

FJ PITSTOP

Newsletter & Advertiser

Edition No. 69

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EDITORIAL



Since our last newsletter our Association has fielded cars at:

Victoria:	Phillip Island Classic – 6-8 March
South Australia:	Mallala Anzac Historic – 25-26 April
Queensland:	Morgan Park – 2-3 May
Victoria:	Winton Historic (Short Track) – 30-31 May

Reports and photos enclosed.

Next we head to Sunny Warwick for the HRCCQ Annual Historic Meeting. Last year the temperature got down to -0° overnight. Yes it can get cold in Queensland in winter, so bring your jacket.

Our leader is in the USA having a lot of fun and he has sent communiqués and photos.

The world wide gala 60th Anniversary Celebrations is gaining momentum. We have the latest news.

Don Thallon
June 2015

NOTE: Check our web site www.australianformulajunior.com for the latest news.

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

Many of you may remember Rob Butcher. Rob came to Lakeside two years ago with his Lotus 18, and raced it in one of the most enjoyable race meetings we have had. The car is beautiful, but was built out of period, so it has never been able to get C of D of course. He is applying for HTP's.

Rob was racing a FF at Mallala. He has always been an impressive driver, and an excellent safe guy to race with, so let's hope he gets his papers and brings his beautiful 18 out to join us

While on Roberts... Next time you have a few moments spare at a race meeting, and Robert Buckley is racing his Golford, ask him about his model car racing (Australian record holder no less). A most interesting man to talk to, and an intriguing conversation will follow.

John Rowe, from WA, is a big man, and a historic race car enthusiast, too big a man you would have thought for a junior, but no. John has bought a lotus 18 from NZ, as we mentioned last Pitstop. He has it back in Perth now and is rebuilding it, motor and gearbox in preparation for the Jubilee celebrations

Marty Bullock, he owns the famous Glynn Scott lotus 27 that this year is racing in the UK. Marty is a handy driver, and I noticed that he did well at Silverstone last weekend. There was something about a spin on the last lap that interfered with the final placing, don't quite understand that!

Peter Larnar, a great friend of FJ, has bought the remains of the Sabre formula Junior. Peter will restore the car, also known as the "Beasy", after Brian Beasy, the car's builder. Peter will do a brilliant restoration job of course and will keep the car's name as Beasy in respect to Brian who died last year..

Roger Ealand has almost completed the restoration of the Wren formula Junior, that raced as a FJ in 1963, in Victoria. The car has been returned to its original yellow, found under layers of paint. This is the first car that Keith Reynolds built leading to his later range of locally built race cars. It is amazing how many local race car builders emerged during this exciting FJ period.

Roger is off to the States next week, he says to drum up interest for the Australian leg of the Diamond Jubilee from American drivers. We all know perfectly well that he is racing at Sonoma and Indy and might mention Barbagallo, Sandown and Eastern Creek, if we are lucky.

We haven't seen Grant Craft in his brabham BT2. I know the beautiful ex Graham Brown car is having a birthday rebuild, and the correct rear body fashioned for it. I'm sure it will be fantastic. We need to see Grant and the Brabham soon, to keep us all honest!



2015 AFJA SERIES CALENDAR

ROUND	MONTH	DATE	CLUB	CIRCUIT
R1	March	07-08	VHRR	Phillip Island
R2	April	25-26	SCCSA	Mallala
R3	May	02-03	HRCC	Morgan Park
R4	May	30-31	A7	Winton Short Track
R5	July	4-5	HRCC	MorganPark
R6	September	19-20	HSRCA	Wakefield Park
R7	October	31-01	WASCC	Barbagallo
R8	November	29-30	HSRCA	Eastern Creek



PRESIDENT'S REPORT

I am very fortunate to be in the "land of the Free and home of the Brave" as you read this. I pretend that the trip to the US is to gain support for the Diamond Jubilee World tour to Australia ! Truth to be known I will be racing in FJ only races at Sonoma and Indy, and loving it.

Despite the fun of it all, it is very interesting to see how they tackle the same challenges that face us. Large country with long distances between circuits and older drivers and low motivation to bring cars out of the garage.

A human dynamo, Tony Parella, has grabbed the Historic race movement by the scruff of the neck, given it a shake, and presents a national race programme at the best venues across the country. He stands well above the car clubs and interstate rivalries, has gathered a professional team around him and has completely transformed the landscape. Wonderful to see what can be done when an entrepreneur grabs hold of an opportunity and brings it up to the standard of the cars we all own.

As a generalization (always dangerous) Americans tend to think that their State is the centre of America and America is the centre of the world, so travelling to Australia or anywhere else to race is not second nature! I am keen to see if we can encourage a few at the very least to join us here in 2016.

No matter how well presented the meetings are in America, the Formula Junior lot are still the same "muck about" group that you would recognize easily, out for a fun time, with respectful racing, and good company. Most look after their own cars and just luv em and relish the opportunity presented by Tony and his team, to be part of this revolution. More cars are coming out and again there are well supported junior only races.

Will let you know in the next Pitstop what it was like!

Roger Ealand
President AFJA

Here is a shot of the first outing for the Wren at Lakeside All went well, the wheels went round, the gears worked, the brakes braked, the engine kept cool and the oil kept pressure, so I'm happy with it all - first race at Morgan Park

R



OVERSEAS NEWS



Our Leader working hard in the USA



An Anglo-Australian take on Sonoma Historics - May 29/30/31

I am sure you know the excitement of turning up to a new circuit - it was even more so for me being in a foreign country where everyone talks funny!

On arrival, we were met in the paddock by Karol Andrews who is the organiser of the West Coast Formula Junior Association. She told me 'to park up like this, and not like that' - anyway being me, I wanted to park up 'like that and not like this'! She had a plan in her head, so I was soon helping her tell every new arrival 'to park like this, and not like that'! Soon we had a fetching display of just under 20 beautifully presented Formula Juniors. Karol had done a brilliant job chasing up the drivers, so we had a race to ourselves on this fabulous circuit

Sears Point/Sonoma Raceway is in the beautiful hills just north of San Francisco, deep in the heart of Californian wine country. The hills are golden coloured because this part of California is in the grip of a drought, but the vines look well manicured and bursting with grapes, obviously still being watered. Feels like a prosperous part of the world, so a beautiful place to have such an historic circuit.

Before I tell you about the racing and the people, a most exciting thing is happening to the whole Historic racing scene here. A human dynamo by the name of Tony Parella has seen an opportunity, has bought the SVRA (Sportscar Vintage Racing Association), has gathered a competent team around him and is promoting Historic Race Meetings right across America.

This man is too good to be true! His sister and other family members work with him as a team, he is energetic beyond belief and a visionary - what's more he has proven himself over the last two years and it all points to a healthy future for the sport in this part of the world. This Sonoma meeting is his first meeting at this circuit, having accepted the baton from the legendary Steve Earle, the long time father of Monterey Historics and indeed Sonoma, who admits to being delighted at finding someone so suitable to pass the events over to. That's enough of that!

What are the things from an outsider's point of view that made this meeting so special? Firstly, the circuit. By golly, it certainly keeps you awake - 2.5 miles, plenty of elevation changes, blind crests (at least three of them, each one followed by a surprise!), off camber corners and a taxing series of S-bends. On Friday practice I followed a beautiful Brabham BT6 to quietly get some idea of what the circuit was about - on the third corner he disappeared off the circuit in a cloud of dust, so it was obviously new to him as well. I cannot say that at the end of the weekend I had truly mastered the circuit - old dogs and new.....!

Great group of Formula Junior Drivers with beautifully presented cars - Lola MKV, Brabham BT6, Cooper T59 and T56, two Lotus 27s, 22s and a 20, three front engine Huffakers, a Keift and two Lotus 18s including mine, and a unique aluminum bodied, fiat engined Bourgeault etc. Drivers looked frighteningly young and built for the job and the preparation of the cars.....well it is America - they were beyond beautiful.

The format for the weekend was two x half hour practice sessions on Friday, which positioned you on the grid for the 30 minute qualifying race on Saturday, and the results of that positioned you for the feature race on Sunday, also half an hour.

The dummy grid process was priceless. The grid Marshall wore a top hat and a droopy moustache (great character) and the wonderful women who were gridding us up had made t-shirts for themselves with 'grid goddess' stitched in sequins on the front - they had thumbs up and were clapping every time we went out, had big smiles and would you believe that every time we gridded up, Tony Parella or someone from the organising committee went to every car to shake the driver's hand and thank us for coming - all of which costs nothing but doesn't half leave a good feeling.

The drivers' briefing was run by Steve Earle and Tony Parella and was possibly the best I have heard anywhere. It was short, very very informative, and the words fun, enjoyment, safety were a common theme. Steve Earle has traditionally never given lap times to the competitors - "lap times only confuse old men - we

will position you where we think you ought to be"- nor do they hand out prizes at the end for 1st, 2nd & 3rd in the traditional way. They give one trophy for each race group on the basis of the driver who did the best with the equipment they had, and driving in the spirit of Historic Racing, enthusiastically, safely and with a good measure of enjoyment.

My car ran perfectly all weekend and I got more confident as time went by. There was a very fast bunch of six or seven cars at the front, putting on a wonderful show. It may not have been the very best racing of the weekend, but it was close to it. Art Hebert came first in his beautifully presented and driven Lola MKV. I first met him at the Circuit of the Americas in 2013 and he deservedly won that too. I came second in the drum brake brigade and I have to say I was more than happy with that.

The whole thing was an experience and a half, from the Thursday night drinks and nibbles that Karol organized for the Formula Juniors at John Anderson's preparation shop (amongst the exotic cars under restoration), to the wonderful camaraderie amongst our lot, to the professional informality of the organization team, and the wonderful lunches and very, very spirited racing - what a hell of a way to spend a weekend - and to top it off, at the prize giving I was presented with the Formula Junior trophy by Steve Earle and Tony Parella - how good is that!

Margaret and I are now driving right across America, with the race car in a hired trailer behind, to have a new experience at Indianapolis next weekend - just approaching Salt Lake City now - must be contrite.



Indianapolis – June 2015

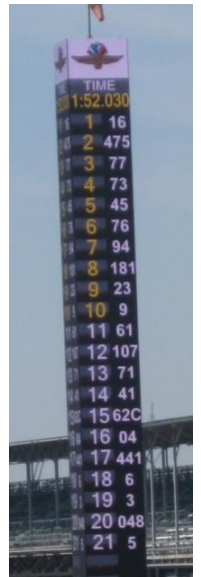
Approaching Indianapolis on Interstate Highway 80, an exciting 2,480 mile haul from San Francisco, with our 10yr old SatNav and 14yr old map, wasn't up to the job of navigating spaghetti junctions and getting us to the circuit first time. We soon got on to the Boulevard leading us to Indianapolis Motor Speedway, lined with checkered flags proclaiming this to be The Brickyard Historic Invitational . They call Indianapolis, The Motor Racing Capital of the World - you can never criticize the Americans for under selling!

Through endless passes and credentials and security checks, we were able to drive our miserable little hire trailer into this coliseum and were invited to park up in the pits, between two ginormous motor homes and transporters, each one slightly bigger than our house at home. We popped up our \$34 WalMart shade tent, unloaded the little Lotus 18, hung up the Aussie Flag and immediately we were lifelong friends with everyone within 100ft. These Americans are truly open and friendly. Within less than a day, we knew how many wives they had, how many children they have, how many cars in their garages and how many houses they have around the place. Without a doubt, the most notable thing from this American experience, is the open friendliness of the them.

Tech Inspection (scrutineering), was a long line of cars in the hot sun for two hours, passing through various 'stations' along the way - one to check lights, one for transponder, one for race suits, one for seat belts etc and then we were ready to get on the track or two tracks to be precise - the Grand Prix F1 infield track and going the other way around, the Indy Oval. Most of the practice and racing was done on the infield circuit, 2.5 miles long.

The two, half hour, practice sessions on Thursday positioned us for the two qualifying sessions (races really) on Friday, which gave final positions for the feature race Saturday. Great fun watching your position on the famous Indy Timing pedestal on the front straightaway. I drove my little heart out and saw my number 475 in second place for the main race. Imagine the thrill of that!

I have to tell you about the Oval session. The Indianapolis 500, the Brickyard itself, is a big big thing for the Americans. I was moved going through Gasoline Alley and turning left (instead of right for the F1 track) to enter this enormous motor race stadium that can seat half a million people. Many people admitted to being moved to tears, fogging up their visors - I certainly didn't feel quite that much but I did feel it a great honour to even be there. It wasn't a race as such, we were under yellow flags on the four turns, but it made no difference. The experience was profound.



There is almost no more unsuitable car than a Lotus 18 for The Brickyard - holding the revs at 8.5 thousand, no letting up around the corners of course - it felt like I was being unkind to a family pet!

I could quite easily feel the benefit of drafting and we were often four or five cars abreast on the enormously wide track. I pulled in early, 3 laps was enough for both me and the little engine, but I am so very glad I have done it.

The feature race itself, a rolling start of course, of which I am a great fan as it is very safe and much easier on the cars. There is nothing quite like being on the front row, behind the pace car, waiting and planning my tactics for the start. All my best plans fell away - we were going too fast for first gear, too slow for second gear and by the time I got to turn one I was in fifth place! It was a half hour race so I set about to redeem myself. No nice, 'welcome to America, pass me on the inside please' here. It was hard fought, exciting stuff - loved every minute. I worked my way back up to second place, tailed the leader, worked on a plan for turn 14, power on early, fast onto the straight, pulled up alongside as we went over The Bricks and passed him for the lead. I was thinking of the podium, the victors milk, the cup, the trophy and also how I could tell everyone at home how great it was - then whilst doing this I missed the braking marker for turn one! Actually quite a difficult corner, as it comes off the very wide Indy Oval onto the Infield - no excuses, I just didn't make the corner and the entire field went rushing past. Great fun though, a triumph for lack of ability over enthusiasm! Totally worth all the effort. I could never have believed that in my lifetime I would ever have been racing the Indianapolis Brickyard - goosebumps!



TECHNICAL NOTES FROM HEAD OFFICE

We should all be on the same page with our Regs. world wide

Pre-Season Reminder from FJ Technical Delegate, Grant Wilson:

1. Fuel Testing may take place at any UK or European event. Your fuel must comply. Unleaded 90 MON / 102 RON incl additive if used.
2. Shock absorbers; these will be checked for hidden bump/rebound and modern internals
3. Fire Extinguishers; for FIA and other European events, your extinguishers must be an FIA approved system. [Click here](#) to view App J Article 253-7-3 for full details.
4. Lithium Batteries are prohibited. App K 5-3-4
5. Roll Hoops: FJ2 cars must comply to current FIA rules. Add ons to the top of the roll hoop to increase the height are not acceptable. The roll hoop must have a minimum of 5cm clear of the drivers head when seated in the car with crash helmet on and belt fully tightened.
6. Rear Rain lights: Please ensure your car is fitted with a quality high intensity LED light.
7. Drugs: if you are taking any doctors prescribed medication, check that they are not on the forbidden list [www.wada-ama.org]. Drug testing could take place at any UK or European event without notice. Severe penalties apply.

An Extract from “The Age” UK

From FJHRA Facebook page

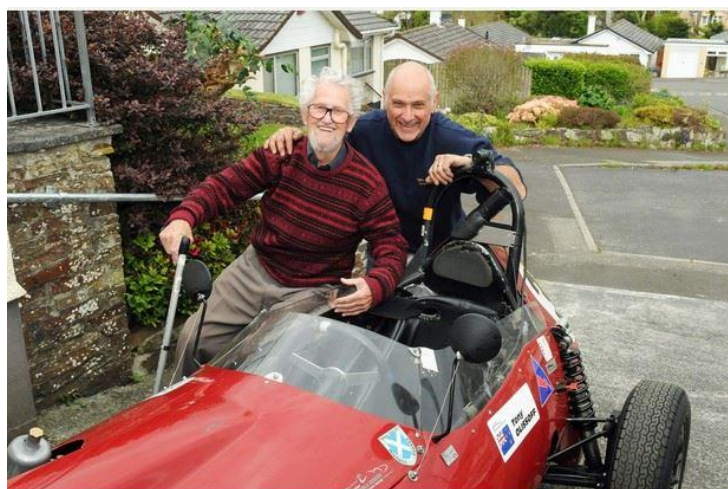
90-year-old Peter Emery was this week reunited with a sports car he built over 50 years ago after it was flown back all the way from New Zealand!

Peter hadn't seen the car, a custom built Elfin, since he shipped it off to its owner half a century ago. But that all changed when current owner Tony got in contact and asked if he'd like to see the car again. "I never thought I this would happen.

The owners have kept in touch with me but this is the first time since we shipped it all those years ago that I have actually seen the car except in photos. "It's quite overwhelming really.

"The name Emery is well-known in the annals of motor racing history. George Emery and his two sons, Peter and Paul, formed Emeryson Cars and designed and built racing cars from 1947 to 1963.

We're glad you got to see the car you built Peter!



PHILLIP ISLAND – March 2015

by Kim Shearn

Saw the presence of a friend from the UK, a fellow FJér, James Owen. Some may remember him due to his spectacular roll-over in my Lotus 18 a couple of years ago. He deserved another opportunity so I lent him my historic F3 "screamer" for its first run after an extensive restoration lasting several years. Running in Group M ' & O along with our Juniors, he did really well, improving his times each time out and the car was running well until the last race warm up lap during which it broke a camshaft through no fault of James. This car will be very competitive when its finally sorted.

Melinda Price drove our 20/22 and acquitted herself well, as always, however, she too, had an issue prior to Race 4 when a lower front suspension pick-up point detached from the chassis putting paid to her efforts for the last two races. I drove the Lotus 18 and it ran superbly all weekend without any hassles. My times improved as the weekend progressed and finally recorded my best time yet at the Island.

What a fantastic weekend it was. We held the AFJA AGM at the house we rented along with a BBQ attended by about 30 people. Lots to eat and drink in company with the usual tall, but "promise its true", stories.



In all, there were 7 FJ's and 2 F3's participating and the results were dominated by 3 drivers. Greg Thornton from the UK, driving Bill Hemming's Elfin was probably the stand out with him bettering Don Thallon (only just) in a few races but Don turned the tables nicely in another race. They swapped fastest laps and also had to contend with the fast and getting faster all the time, Bill Norman. "Skinny" Bill had the fastest times on each day but wasn't always able to convert these into winning results.

Bill was recruited into FJ by Roger under our youth policy - a decision that was pleasing due to Bill's sunny nature, though strongly left wing, disposition! Roger's weekend was plagued with clutch issues so his performance was hampered by this - that's his story, anyway. Yours truly languished behind these quick guys but had a great time nevertheless. Bill Hemming took his Elfin 400 - what a car! He is now considering how to lose 30 kilos so he can get closer to Greg Thornton's times in his FJ.

Melinda Price, David Price, James Owen from UK (guest driver)

MALLALA- April 2015

Reports from Kim Shearn and Bill Norman

This year, the meeting was moved to a more user friendly date late April, instead of the traditional Easter period. The success of this was demonstrated by the fact that the number of entries increased by over 50%. The weather, however, was challenging. Eyes were almost permanently fixed to the skies wondering if your session was going to be wet or dry and we had a mix of both - just to make it interesting!

Four FJ's this weekend - Roger Ealand, Bill Hemming, Bill Norman and myself, all in a 12 car field with other Group M & O cars. Dry practice, but race 1 was wet and somehow I managed to survive and get class honours. A dry race 2 saw Bill Norman back on form and well and truly beat all other FJ's for a win and have the second fastest time of the weekend. Whilst he went even quicker in the next race he failed to finish leaving the spoils to us mortals. Roger again had clutch/gearbox problems and went home early to prepare for his upcoming USA trip and to finish off his "new WREN" which should have its first outing at Morgan Park in July when he returns from America.

Mallala is an enjoyable laid back affair and the group dinner on Saturday night was a highlight. The BBQ at the track combined with low cost and a friendly attitude of all involved makes it a must on my calendar.

Looking forward now to Winton, then Eastern Creek followed soon after by Morgan Park - time to brush the dust off your car and get amongst it in your precious little FJ - see you at the races, soon, I hope!

Cheers,

Kim Shearn

There is something special about racing at Mallala. It's the country atmosphere which the big circuits have lost, plus the SA track seems designed for a Formula Junior.

Then there is the weather...Mallala receives only 400mm of rain a year, so you can almost guarantee it will be hot and dry...

But this year Mallala showed that even an arid place can produce an absolute downpour, plus wind, which seemed to go on for 24 hours. Three of our four intrepid racers, Roger Ealand, Bill Hemming, and Bill Norman, huddled together in their campervans, pretending we were having fun paddling through the mud; Margaret just stayed in bed!

Practice was wet, as was our one Saturday race, which did not start until late afternoon due to the weather and Anzac delays. Kim's Lotus 18 led throughout, despite Bill Norman fumbling around nearby in the Lynx until he fell off at the esses. After the race Bill was heard grumbling about his brakes, but others noted he was comprehensively outdriven by the wily Kim...

Roger and Bill Hemming had their usual fierce tussle, Bill finishing a second ahead.

Race two on Sunday was dry at last. Kim led off from Bill Norman, who was trying hard to make up for his poor form on Saturday.

Pressed hard, Kim unleashed his secret weapon - a rear mounted water spout which squirted following cars with water as required. Bill flashed past despite the threat and Kim later copped a penalty - not sure if it was due to the water spray or chief engineer Dave being rude to someone - but they refilled the secret weapon to the brim ahead of the next race...

Bill and Roger finished even closer this race, which ended with much dramatic engine revving and gesticulation. Once again the portly Koala had to give way to that South Australian triumph, the Elfin Catalina.

Race three started well for Bill and the Lynx. Ahead at last, the Lynx had a wonderful four lap tussle with Stephen Fry's MRC Lotus 23, producing a 1.20 lap and great fun until ...all drive was lost and the Lnx coasted to a halt on the infield.

A broken rear axle - the very fault which had stopped the Lynx of Ian Bailey at Phillip Island just two months earlier!

Roger narrowly beat Bill Hemming in Race three, but Bill and the Elfin finished overall points leader for the weekend. - B.N.

WINTON – May 2015

By Bill Norman

A good time was had by all at Winton. The rain held off for every race to our great surprise. Not much to report - Kim out drove me again and his protégé Melinda won the last race with Kim second. I broke an axle again and had to weld it up and then suffered a broken throttle cable at the start of the second race...

I do have a new lap record to report - my best on the short circuit at Winton was a 1:08.1028. That was race 37 - our race three.

ENGINE FOR SALE IN UK

FOR SALE

Martin Ford 1098cc Formula Junior Engine; Dry Sump,
Steel Crank, Wade Cam, Cosworth Pistons. Recently
checked over by Stuart Rolt.

Available for inspection at Speedsports workshop at
Silverstone.

Price: £7,000.00

Contact: Mike O'Brien
Tel: 44 78341 422342 E-mail mike@speedsport.com

Kind Regards - Richard Utley

FOR SALE 1959 MILANO MG ex Bruce Leer

"This is the first of Bruce Leer's three Milano's. It was constructed in 1959 and based on 1933 MG J2 Chassis and running gear and originally fitted with an MG TC motor board out to 1466cc coupled to a close ratio MG TC gearbox. The Milano body was constructed by JWF Fiberglass works. Ian (Sam) Johnson had a big part to play in the cars construction being the J in JWF.

This iconic Australian Special is now offered FOR SALE it has just had a full body restoration and repaint in two pack orange, (original colour). Mechanically the car is excellent, motor is MG TF 1500 block with all steel internals and the head has been set up to run 98 pump fuel. Comes with Cams Historic Log Book and COD, the car is also eligible for FIA HTP papers.

Price (firm) \$60,000 genuine enquiries phone Mike Gosbell 02 66518141 mobile 0428518141

2015 POINTS SCORE – David Reid

2015 SERIES POINTS.xls
Summary

NAME	STATE	Phillip Island R1	Mallala R2	Morgan Pk R3	Winton Short R4	Morgan Pk R5	Wakefield Pk R6	Barbagello R7	Eastern Ck R8	TOTAL
SHEARN, Kim	VIC	50	30		30					110
NORMAN, Bill	NSW	30	12	40	19					101
GOSBELL, Mike	NSW	30		40	24					94
HEMMING, Bill	VIC		34		24					58
PEGRAM, Max	VIC	22			26					48
THALLON, Don	QLD	46								46
FALKINER, Norman	VIC		30		16					46
PRICE, Melinda	VIC	15			28					43
MEDLEY, John	NSW	29			11					40
EALAND, Roger	NSW	5	28							33
HERBERT, Geoff	WA	24								24
BUCKLEY, Robert	QLD			21						21
SIMMONS, Tony	NSW				20					20
WILLIS, Dick	NSW			19						19
FRY, Geoff	NSW				18					18
TELFER, Alan	QLD			14						14
GOODFELLOW, Mike	QLD			8						8
BAILEY, Ian	NSW	5								5
BOEL, Peter	QLD									0
REID, David	QLD									0
EDGAR, Bruce	WA									0
CRAFT, Grant	QLD									0
BULLOCK, Marty	WA									0
BRYEN, Noel	NSW									0
STRAUSS, Peter	VIC									0
HENDERSON, Ian	VIC									0
McCRUDDEN, Neil	WA									0
SHEARER, Michael	SA									0
SHERRINGHAM, Jim	NSW									0
BRYDEN, Murray	VIC									0
MOODY, Stephen	VIC									0
BARCLAY, Peter	ACT									0
LITTLER, Paul	QLD									0

LAP RECORDS

Could members please check the following list and if you disagree please send corrections (by means of an email direct to Bill Norman at lola642@gmail.com. These suggested changes can then be checked against Natsoft for inclusion on our web site.

Current Formula Junior lap records

Circuit	Date	Driver	Car	Laptime
Eastern Creek, NSW	11/13	Grant Craft	BT2 Brabham	1-46.9584
Mallala, SA	4/07	Jonathan Williamson	Lotus 22	1-20.1561
Oran Park (Short), NSW	6/07	Jonathan Williamson	Lotus 22	51.6004
Oran Park (Long), NSW	6/09	Kim Shearn	Lotus 18	1-22.9204
Phillip Island, VIC	2/14	Grant Craft	BT2 Brabham	1-49.4113
Calder, VIC	3/08	Peter Strauss	BT6 Brabham	1-07.7408
Wakefield Park, NSW	2/12	Simon Pymble	BT6 Brabham	1-10.0920
Morgan Park (Short), QLD	5/07	Don Thallon	T56 Cooper	1-13.3961
Morgan Park (Long), QLD	5/15	Bill Norman	Lynx	1-29.067
Winton (Short), VIC	5/15	Bill Norman	Lynx	1-08.1028
Winton (Long), VIC	8/2 ??	Tony Simmons	Brabham BT6	1-40.4746
Sandown, VIC	11/13	Grant Craft	BT2 Brabham	1-24.972
Lakeside, QLD	6/12	Peter Boel	Lola 5A	1-01.4081
Barbagallo, WA	11/12	John Dowson, UK	Brabham BT2	1-07.2317

DIAMOND JUBILEE WORLD SERIES – 2016 –2018

Latest News from Roger

Quite a lot has been happening behind the scenes in the last few weeks in preparation for this, the largest historic race series of all time!

1. The overall program is pretty well as you have seen before, but is still subject to change and additions (see the outline of the program below)
2. The three circuits and clubs that are hosting the Australian rounds of the Diamond Jubilee have confirmed their enthusiasm and commitment to the series. They are willing to work with us to make it a success. Our dates are nearly 100% confirmed. The VHRR are awaiting confirmation from Sandown, V8 Supercars haven't confirmed their dates yet (the world waits for V8 Supercars!)
3. The overarching compliance around the world will be the FIA and Formula Junior regulations as outlined by the FJHRA. Almost exactly the same as our rules here. There is an exception - any local car competing in the host country can compete to local regulations. The moment the vehicle competes away from its host country it has to comply with the above FIA/ FJHRA regulation. If it doesn't, it can still run but in an invitation class. All very sensible.
4. Howden Ganley has agreed to be the Patron of the World Series. There is every chance that he will be able to attend at least some of our events. This is very good news as he will add some considerable weight to our promotions.

We will get more information to you as it comes to hand.

Latest News from Duncan and Sarah in Europe

The Diamond Jubilee World Series: 2016 – 2018

This is it – the wait is over, and Duncan's long held dream is just around the corner!

In 2008 we organised the Formula Junior Golden Jubilee World Series across four Continents. We had three separate grids, and 80 Formula Juniors at Monterey, a total that was equalled at Monza, the home of Formula Junior, and surpassed when 103 Juniors raced at Brands Hatch. We travelled to South Africa, Australia and New Zealand, and made some long lasting new friendships across all continents.

Since 2008, Formula Junior has continued to expand, with vibrant organisations across the world, and the FJ Worldwide family is in incredible health.

In Europe this season, the Historic Formula Junior season has got off to a terrific start, and to date in 2015 we've had over 100 different drivers take part in either the UK "Silverline" Championship or FIA Lurani Trophy.

So now it is well and truly time to turn our attention to the greatly anticipated Formula Junior Diamond Jubilee World Series 2016 – 2018, and to planning the various global pieces of the jigsaw...this will be the greatest and longest Series of races that have ever been organised for one Formula within Historic motor racing – you wouldn't want to miss it would you?!

Diamond Jubilee Patron

And of course, we wanted a Patron for our Diamond Jubilee, so were absolutely delighted when Howden Ganley enthusiastically accepted Duncan's invitation, with "a big Yes please and thank you, sounds wonderful".

Howden Ganley really is the perfect choice. He was of course a Formula Junior Driver in period, of possibly the most advanced of all, the mighty Gemini Mk 4a. He then went on to become New Zealand's fourth F1 GP driver...for BRM. Constructor of the TIGA race cars with Tim Schenken and is now the current President of The Grand Prix Drivers Club.

With Howden's special connections to NZ and Australia as well as Britain and Monaco, USA and South Africa, he is really going to be a wonderful asset to the whole Series.

For anyone wishing to do some background reading on Howden, his autobiography is called "Road to Monaco"

So where will we race? - Sectors of the Series

2016

1. South Africa
2. Europe
3. Australia

2017

4. New Zealand
5. North America Part 1
6. Baltic Sea
7. North America Part 2

2018

8. Europe 1
9. Europe 2
10. Pacific

The Details, the DATES!!

1.

We will begin in South Africa in January and February 2016, with a 3 race series at Zwartkops (January 29th/30th), Killarney (February 5th/6th) and East London (February 12th/13th).

2.

Then the first European stage will take place, with the 2016 confirmed dates so far as follows;

March: 74th Goodwood Members Meeting (rear Disc) (Non WS points scoring)

May: Monaco Grand Prix Historique (Front engined) (Non WS points scoring)

July: Brands Hatch Superprix (3 grids)

September: Goodwood Revival Meeting (Front engined) (Non WS points scoring)

September: Spa 6 Hours Meeting

3.

It's then on to Australia for the tried and tested 3 race Tasman Series in October /November 2016 taking you from Western Australia right across to Sydney. All the transportation will be arranged for you, so you can focus on the sightseeing details. The races are Barbagallo (WA) [22/23/10], Sandown (Vic) [5/6/11] and Eastern Creek (NSW) [18th – 20th/11].

4.

In early 2017 the tour moves to NZ for a series of races starting at the Hampton Downs Festival [20th-22nd Jan] and then via the LeadFoot Festival Hillclimb to the South Island for the Scope Classic at Ruapuna Circuit [4th – 5th Feb], a non-WS points round at The Levels [11th – 12th Feb], finishing at the Evolution Classic at Tereonga Circuit [18th-19th Feb]

5.

Later in 2017 the two North American legs of the tour will take place.

We have these two prestigious dates confirmed so far;
Canadian Historic GP at Mosport in June 2017 and Lime Rock Historic Festival from Thursday Aug 31 to Monday Sep 4 2017.
In addition, four other races are planned or in negotiation at major US circuits.

8.

We will then return to Europe to some more incredible highlights including a visit to the birth place of Formula Junior – Monza, and 2 grids at the Silverstone Classic.

Signing up!

Hopefully this has more than whet your appetite, and left you wondering where to sign up?

HERE is the answer!

We will be shipping cars in just 6 months for the 1st leg in South Africa, so are looking for firm commitments now.

The estimated figure for all your FJ's costs for South Africa is £4000. This includes shipping to and from the UK, customs bonds, internal transportation and entries. All that's left for you to do is get yourselves there!

Next up we're looking for commitments for Australia and New Zealand too. There are 3 options (but the middle one is obviously the one of choice!);

- Home – Australia – Home
- Home – Australia – New Zealand - Home
- Home – New Zealand - Home

More info will follow thick and fast, so get excited, get planning, and while you're at it, forward this to all your non-FJ race friends, it's now or never to get themselves to the [for sale page](#) of the FJHRA website, to get involved too!

Contacts around the World

And of course not all of you are in Europe, so if you are planning to be a part of it all from another continent, let us know, and we'll put you in touch with the right people to make it happen!

Remember to reply

So those of you who'd like to put your hands up and say 'I'm in', please reply by saying just that, and to which parts, or all!

For those 'in' for South Africa, if you're travelling from the UK, I'll need a deposit to the FJ account of £500 by 30th June please so I know you're serious!

With much excitement as we plan the biggest and best FJ family gathering – ever!

Sarah and Duncan

DIAMOND JUBILEE -FORMULA JUNIOR WORLD SERIES



Provisional Dates & Circuits

2016



South African Series

Zwartkops (Johannesburg)
East London
Killarney (Cape Town)

- January 29th/30
- February 5/6th
- February 12/13th



England and
Europe

Goodwood Members (Rear Disc)
Monaco (front engine)
TBA
Brands Hatch Superprix
TBA
Goodwood Revival (front engine)
Spa 6hrs

- March
- May
- June
- July
- August
- September
- September



Australia - South Pacific Tasman Series

Barbagallo (Western Aus)
Sandown (Victoria)
Eastern Creek (NSW)

- October 22/23
- November 5/6
- November 19/20

2017

Hampton Downs
Hampton Downs
South Island

- January 13/14/15
- January 20/21/22
- TBA



Baltic Series

Scandinavia

- May/June



Goodwood Revival (rear drum) - September



North American Series

Sonoma (California)
Seattle (Washington State)
Portland (Oregon)
Monterey (California)
Lime Rock (Connecticut)
Watkins Glen (NY State)
Road America/Elkhart Lake (Wisconsin)
Mosport (Canada)
COTA Austin (Texas)

- May
- July
- July
- August
- September
- September
- September
- TBA
- October

2018



Goodwood Members (front engine)
Monaco
Silverstone Classic
Goodwood Revival (rear disc)

- March
- May
- July
- September



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 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



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



For Sale Gremlin FJ 1962

Australian Special Ford Powered with disc brakes, inboard at the rear. Built on an Ivan Tighe hill climb chassis by Bill Smith for Ron Halpin. Alloy sides with Lynx nose and tail. WA based restoration finished 2 years ago but little use. Car now in Sydney and needs to be sold. \$40,000 ono. The Gremlin is in good conditions and a great introduction to FJ's. It only requires a better driver than me. Please contact Geoff on 0416193142

PLEASE ADVISE THE EDITOR WITH ALL ADDITIONS OR DELETIONS

Photos from AGM held at Phillip Island in March 2015



Don Thallon receiving his trophy for being 2014 AFJA Club Champion



Bill Hemming admiring his trophy for winning 2014 AFJA “Aussie Car” Award



Peter Barclay holding his trophy for being Formula 3 Champion 2014 and receiving a kiss from Margaret Ealand

NOTICE BOARD



FOR SALE VIA SECRETARY DAVID REID

Jim Clark Cap	\$30 + \$5 P&P
Pair of Car Stickers	\$ 5 + \$1 P&P
Business Card advertising for 4 Issues	\$50

**Send your ads at Business Card Size to the Secretary
with \$50 to cover 4 issues of the Newsletter.
A Small donation to keep the promotion of the AFJA rolling.
We can accommodate full page ads at very cheap rates.**