 LOTUS 20J959 FJ2R**

Originally owned by Lionel Ayers from Qld  
Full restoration completed (like new) by current owner  
Disc front brakes, 1100 cc Ford engine  
Race ready opportunity. \$85,000 price reduced.  
Contact Murray Bryden – BH 03 9357 9969



### **FOR SALE 1961 GARD BMC FORMULA JUNIOR**

Car designed / built by Jamie Gard in WA for 1962 AGP  
1100cc BMC engine, VW g/box, Drum brakes  
Recent restoration completed in SA  
Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 555



### **FOR SALE 1962 ELFIN 625 FJ2R FORMULA JUNIOR**

Original Elfin Works car (Frank Match) excellent history  
Current 1500cc Ford wet sump, 4 speed CR VW gearbox.  
Front Disc's, CAMS log book, C of D, 1100cc engine spares  
Sale Price \$70,000  
Contact Doug Anderson 0408 910 981



### **SALE 1962 ELFIN 629 EX RON TONKIN**

Recent full restoration using 1500cc Ford dry sump engine  
4 speed CR VW gearbox, front disc brakes. CAMS Log Book, C of D plus spares Sale Price \$55,000 Contact Doug Anderson 0408 910 981



### **For Sale The Manx Renault**

Originally built as a Lynx Slimline Formula Junior Chassis FJ111 and finished off by Bert Bartrop. Lots of history as a FJ, AFN2 and a driving school car. Modified into a Group Q Sports Car in 1972 with a 1595cc Renault engine and transmission. Cams Logbook and C of D with FJ confirmation. Dick Willis also inspected the car and prepared a report for Kelvin Prior's Lynx Register. I have used the car since 2008. Lots of fun but I have another FJ and this keeps distracting me. Car gives the ability to use as is, or remove original chassis and restore to Lynx FJ 111 and still have a regularity Sports Car \$18,000 and I will help with freight arrangements, if required. Please phone Geoff Findlay on 0416193142

### **WANTED**

**I need a good non Richardson Head, that I can fit on my 1000cc Gremlin FJ. If you have a good Head that is surplus to your requirements, please give me a call, or email me to discuss.**  
**Geoff Findlay – 0416 153 142.**

[geoffrey.findlay@planningwa.gov.au](mailto:geoffrey.findlay@planningwa.gov.au)



### **COOPER T56 MARK II 1960/61 FORMULA JUNIOR: Ex-Bob**

Gerard 1961 UK/Europe team car, drivers John Taylor and Paddy Gaston, chassis number GR-12-1961, with fully documented history. Race-ready with 1100 BMC-A engine by Mike Dyer, big valve 12G head, factory spec FJ earn, 45DCOE9 Weber, Renault-Needham close ratio gearbox, CAMS Log Book and C of D. Significant spares include one new full-race 1100 short race engine, plus one complete 1275 engine with 45DCOE13 carburettor (both by Mike Dyer), two spare Renault gearboxes, FJ cam, original '60s era wheels, custom built lightweight single axle tilt trailer, full body moulds, and much, much more. After 28 years in our family my offer is an attractive total package deal of \$85,000 firm for absolutely everything in my workshop to do with the Cooper, wishing this unique classic stays in Australia. Sadly my racing days are over.  
Call **Jim Madden** on 02-9949 1697

**PLEASE ADVISE THE EDITOR WITH ALL ADDITIONS OR DELETIONS**

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**FOR SALE 2003 Ford Transit Van** LWB diesel 5 speed manual high roof Race car transporter in excellent condition complete with winch, single bed, and new awning, Dec 2014 Rego (concessional). Will take Formula Junior plus other small race cars. Price \$12,000.  
For further details phone Mike Gosbell  
Home 02 66518141 Mobile 0428 518 141



**FOR SALE Car Trailer Single axle**, 1600 mm internal x 3675 in length. Open trailer with nose cone, in good condition. Cheap NSW rego (no inspections needed) to Jan 2015. Price \$1,750  
Phone Mike Gosbell Home 02 66518141 Mobile 0428 518 141.

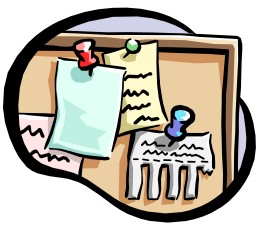


**FOR SALE Mercedes Benz Sprinter Van** – mid wheel base – 318cdi Built 10/06. 148,000km, 5 speed auto, cruise control, turbo diesel. Best tow vehicle/transporter in the business (we have tried them all). Best offer around \$20,000.  
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