

FJ PITSTOP

Newsletter & Advertiser

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EDITORIAL



It's amazing how times flies. Almost the end of the year with one meeting to go – Eastern Creek (SMSP). Hopefully we'll have a better roll up of FJs this time.

This Newsletter is again full of the 60th Anniversary (Diamond Jubilee) world celebrations of the formation of Formula Junior, by Italian Count Giovanni "Johnny" Lurani. On 20 November 1956 a meeting was held in San Remo to discuss the formation of a new budget style single seater class, to train would be Formula One Champions. The serious racing started in 1958. So you can appreciate that we are still training today, although most of us are getting a "little long in the tooth".

FJ is without a doubt the most successful International Historic Formula and to this our Jubilee bears testament. Our World Leader and driving force, Duncan Rabagliati, will be here very soon, specially to help cheer up our Australian Leader, Roger, who has not been well. A great honour, which shows the calibre of both men, and the style with which they keeps our Organisation flourishing. Duncan will visit Eastern Creek (racing and socialising) and will be pleased to see you all. With all the support Roger is getting, most especially from loving Wife Margaret, I reckon, with his drive and enthusiasm, he will be good for another 10 years.

Some good news (especially for Jeanette) is the appointment of our new Editor for 2016 and onwards, Charles Rogers (Historic Racing Australia). He is a Journalist and commentator who loves historic racing and we look forward to his first edition next year. Please email him your reports, photos and news items.

Thank you all for your help (mainly Roger) with newsletter content for the past 2 years. I specially thank Jeanette who, luckily for me, has the computer skills to put it all together.

Don Thallon
November 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

Kim Shearn has just returned from competing in the annual Formula Junior series gathering, held this year at Sonoma Raceway in California. It is one of the trickiest and most challenging circuits anywhere in the world, which of course gives the locals a great advantage. Kim was racing Roger Ealand's Lotus 18, which he now owns and will keep with Ned Spieker, a fellow Formula Junior competitor in the Nappa Valley.

Kim met with Sara Mitrike (she is the race co-ordinator for Formula Junior in Europe) who made the trip to Sonoma, so not only did Kim take Rogers seat in the Lotus at the Sonoma race meeting, but he was also able to participate in the previously arranged discussions about the Formula Junior USA leg of the World Series tour.

Jim Richards is nearing the completion of his Lotus 18, to the point where he is selecting colours and the finer details. He will probably not race it himself initially, but it will be out there, probably in the hands of the individuals who have completed the rebuild.

Mike Rowe, a new competitor to Formula Junior, has taken ownership of the Koala which was Roger Ealand's pride and joy. Mike formally raced a Datsun 240Z most enthusiastically in Western Australia. We give Mike and Valerie a warm welcome into the Formula Junior ranks.

Marty Bullock and Lance Carwardine, both from Western Australia have been over in the eastern states to collect the newly completed Wren Formula Junior from Roger Ealand. Marty has bought this car and it will join his Lotus 27 in preparation for the Diamond Jubilee, both here and overseas.

Bob Birrell from the UK is close to finalising the deal to buy Murray Bryden's Lotus 20. The plan is for Peter Larnier to put the finishing touches to the rebuild, for Bob to be able to compete in the Diamond Jubilee series here and overseas. Bob, you will recall, co-ordinates the shipping of Formula Juniors from the UK and indeed has raced at the Tasman Series some two years ago.

Duncan Rabagliati, the inspiration and leader of Formula Junior world wide, has hit a milestone - this month he has competed in his 500th race, I think at Dijon in France. Not many of us can say we have competed in 500 races.

The last Lynx chassis in the lowline series, number 111, has been discovered in Western Australia. It is not in good condition and needs lots of work and enthusiasm to prevent it falling into oblivion. There is an amazing group of Formula Junior enthusiasts in WA and fortunately it is this group who are driving the restoration, that is Neil McCrudden, Lance Carwardine and not least Marty Bullock.

If you ever wondered how strong the spirit is between Formula Junior competitors in Australia, you just need to see how the other Lynx owners and restorers have offered support for this project. Ian Bailey in the NSW southern highlands has offered his body moulds, David Kent is going to restore the chassis in tandem with his own (he does a cracking job), Bill Norman who has been through the process, is giving masses of detailed information and organizing the moulds to be turned into body parts. How good will it be to see four Lynx Lowlines on the grid for the Diamond Jubilee!

Another example of how strong the Formula Junior community is - Duncan Rabagliati, the driving force behind the success of FJ world wide, is paying a flying visit to Australia to visit Roger Ealand, who as you all know, is not well. Roger and Margaret have organized a get-together of those FJ drivers who are within driving distance of his house (Dick Willis and Mike Gosbell are 4 hours away, but are making the journey).

Duncan will do a quick diversion to Sydney to go to the Eastern Creek meeting, before returning to the UK. Bill Hemming is lending him his Elfin to drive and Tony Simmons is hosting Duncan for the weekend. Fabulous stuff and makes us proud to be in this Association.



It is excellent news that Joe Ricciardo has been attracted to the idea of joining the Formula junior group for some time. He has taken the leap and bought the Brabham BT6 that belonged to Ian Henderson. He is a great man and we welcome him of course, (we have forbidden him from getting any driving hints and tips from Daniel!)

From Andrew Fellowes

Max Pearson's recently restored Brabham BT18 F3 in Peter Gaydon's colours who helped Ron Dennis start up in 1971 and is still associated with him.



PRESIDENT'S REPORT



The nuts and bolts of the offer that is being made to overseas drivers, who are considering participating in the Tasman series 2016, is now finalised. The offer that Australia is putting forward is as attractive and even more so, than many other countries in the series have come up with. This outcome is a great example of what can be achieved within Historic Racing, when three clubs work together for a common objective. We need to pay credit to Paul Hamilton and his team in the HSRCA, to Noel Robson and Bob Harborow at the VHRR and the whole enthusiastic team in Western Australia.

When you read the details of the deal (outlined further in Pit Stop), you will see it is a genuine win, win for all parties. The three clubs get some razzmatazz from being involved in the largest Historic International Festival that's ever taken place - bumper entries, lots of opportunities for colour and promotion and dare I say it, even increased spectators.

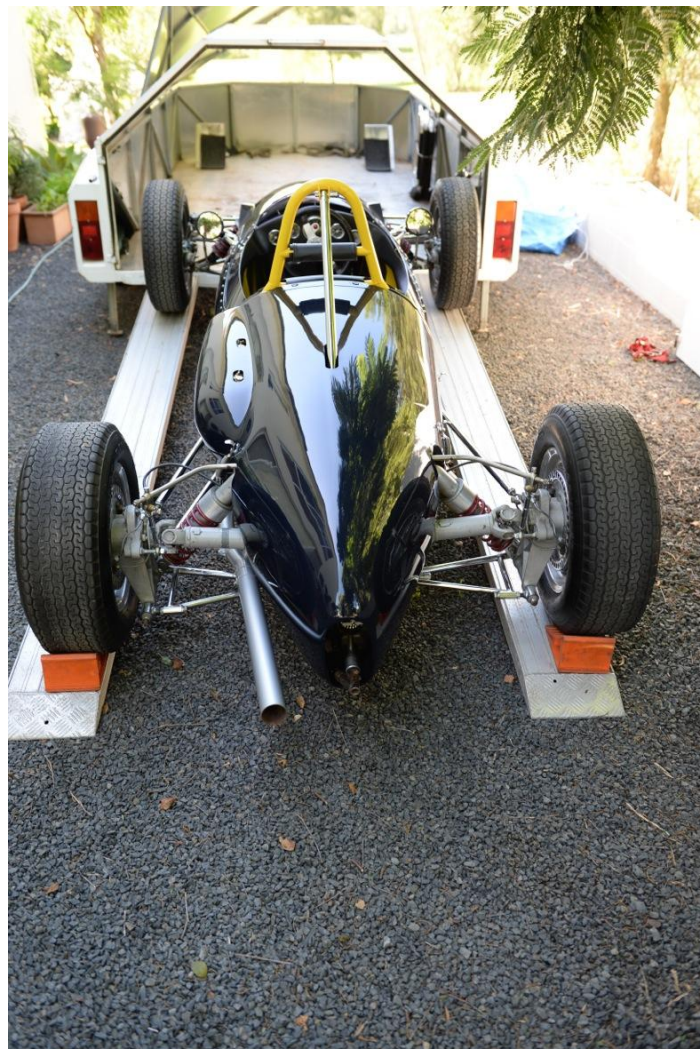
We, the local Formula Junior competitors, get a chance to compete against and host these oddball competitors from around the world. The overseas drivers, for a one off payment, get the chance to compete in our wonderful country without all the hassle of organising the shipment of containers from country to country and circuit to circuit. Entry fees and pit space will also be included in the deal. The hope is, this will tip the scales in persuading a large contingent of competitors to throw caution to the wind and come and have some fun with us in Australia. The fear is, that we might have such a large uptake from overseas, that it becomes difficult to handle. Ha, ha, what a beautiful problem - we will tackle that if and when it arises.

It is of course magnificent getting overseas drivers, but what about us? I am really hoping that we will all enter into the spirit of the event and bring our cars out as well. As you know, we are working on a deal for a container from Melbourne to Perth and return, for the lot of us, so that we can participate in the Western Australian leg of the event without hearing too many mumbles of it being too far. The Western Australians have offered to pick up our container at the railhead and take it to our pit space at Barbagallo, and return it to the railhead in time for it to get to Sandown.

On a personal matter, I have had 1,037 (or thereabouts) emails and phone calls regarding my health nightmares - many of the correspondence from the Formula Junior competitors from here and overseas. It sort of shows the depth of relationships that have been built around these wretched little cars. I fear that I will not stand as President next year, nor, even worse, be able to participate in this World Series. Whilst you know that I feel I am completely irreplaceable, the fact is of course that many other people will pick up the baton and run harder and faster.

All the best,
Roger

Peter Johnson's Elfin Catalina FJ ready for the circuits



W.A. NEWS

TWO BEAUTIES

Two Formula Juniors arrive in WA and on display – the Wren and the Koala. These are 2 of the Roger Ealand Stable of FJs he recently sold. The boys from WA are really serious about FJ racing.



**The yellow Wren is now owned by Marty Bullock
The silver/green Koala to new member Mike Rowe**

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	9/15	Bill Norman	Lynx	1:08.199
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

Photos from Morgan Park – July 2015





2015 POINTS SCORE – David Reid

2015 SERIES POINTS.xls
Summary

NAME	STATE	Phillip Island	Mallala	Morgan Pk	Winton Short	Morgan Pk	Wakefield Pk	Barbagello	Eastern Ck	TOTAL
NORMAN, Bill	NSW	30	12	40	19	40	36			177
GOSBELL, Mike	NSW	30		40	24	40	36			170
SHEARN, Kim	VIC	50	30		30		23			133
THALLON, Don	QLD	46				28	26			100
MEDLEY, John	NSW	29			11		28			68
HEMMING, Bill	VIC		34		24					58
BUCKLEY, Robert	QLD			21		30				51
BRYEN, Noel	NSW					26	23			49
PEGRAM, Max	VIC	22			26					48
SIMMONS, Tony	NSW				20	15	12			47
FALKINER, Norman	VIC		30		16					46
FRY, Geoff	NSW				18	26				44
PRICE, Melinda	VIC	15			28					43
LITTLER, Paul	QLD					40				40
EALAND, Roger	NSW	5	28							33
BARCLAY, Peter	ACT						30			30
HERBERT, Geoff	WA	24								24
REID, David	QLD					13	7			20
WILLIS, Dick	NSW			19						19
TELFER, Alan	QLD			14						14
GOODFELLOW, Mike	QLD			8						8
BAILEY, Ian	NSW	5								5
BOEL, Peter	QLD									0
EDGAR, Bruce	WA									0
CRAFT, Grant	QLD									0
BULLOCK, Marty	WA									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
		R1	R2	R3	R4	R5	R6	R7	R8	
LITTLER, Paul	QLD					40				40
BARCLAY, Peter	ACT						30			30

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

The following was distributed by the HSRCA and also appeared on Facebook and is of interest to the Formula Junior community (written by Chris Buckingham):

" My father Guy Buckingham passed away yesterday after a brief illness. A number of his friends, Nota owners and business associates suggested I write a brief description of his involvement with motor racing.

"Guy was born in 1921 in England. During the 2nd World War he spent time with the RAF where he was involved with their aeronautical engineering. On leaving Guy utilised those skills in building light weight sports racing cars. In 1952 a team of his cars winning the 6 hour race at Silverstone against the likes of Jaguar, Healey, Aston Martin, etc. In 1955 he came to Australia and set up Nota Engineering using those aircraft skills to build sports and monoposto racing cars. Building these cars from the former Ice Works behind David Jones at Parramatta. From there he and Michael Martin introduced tubular steel space framed car with lightweight aluminium cladding.

"Initially they were Clubman format cars but when Guy employed Jack Wiffen a former Rolls Royce craftsman, Nota started to build a number of alloy Streamliner cars which Guy very successfully drove. Along with the KM200 Nota's in the hands of drivers like Spencer Martin. These cars are still being used today in historic racing with drivers such as Bruce Richardson racing them.

"Another venue Nota's did very well in was with hill climb cars, winning the NSW Hill Climb Championship on a number of occasions with people like Barry Garner and Ralph Sach

"Nota then decided Formula Junior racing cars were the way to go and built the first of these in Australia. Initially these were front engined then evolved into midengined ones using Reno and Ford componentry. Max Stewart running a midengined one very successfully in Tasmania. This car is now being raced In England at Goodwood and other historic events in the hands of Philip Venables son.

"Guy lent his hand to other things as well, designing the circuit at Oran Park. He drove round the fields in what he deemed to be a good circuit layout with George Murry following him pegging out the initial design of what was to be Oran Park Racing Circuit. Through the years many racing victories by Nota's were made there. While this was going on Guy had his own a show on Channel 9 discussing automotive design and technology.

"Warwick Farm Racing Circuit and its manager Geoff Sykes convinced Nota to make clubman style cars and have their own series with cars like Lotus, Elfins, Notas etc rather than run with the likes of MGs and other production sports cars. Nota did very well in Geoff's clubman series, winning the championship seven times through the years.

"Geoff Sykes asked Guy if they'd make some Formula Vees and Nota made 3 for Warwick Farm and then went on to build 38 in all. Doing very well in the hands of Peter Finlay, Jason Bargwarner, John Smith and many more with lots still being used in historic racing today.

"Some of the last cars Guy was involved with were the very pretty Nota Formula IIIs and Formula Fords before he went back to England. Once there he set up Teal engineering producing Formula IIIs clubmans and Hillman Imp-based sports sedans. He then returned to his roots, getting involved with restoration of 2nd World War planes. Which till very recently he was still doing. Nota is still making cars today in the hands of his son Chris Buckingham."

Tasman Tour Down Under 2016

including

The Formula Junior Diamond Jubilee Tour

South Africa, UK, Europe, Australia, New Zealand and USA



The Historic Sports and Racing Car Association of NSW (HSRCA) will coordinate the event entry and transportation of cars visiting Australia to compete in a series of historic race meetings in October/November 2016 with an option for cars to then go on to participate in NZ during January/February 2017. The series is a development of the very successful biennial Tasman Revival race meetings which the HSRCA has organized at Sydney Motorsport Park since 2006. Each of the race meetings in 2016 will include feature Formula Junior events which will be part of the Diamond Jubilee Tour arranged by the Formula Junior Historic Racing Association (FJHRA).

The Race Meetings in Australia

1. **October 22/23** - WA Sporting Car Club (WASCC)
Barbagallo Raceway, Western Australia
2. **November 5/6** - Historic Racing Register of Victoria (VHRR)
Sandown Park, Victoria
3. **November 19/20** - HSRCA - Tour Finale
Sydney Motor Sport Park, NSW (Eastern Creek)

Each circuit will be available for private practice prior to the race meetings. Qualifying sessions will be held on Saturday followed by several races for each historic group on Saturday and Sunday.

Various supporting social functions will be arranged by each of the organizing clubs.

Subject to resolution of freight arrangements and acceptable numbers provision may be made for competitors unable to commit to either the Barbagallo or Sandown events.

Entry in the NZ events must be arranged direct with the NZ organisers through the contacts listed in this brochure.

Eligible Cars

There will be events at each meeting for a wide range of historic cars but a high priority will be given to single seat race cars. Subject to entry numbers it is expected that there will be separate events for Formula Ford, Formula Junior, 60's Tasman style cars, F5000 and 70's/80's wing and slick cars. There will be a particular focus on Tasman era cars and on the Formula Junior events as a component of the Diamond Jubilee Tour.



All cars will be required to hold either a FIA HTP or other documentation evidencing eligibility for historic events in their home country.

Competitor Licences

Drivers other than Australian or NZ nationals must hold an FIA International C or CH licence as the minimum standard supported by the appropriate visa authorizing participation in an Australian national event. NZ national licence holders must have a Trans Tasman visa issued by Motorsport NZ.



Shipping Arrangements

Cars will be sea freighted to Freemantle WA in containers from UK, USA East and/or West coast, Japan and NZ. Road transport to the Barbagallo circuit and from there to the rail head will be arranged by WASCC. The containers will be railed to Melbourne for the Sandown event and then transported by road or rail to Sydney Motorsport Park. At the conclusion of the Sydney finale event the cars will be shipped from Sydney either to Auckland for the NZ events or returned to the port from which they originally came. HSRCA's responsibility in respect of shipping arrangements will conclude with delivery of the containers at the dock in either Auckland or the home port.

HSRCA will be responsible for shipping arrangements and all related costs subsequent to load up at the port but insurance of cars and equipment, wharfage fees and related charges at the departure port will be the owners responsibility.

Competitors are encouraged to form groups to rent or purchase and fit out containers for their own use as the use of shipping company owned containers for extended land transportation may involve significant additional cost. HSRCA will co-ordinate the formation of 'container groups' and may be able to provide racking to facilitate loading of 6 cars in each 40' container if required. Car owners will be responsible for transportation of cars to the load up point and to supervise secure loading.

Competitors wishing to participate in the NZ events will need to make separate arrangements with the event organizers in respect of event entry, internal transportation within NZ and return shipment from NZ.

A firm shipping timetable will be determined once entries are finalized but, to ensure timely arrival for the initial event in WA, it can be expected that cars will need to be available for load up and departure at around the following times:

- From NZ - end September
- From UK - mid August
- From USA west coast - early/mid September
- From USA east coast - mid August
- From Japan - mid September



Carnets will be required to cover temporary importation of the cars to Australia. Alternatively, HSRCA may be able to arrange lodgement of a bond to support a temporary import licence subject to a fee yet to be determined.

HSRCA's shipping agent is Gibson Freight Australia Pty Ltd, a world leader in race car shipping logistics with experience in the international movements of F1, A1GP, MotoGP, WSBK and V8 Supercars.

Tour Entry Fees

The entry fee payable to HSRCA will cover the following services:

- Entry at each of the three component meetings in Australia;
- Pit garaging or marquee facilities at each meeting;
- Car shipping arrangements as outlined above.

The following scale of entry fees is expected to apply for each competing car in respect of the various ports of embarkation:

• UK	AUD 8,500
• USA	AUD 8,000
• Japan	AUD 7,000
• NZ	AUD 5,200



The entry fee will be reviewed and confirmed in June 2016 in the light of movements in foreign exchange rates and other cost variables. The fees are based on an expected load of 6 cars in each container and a surcharge will apply for cars in containers with less than 6 cars.

The entry fee will be discounted for competitors not committed to attend all the tour meetings. A deposit of AUD 1000 will be required on confirmation of entry with the balance payable prior to shipment.

Competitors will be responsible for all personal transportation and accommodation costs but the organizing clubs will assist with the location of suitable accommodation facilities.

Event Entry / Expressions of Interest

Confirmed entries will be required by the end of June 2016 but expressions of interest are invited now. Requests for further information or expressions of interest with details of the proposed competing car and driver should be directed to:

HSRCA

- Paul Hamilton; paulhamilton@ozemail.com.au or
- Peter Addison; peter@motorbooks.com.au

NZ events

- Jim Barclay (Historic Racing Club) jim@nzfmr.co.nz
- Nigel Russell (Historic Racing and Sports Car Club) hunternrussell@gmail.com

Historic Sports and Racing Car Association of NSW Inc. (HSRCA)

PO Box 5063 Turramurra South NSW 2074 <http://www.hsrca.com>



NZ Leg of the FJ Diamond Jubilee World Tour

Dates:

- 20th – 22nd January; Hampton Downs
- Date TBC; Leadfoot Festival Hillclimb [additional optional event by invitation only. It is anticipated that there will be considerable interest from the Internationals in attending as the Hillclimb, venue and the Social side make it a popular event with both competitors and partners]
- 4th – 5th February; South Island – Scope Classic – Ruapuna Circuit
- 11th – 12th February; Enzed Classic – The Levels Circuit [additional optional event]
- 18th – 19th February; Evolution Classic – Teretonga Circuit

There will be Formula Junior only grids at all the circuits with separate grids for Front and Rear engine Juniors at Ruapuna, The Levels and Teretonga Circuits if the grids are oversubscribed.

In all, five events over five Consecutive weekends. If contestants are keen there are two further events; Taupo and the Hampton Downs 1st weekend. These are on the first and second weekends in January before the Hampton Downs 2nd weekend (listed above). These two events however are not part of the Jubilee, there are no FJ only grids and the events are not supported by NZFJR cars or our organising internal freight of cars.

Costs:

The expected costs for UK-NZ-UK Would be approx. GBP 3000 for the four NZ races, Leadfoot, entries to events, pits, functions and transport between the circuits through New Zealand.

This is based on six cars in a container.

If any containers of cars come via Australia then the cost of inwards sea transport is covered under by Australian Tour.

Circuit Website and Circuit maps:

- Hampton Downs- NZ Festival of MotorSport.

<http://www.hamptondowns.com/pages/65/circuit-map.htm>

http://en.wikipedia.org/wiki/Hampton_Downs_Motorsport_Park

New Zealand Festival of Speed and Classic Race Meetings 2015

(This is an article written by one of our WA mates, Bruce Edgar, who was part of a New Zealand Adventure earlier in the year. This will whet the appetite to all those proposing to join the celebrations in New Zealand early in 2017. My apologies Bruce for omitting this in our last newsletter. Ed)

This is my junior version of our NZ trip. Neil's version, on his website, includes all the other WA cars and I've copied some of his comments (refer WARM.com.au). Although most of us had raced at Hampton Downs, the 4 south islands were new to us ozzie based racers and we were looking forward to the challenge of the circuits, the hospitality of the people and doing the tourist bit. We were not disappointed.

In the Juniors from Australia, I had my Elfin Catalina (6319) and Neil McCrudden his Lotus 20/22. David Watkins had his Elfin (629, ex-Doug Anderson and still with 1500 motor) which he picked up at the Eastern Creek meeting. John Rowe with his newly acquired Lotus 18 joined us at Ruapuna.

The NZ juniors comprised John Rapley (Brabham BT2/6), Alan Cattle (Volpini), Nigel Russell (FMZ), Tony Olisoff (Elfin-Emeryson), Paul Halford (Autosud) and Chris Atkinson while Kevin Anderson (ex-Denny Hulme Cooper T52) joined us for the south island races.

Noel Woodford (Geminin Mk3A), Michael Sexton (Stanguellini), and Roger Herrick (Lola Mk 2) did one Hampton Down races while Walter Findlay (Elva 100-DKW), Jim Barclay (Gemini Mk 3A) and John Holmes (Lotus 18) raced at both HD weekends. Peter Boel's Lola was out of action and after damaging other engines, he raced Neil's Macon at Hampton Downs.

Joining us from further overseas was David Innes (Lotus 27) – another newly acquired car, Vern Williamson (Lynx) while Ray Mallock (Mallock Mk2) did a few selected meetings. In addition, Robin Longdon did Highland Park in Chris's Lotus.

1. Gulf NZ Festival of Speed (honouring Howden Ganley) Hampton Downs 1

The weather was fantastic (i.e. hot and dry...) and the friendship and camaraderie was great as we all settled into the first week of racing.

We knew race time was getting close when Walter warmed up the DKW two-stroke engine in his Elva - he had a good meeting finishing 7 races with good results in what must be the oldest driver-car combination in Formula Junior racing.

The Sat racing was interesting with Chris and Noel dicing in front. In the first race, Chris retired and Noel mis-timed the finish and John winning. Neil was going well behind them with Bruce in front of David who was closing in with every race as he got used to his new Lotus 27. Chris had 2 wins, John and Noel one each. Chris got fastest lap at 1m 15.63, with P Tonetti still holding the record at 1m 14.47.

On the Saturday evening Peter and Bev Boel hosted all the WA, international and Formula Junior drivers and their partners at their house for a BBQ and drinks which ended up being held in their garage due to heavy rain.

2. Gulf NZ Festival of Speed (honouring Howden Ganley) Hampton Downs 2

For the second weekend, the remaining juniors were incorporated in to the libre field so had an odd Formula Ford, etc. to deal with as well as the other WA cars. The kiwi FJnr cars were already packed and on their way but a few of us wanted to race on the second Hampton Downs weekend as well, hoping that the container would still arrive OK in Cromwell.

This time Ray Mallock in the Mk 2 Mallock joined in and was quite a revelation, running at the front of the field. He won 3 races (first junior) after some initial problems, setting fastest junior lap of the weekend of 1m 17.50. Neil and Bruce followed him with David Innes getting closer.

Apart from the few minor mechanical events all the cars ran well over the two weekends, although Jim Barclay still had some issues, notably gearbox, I think.

The weather was great again, with the track getting up to 61 deg on Sunday afternoon.

All in all there was another five races with some good dices going on all down the field.

The Formula Junior trophy was also deservedly won by John Rapley.

Hampton Downs continues to be a fantastic venue and the organizers appreciate the efforts made by the international and local drivers. They went out of their way to help as we needed to get the cars to Highland Park (near Queenstown) for the following weekend.

We would also like to thank Jim and Joanie Barclay for their support of Formula Junior and organizational help in putting on such a fantastic event.

3. ENZED Highlands Park – Cromwell.

A relatively new circuit in the heart of some of the best South Island wine country, being approx. 60 km from Queenstown and the same from Wanaka as well as close to the new Cromwell. Cromwell was partially relocated and rebuilt in the late 1980s when Lake Dunstan was built for electrical power, which flooded part of the old town.

After the Hampton Downs adventures the container was driven down the North Island, across Cook Strait and down most of the South Island, finally arriving at Cromwell late Thurs afternoon. The NZ container was already there, unloaded and all set up..... While waiting we did manage some “hot laps” in my rental car – the brakes were never the same again after Nigel showed us around, but he did point out the yellow dots marking the corner entries and apices (apex’s?).

The weather was variable with both Sat and Sun mornings races being in the wet but the track dried as the day warmed up.

The circuit was an interesting layout, being in a figure of eight with an over bridge. The circuit is fun to drive on, with a tight entry to the bridge. It offers some good overtaking opportunities and in particular we liked the large parabola after the start finish straight.

John Rapley had a great win in the Brabham in the wet in the first of the Sat races that included the VSCC grand prix specials (these are unique NZ built specials, generally built in the 50s and 60s before factory built racing cars became readily available). Robin (subbing in Chris’s Lotus), had a great run, winning 2 races, one in the wet on Sun morning and the other in the afternoon. David Watkins (Elfin 1500) and Neil dived with each other for the podium. After problems at Hampton Downs (and a gearbox rebuild by Tony O with new CWP), David’s gearbox finally succumbed and the car was packed away in the container. Bruce had frustrating gearshift issues, but enjoyed passing the NZ specials around the outside of the parabola, finally a great finish as 4th Junior. Neil got second to John on Sat morning then scored a great win in the afternoon with another second on Sunday but finally the gear change rod broke in the last event. It was subsequently fixed by Mark Roberts from McGregor Motorsports in Christchurch who was helping Vern mostly but generously helped others as requested. Vern with his new car had all sorts of seemingly intractable engine issues which held him back.

David Innes (Lotus 27), was getting better with the car, dicing with the front juniors at the end of the meeting, ending the meeting with a second. He was ably assisted by brother John with wife Clare (who took some great photos around the pits) and later sister Ann and brother-in-law Colin all helped and became part of the travelling party.

We were also joined by Kevin Anderson from Christchurch in the ex-Denny Hulme Cooper-BMC, competing the next 3 events, having a clean, reliable run and enjoying himself at the back of the field.

Robin set the inaugural Formula Junior lap record of 2m 00.13.

The event also included the New Zealand Vs Aussie Muscle cars and Aussie Legend races and we seemed to be just tacked on to that. Although we were visiting international competitors we still had to pay full costs for such items as marquees.

There were other teething problems which hopefully the management can resolve as it's a great circuit to race on in one of NZ's most scenic areas.

A group of us west ozzies stayed in a house in Queenstown and commuted each day via the Karawau Gorge past the old gold mining areas as a warm up to the days racing.

4. The Skope Classic at Mike Pero Motorsport Park Christchurch. (Ruapuna)

The atmosphere improved from the previous circuit with the experienced Canterbury Car Club organizing who had, through their sponsors, provided the internationals with marquees and offered the ladies a room to view the events.

The circuit is level and quite easy to learn and can easily be seen from most points around the perimeter. Also competing were the F5000 s and the mainland muscle cars as well as Historic touring cars, Formula Libre and the VSCC Vintage Cars which included the Formula Juniors. We were joined by John Rowe in his new Lotus 18 he had just acquired from David Fenton. Team Australia had now increased to three Formula Juniors.

The weather started cold on Friday, with a heavy overnight shower and a cold snap - snow was visible from the circuit on the Southern Alps but the weekend ended nice and warm.

The Formula Junior races were keenly contested battles in a large field with the VSCCs providing some variety of car and performance. Neil won the first race with Ray Mallock winning the remaining 3. The racing was fast and close and in the last event the first six cars crossed the line in just within one second. Bruce again had a gearshift problem that was finally fixed by tightening up the connecting bolts, having a great final 2 races.

The front engine group again had great battles, with Tony in the front wheel drive car Elfin -Emerson getting among us on occasions and eventually ending with a damaged tail as the Lycoming misjudged and hit him under braking at turn 1.

Nigel Russell, Vernon and Copper Williamson put together a fantastic BBQ on the Friday after practice and we all enjoyed the leftovers for lunch the following day.

We celebrated Mandy McCrudden's birthday on Thurs night and Lance's (from WA in the libre class) at the BBQ.

Neil got the fastest lap at 1m 40.34, however still behind Tonetti's benchmark of 1m 38.43.



5. The ENZED Southern Classic, Levels, Timaru

This was a smaller, more intimate event held at the Levels Circuit at Timaru approx. 2 hours south of Christchurch. The opportunity was taken to do the tourist spots of Christchurch (slowly rebuilding the CBD after the earthquake), Lyttleton (also rebuilding after the quake) and Akaroa. My partner Cathy (another photographer making the most of her xmas present – a long lens for her Canon) took the chance of doing a horse ride in the foothills of the Mt Lyford skiing area while I relaxed in an empty tourist lodge.

The club made us all feel welcome and invited the internationals and their partners to the club's hospitality room overlooking the circuit. This was much appreciated and they also presented the ladies with New Zealand Silver Fern emblems.

John Rowe's car experienced some new car teething problems (being stuck in gear was one) but he persisted and improved greatly.

During practice, Vernon Williamson detonated his engine with a large hole out the side of the block. With no spare his tour was over however Neil offered to share the Lotus with Vernon over the next couple of events.

Chris had a great weekend apart from a minor off in the warm-up lap for the cold Sat race and won 5 races convincingly. Neil and Vern had a great time with the car being the second fastest on the weekend, with Neil managing to pick up a couple of seconds. David Innes drove well for a brace of 3rds and 2nds with Bruce Edgar having a great second place on Sat (which was very cold) while Neil and David had issues with tyres not warming up.

At the Function held on the Saturday night, Chris Atkinson scooped the Formula Junior prize, being a standout in his Lotus 20/22, winning all events at Levels.

Sunday racing was warmer and Chris dominated, David and Bruce following as the cars strung out. Bruce pulled off a great passing maneuver on the start finish straight on Vern for 3rd. The front engine brigade had their own battles, joined again by David Rowe and Kevin Anderson. Tony O, Nigel H R and Alan Cattle doing their best to frustrate any tardy rear engine car – and succeeding.

Neil got fastest lap at 1m 13.43, still outside Tonetti's 1m 12.29

So another weekend over, the container packed again and a quiet beer (Speights of course) and meal in a quiet Timaru.

5. Evolution Motorsport Speedfest, Teretonga, Invercargill

And onto the world's southernmost circuit. We had reservations about the weather but apart from Sat afternoon we had some nice fine, warm days (and nights). A classic circuit, being the same layout since early 60s (originally built in 1958), used for many Tasman races since then and now still used for national racing and the Toyota Racing Series. Jimmy Clark's qualifying lap record in 1967 in the Lotus 33 2.0l Climax-engined Tasman car was 1m 01.8. The FJnr record is 1m 09.3 set by Kim Shearn in 2013.

On the Friday morning a reporter from the Southland Times interviewed Neil for a story on the West Australian Racing Museum (check the WARM website for the article).

We had 2 practice sessions on Fri to get to know the circuit and again we raced with the VSCC cars.

Qualifying was first thing on Saturday morning. The weather forecast was to be fine in the morning with showers after lunch. Neil scored pole after a great lap in the dry and gave the car to Vern for the wet races (he says that that was the deal... to put a wet weather driver from Scotland in it for the afternoon events).

It rained so hard in the afternoon that a few thought it wiser to come in after a couple of laps as it was impossible to see where you were going through the spray. David Innes and Bruce had an exciting first race in the wet through the rain and spray, with David finishing first in the juniors only slightly ahead of Bruce. The spectators were also enthralled watching the closeness in the difficult conditions but neither of them put a foot wrong. They were however headed by 2 VSCC cars, a Jag single seater special and a very fast Austin Healey 100/4, utilizing their weight and grip.

In the second race, David as well a few others elected not to start and Bruce won his first race in the still wet and slippery conditions, ahead of the front engine brigade, led by Paul Halford, Tony Olisoff and Hunter (Nigel) Russell, Nigel holding up the 2 red cars allowing Bruce to get and maintain a manageable lead.

The next day was dry and warm. Bruce was on pole from Saturday's efforts and Neil was able to get to the front early and had the first win in the Lotus. David passed Bruce on the straight and Chris, after a great and clean maneuver, passed Bruce around the outside of the first corner.

Neil also lead the second race however the engine expired with one lap to go as he chased the junior lap record (getting close at 1m 09.74), so that left Vern without a drive for the last race. David won with Bruce second. Chris had at this stage elected not to race any further and in fact his car was sold to another kiwi, so staying in Auckland.

The last race was again David winning with Bruce unable to close the gap but this time both ahead of the VSCC cars in fine, dry conditions.

Bruce was able to secure 3 second places and John Rowe improved considerably over the weekend after partially fixing a sticking accelerator.

Like the other two club circuits Teretonga hosted a fantastic function on the Saturday night and Neil was able to walk away with the Formula Junior trophy.

The locals were enthusiastic and interested in our exploits and cars. The local paper, the Southland Times, ran an article on Neil and WARM with photos and a report following the event.

A great place to race and Hayes Hammer Hardware shop in Invercargill is a must-see with quite a gathering of old and interesting motorcycles, famously including Bert Munro's bikes (World's Fastest Indian) and artifacts plus his "offerings to the gods of speed".



Whew!

All in all a great trip, with plenty of racing (27 races) and the by now usual junior comradery. The cars were all housed in adjacent marquees put up by the organisers so communication, bartering and the old aussie tradition of banter carried on. The cars generally proved reliable and there was plenty of help and spares at hand for all.

The FJ cars that gave the least amount of trouble over the six events and 27 races were Bruce Edgar's Elfin (which finished all 27 races, completing 756 racing kms), David Innes's Lotus 27 (26 races) and Neils' Lotus (22 races). In fact overall reliability was a commendable 92%.

Cathy and I were looking forward to racing and touring the South Island and we had a ball, checking out all the tourist spots I haven't seen for over 30 years. I was at university at Christchurch and worked at Twizel (by Mt Cook) for nearly 2 years so had been round parts of it. In particular we stayed at Port Chalmers (outside Dunedin) as there was no accommodation in Dunedin and that proved a little treasure. Wanaka was great (away from the tourist traps of Queenstown) and a beach front bar at Hokitika was another highlight.

I also have to thank my partner Cathy who proved a great supporter and travelling companion. In fact all the girls deserve a huge vote of thanks.

Special thanks to Cathy, Mandy, Ann S, Michelle, Kathy, Clare, Anne M, Jen, Kerry, Cooper,

Bruce Edgar



Dear Competitor,

THE 27TH PHILLIP ISLAND CLASSIC "FESTIVAL OF MOTORSPORT" 10, 11, 12 & 13 MARCH 2016

VHRR is again promoting the annual Phillip Island Classic "Festival of Motorsport" in 2016, to be held on 10, 11, 12 & 13 March.

We have great pleasure in announcing that **Jim Richards** will be our Patron for the 2016 event. It is the **27th year** that this event has been run by VHRR. 2016 will again see us run a **3 day** event, with track competition to commence on Friday 11th March.

In addition, Phillip Island Circuit have elected to run a **private practice day on Thursday the 10th** exclusively for all competitors who have entered the event which will be charged by them on a user pay basis for that day only. A separate entry form for private practice will be included in the entry package. ALL fees for private practice are to be paid to the Circuit, and not to VHRR. Entry for practice will not be managed by VHRR or CAMS Motor Event Entry, but exclusively by the Circuit. **ALL** enquiries regarding Private Practice on 10th March and camping bookings should be directed to PI Operations at info@phillipislandcircuit.com.au or by telephone at (03) 5952 2710

Yours sincerely

Jean Bellenger

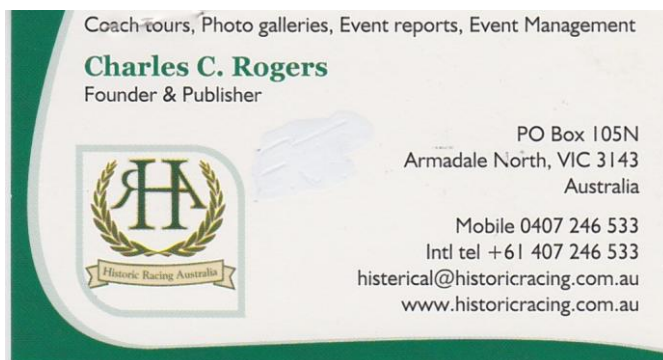
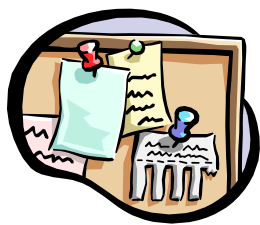
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26th Phillip Island Classic Festival of Motor Sport

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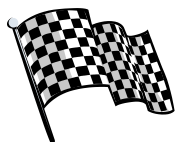
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Nota97 was built in 1969 and known as the Alf Lee Nota and is featured in the Bruce Bloodsworth book "The Nota Files" on page 38-39. Nota97 is fitted with a Ford 105E engine and now uses a downdraft Weber but original 4 Amal carburetors are still to hand. It has VW Trans axle with 4 wheel discs. Only had 3 owners but really only driven by Alf Lee. Raced at Bathurst, Hume Weir etc in 1000, 1100 and 1300cc guise. In absolutely original condition. All hydraulics and motor over hauled. With a check over it could be ready to race. \$17,500 ono. Phone Graham Dell 029630 1553 or 0419429615

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FEATURE FOTO



Look Out!

The Baron, P. Von Straussenburg, demonstrating the extreme power to weight virtues of his Brabham BT6;
Winton earlier in the year
Peter Barclay, Brabham BT21A (Twin Cam) in front (just)
Bill Norman, Lynx FJ, behind