



Picture: Noel Bryen leads Bill Norman at the November 2015 Eastern Creek Historic. Photo by Richard Taylor

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Above photo:: Load up and get ready for another years' racing!

## 2016 Australian Formula Junior Championship Calendar

Round One	11-13 March	Phillip Island Classic	Phillip Island (VIC)
Round Two	23-24 April	Mallala All Historic	Mallala (SA)
Round Three	28-29 May	40 <sup>th</sup> Historic Winton	Winton (VIC)
Round Four	2-3 July	Historic Queensland	Morgan Park (QLD)
Round Five	21-23 October	Barbagallo Historic	Barbagallo (WA)
Round Six	4-6 November	25 <sup>th</sup> Historic Sandown	Sandown Park(VIC)
Round Seven	18-20 November	Eastern Creek Historic	Sydney Motorsport Park (NSW)



## 2015-2016 Executive Committee

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## PITSTOP Future Issue Release dates

	Copy Deadline	Release Date
Issue Two	Friday 10 June	Friday 17 June
Issue Three	Friday 23 September	Friday 7 October
Issue Four	Friday 2 December	Friday 16 December

## **PRESIDENT'S REPORT**

This is my last report as President, as my term will be up at the AGM at Phillip Island in early March. This is a good time to write a report on how I have tackled the various challengers that face us - bit of a school report!

We all know the challengers we have set out to overcome:

The need to have our own races.

The need to be recognized by CAMS as a separate group.

The need to get new drivers into the group The average age too high - and to fight the fight for HTP papers.

It is going to be a very harsh report, measured against those challengers.

The HTP papers have been accepted by CAMS, and that has allowed a number of new cars to be eligible as formula Juniors. Possibly 10 have joined us or are about to, so there is a tick against that one!

We have made no progress with CAMS to have Formula Junior as a recognized group. (we probably don't deserve to as we haven't turned up in great enough numbers to press our case)

We have not really achieved our objective to get more and younger drivers. Six of our members have lent their cars to 'guest' drivers, which was a wonderful initiative and we have got some new and enthusiastic drivers into the fold, but many of the stalwarts of the past are not coming out much any more for all sorts of reasons, which is understandable, but it means that the overall number of our competitors is not increasing.

The upshot is that, with a couple of exceptions, we have been unable to guarantee 20-25 competitors in order to be able to run our own races.

We have to look at this against the whole Historic Race movement in Australia, where the average age is also going up, the number of competitors is also going down.

Worldwide, Formula Junior is the most successful of all Historic Racing classes and we do pretty well in Australia, considering the population and the size of the country etc. etc. I have to say though, I did expect to achieve more and I honestly thought we would buck the trend of the rest of the Historic movement.

We have a most exciting time coming up with the Diamond Jubilee. We have a great presentation ourselves, with the three race venues we are offering, and I am sure we will do ourselves proud.

David Reid, the Association Secretary/Treasurer and I will both be standing down from our positions and have thought and talked long and hard about the future leadership of the Association. Kim Shearn has put his name forward to be President and Jeff Brown has nominated as Secretary. They, I believe, deserve your vote.

David has done sterling work as Secretary, through difficult times, and all of us should feel very grateful for his commitment over the past few years. Many thanks David.

I plan to be around of course to help Kim as much as possible (could use the word 'interfere'), and I am sure all of us will lend our support to Kim and Jeff, and welcome overseas drivers here for the Jubilee.

Roger Ealand, 16 January 2016





Above photo: An afternoon at Roger & Margaret Ealand's place on Wednesday 25<sup>th</sup> November 2015.



## **LETTER TO THE EDITOR**

Hi All,

I am one of the lucky members of this association that was able to take part in the Formula Junior Worldwide Golden Jubilee celebrations. To this day, I have friends (that I made during those events) from around the world that greet me on sight and as a friend. I didn't win anything – I do not think I ever saw the pole sitting car move off the grid at any event. I was too far back in the field, but that made no difference to my enjoyment of the events and the camaraderie that surrounded them (see photon previous page). I can tell wonderful stories of loaned engines, loaned cars because somebody had not been able to drive a particular circuit and of course the often quoted 'everybody helped to get the car back on the track' scenario happened many times. There was also a strong social calendar, that included partners, with much conviviality.

Earlier this year I had the pleasure of attending the Grand Prix Historic – Pau, as a spectator. There were Australian, New Zealand, American and many different European nationalities represented at this meeting. Some I knew from those long past days of the Golden Jubilee celebrations, others were names from reading the FJHRA magazine and e-mails, but they all greeted me as a friend. Arrangements were immediately put in place to ensure that Colleen and I were included in Dinner on Saturday evening and the 'Drivers' lunch each day of the event.

Now we are reaching the time to celebrate the Formula Junior Worldwide Diamond Jubilee and some of it is going to be right here in our own 'backyard'. Sadly, we do not appear to be getting excited about this magnificent opportunity. From what I have seen there will be more 'foreigners' than 'locals'. I saw a list that nominated 17 cars travelling from Europe, I know there is a container of 6 cars from New Zealand travelling to Europe at the moment – they will be back in Perth in October and there will be another container of 6 cars travelling direct from New Zealand to Perth. There will also be some American entrants, but to date only eleven (11) AFJA members have indicated their intention to grasp this wonderful opportunity. We will be outnumbered three to one in our own 'backyard'!!

Now is the time to get down to that shed and make sure your pride and joy is at its best for October 22 in Perth. Make contact with other association members living near you and start to plan how you will get to these events. Shared containerisation (we already have racking) is the way to go and can be relatively inexpensive. Once you feel your car is at presentation standard, you will need to test it, so why not enter at least one of the scheduled AFJA Championship events before October. Morgan Park in July would be the most suitable – time to make adjustments before the need to load up for Perth and also the possibility of Formula Junior only races if sufficient cars enter.

I should also mention at this stage, why not think about taking your car to New Zealand. If they can get 12 cars to Australia from their membership, we must be able to get more than 12 cars from the AFJA membership. Again, now is the time to plan and make ready.

The point of all this is we (AFJA) are part of the very large worldwide community that is Formula Junior and they are having a worldwide celebration. **We cannot not be involved!**

Regards

Allan Conway  
9<sup>th</sup> February 2016

Last chance for someone to come forward and save our Association...



## ***Notice of Annual General Meeting***

**DATE:** 6:00PM, Friday, March, 11th, 2016

**VENUE:** 42 Hobsons Pde, Cowes, Phillip Is (*same as last year*)

**AGENDA:**

1. Confirmation of previous Meeting Minutes
2. Acceptance of 2015 Annual Report
3. Acceptance of 2015 Financials and Report
4. Election of Office Bearers & State Representatives for 2016
5. General Business submitted by 1st March, 2016
6. Other Business from the floor.

**FUNCTION:** BBQ provided by the Association (perhaps not as chilled...), **BYO DRINKS PLEASE**

**ACCEPTANCE:** Please advise by March 1st including dietary stuff for catering purposes to the Secretary, David Reid [info@australianformulajunior.com](mailto:info@australianformulajunior.com)




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**NOMINATION FORM**

**ELECTION OF 2016 COMMITTEE**

**POSITION:** \_\_\_\_\_

**CANDIDATE** \_\_\_\_\_

I hereby consent to the nomination,

Signed \_\_\_\_\_ **Candidate**

I, \_\_\_\_\_ hereby ***nominate*** the candidate, Signed \_\_\_\_\_

I, \_\_\_\_\_ hereby ***second*** the candidate, Signed \_\_\_\_\_

**AUSTRALIAN FORMULA JUNIOR ASSOCIATION INC. A0049958Z**  
**MINUTES OF 18<sup>TH</sup> ANNUAL GENERAL MEETING**  
**HELD MARCH 6<sup>TH</sup> 2015**  
**AT 42 HOBSONS PDE, COWES, PHILLIP IS, VIC.**

**WELCOME:**

President Roger declared the meeting open at 1902, and welcomed all in attendance, with special thanks to James Owen from the UK and new member John Rowe from WA.

**ATTENDANCE:**

Roger & Margaret Ealand, David Reid, Bill Hemming, Mike Gosbell, Dick Willis, Kelvin Prior with Derek Smith, Kim Shearn, David Price, Don & Jeanette Thallon with Paul & Bill, Ian Reid, Jeff Brown, Rob & Vivienne Buckley, Peter Strauss with Gary Woodward, Norm Falkiner with Jim Hardman, Bill Norman with Lareen, Max Pegram, Peter Barclay & Victoria LeGallais, John Rowe, Peter & Sue Larner

**APOLOGIES:**

Murray Bryden, Allan Conway, Bruce Edgar, Ian Henderson, Noel Bryen, Ian Bailey, Neil McCrudden, Dennis Lesslie, Geoff Fry, Mike Goodfellow, Peter Boel, & Mike Shearer.

**MINUTES:**

The minutes of the previous 17th Annual General Meeting of the Association held 7th March 2014 as printed in the papers, and previously forwarded to all members, were adopted as a true and correct record of that meeting. Moved Bill Hemming, seconded Kim Shearn, Carried.

**BUSINESS ARISING:**

President Roger reported on: The current position with CAMS now issuing FIA HTP papers in addition to the existing CoD; The need for us to encourage minimum grids of 20-25 cars; Progressive Grids: Allocated pit paddock areas for FJs arriving in transporters.

**FINANCIAL REPORT:**

The annual financial report for the period ending 31-12-2014 prepared and certified by the Secretary/Treasurer David Reid, was included in the meeting papers and showing a closing bank balance of \$8496, together with fixed assets at cost of \$877, was adopted as a true and correct record of transactions on the motion by Kim Shearn, seconded by Don Thallon. Carried

**ANNUAL REPORT:**

A comprehensive Report on activities of the Association during 2014, previously circulated, and which was again included in the meeting papers by President Roger. The President's Report was adopted on the motion of Mike Gosbell, seconded by Bill Hemming. Carried.

**COMMITTEE ELECTIONS FOR 2014:**

After declaring all positions vacant, chairman Roger advised the meeting of the nominations received:-  
Queensland – Don Thallon President – Roger Ealand.  
Victoria - Kim Shearn Secretary/Treasurer – David Reid  
New South Wales – Tony Simmons Editor – Don Thallon  
Victoria – Kim Shearn Registrar – Noel Bryen  
South Australia – Mike Shearer Western Australia -Neil McCrudden  
As all these positions had received only one nomination, all were duly elected unopposed for the current year.

**GENERAL BUSINESS:**

There were no items of General Business on the Notice of Meeting.

**OTHER BUSINESS:**

Items Canvassed included: Diamond Jubilee early plans, including Hospitality, Event Regalia: and possible HomeStays; Also discussion on Race Reports with Photos.

**MEETING CLOSED 19:43** and members continued enjoying the evening with a BBQ arranged by the Victorian Rep, Kim Shearn.

## **CLASSIFIEDS**

### **EXPRESSIONS OF INTEREST TO PURCHASE 1960 FRONT ENGINE NOTA FJ CHASSIS NO 27**



2016 is likely to be my last full year of historic motor racing most of which will be in the UK, so I have decided to sell my Nota FJ BMC after my final race ( hopefully Goodwood in September 2016 ).

It would be far better if this car stays in Australia!!! The car has a group LB Racing logbook IE 1945 to 1960. Australian Certificate of Description, and FIA HTP Papers allowing it to race anywhere in the world.

The car was totally rebuilt in 2014 from the ground up, and has been restored as close to original as possible. The motor is an all steel BMC 1071cc with all the best internals available, & is currently being freshened up prior to going to the UK. There is also a significant spares package. So if you would like to own this great Front Engine FJ give me a call. Price FIRM \$80,000.00 Phone Mike Gosbell 02 66518141 mob 0428 518141

### **1962 Gremlin FJ**



Australian Special Set up with desirable 1100cc Ford power, VW box and disc brakes, inboard at the rear. Built on an Ivan Tighe hill climb chassis by Bill Smith for Ron Halpin. A well presented car with alloy side panels and silver fibreglass Lynx nose and tail. Car now in Berry NSW and needs to be sold to someone who will use it. Ideal car to participate in upcoming anniversary events. \$40,000. The Gremlin is in good condition and a great introduction to FJ's. CAMS Logbook, CoD and some period history and documentation. Detailed pics and video available please call Geoff Findlay on 0416 193 142

First time on the market – Cooper T59



Australia's fastest BMC engine FJ. Genuine car with all the right bits. Factory XSP BMC engine, dry sump. ERSA Knight 5 speed Citroen box. Engine reconditioned one meeting ago, has a new billet steel crank. Could do with new tyres and seat belt and then ready for the amazing World Series. \$90,000 firm. Michael - 0419044999

### ***Regalia Sales – contact the Secretary***

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

## ***INTRODUCING YOUR NEW EDITOR***

Charles' involvement in the historic racing scene extends back to the mid-1990s when he arrived at the track as a teenager to help pit crew for his father, Simon who was competing in Group Sb at the time. His developing knowledge of the MG category found him arrive at the commentary box, which then led to commentating since 1999 on historic racing across the country.



Now at 33 years of age Charles founded and publishes the Historic Racing Australia web site ([www.historicracing.com.au](http://www.historicracing.com.au)), sits on the Motoclassica Advisory Board, and has extensive experience as an event organiser. This includes founding and organising the Cars of the World Concours d'Elegance (2004-2011), organiser of the 75<sup>th</sup> & 80<sup>th</sup> anniversary Great Ocean Road rallies, and a past committee member of Historic Sandown (2005-2007) and the Geelong Speed Trials (2003-2010). He is a long-time member of both the Victorian Historic Racing Register and the Vintage Sports Car Club of Victoria.

Although not a racer of Formula Junior cars, Charles is a passionate supporter of the categories history.

## **TORQUE AROUND THE PITS**

This is the time when lots of work is going on in sheds and garages around the country, getting cars ready for the biggest celebration of the history of any group of racing cars ever! Friends are getting together with welder and paint brushes ,fiberglass pots and feeler gauges. A great time to have a junior! And a great time to meet "nutters" from around the world!

Geoff Fry, owner of two of the three Jolus FJs running in the world - I remember racing against the other one in Europe, driven by Ivo Goeckmann (we called him Mitsubishi after the Evo rally car,not funny really but it made us laugh) - It will be great to have the three cars on the circuit together.

Geoff is having to sort out some chassis aging on his white Jolus car, so that both of his cars can "show off" in the Australian rounds of the Diamond Jubilee. He hasn't told me who his guest driver will be, nobody famous I hope.

I have just had Neil and Mandy McCrudden staying with us. If you ever want to be inspired about historic racing, working together, sharing resources , bringing new people into the sport and actually racing, talk to Neil about his Motor Museum in Western Australia, it is truly inspiring. I think he had 13 cars on the grid at Barbagallo with 13 different drivers! How is that for getting people involved?

Lynx chassis 111 is in the hands of this Museum in WA. There is no doubt I think, that the car will be on the grid at the start of the Australian round of the Series, a lot of work to do and more importantly a lot of fun on the way.

This chassis Lynx 111 has an interesting history, ending up buried in a sports car conversion called a Manx (must be because it had no tail!) Geoff Findlay who owned the Manx was wise enough to realize that it was a major undertaking to return it to FJ specifications ,although most of the bits were there, minus engine and gearbox. He did the best thing passing it on to the WA museum.



Geoff has a very interesting FJ for sale, one that first got me interested in the formula . When I knew this Gremlin it was owned by a great friend Jim Pigeon. I wanted to buy it way back then ,but couldn't afford it. If you look in the "for sale"section, you will see Geoff is selling it! An excellent car for someone to get involved in the Jubilee. keep it in mind if you know someone who wants an exciting three years.

Peter Larnar is well under way with the rebuild of the ex Murray Bryden Lotus 20. This car has been bought by Bob Birrell from the UK to take part in the Jubilee. Peter is returning it to the early specification, drum brake, Renault gearbox set up. This is quite rare as most have been updated to the later specifications of the period and run as Lotus 20/22,

We are not a group of snobs as you know! However it is a feather in our cap to have Joe Ricciardo racing with us later in the year for the Diamond Jubilee. He is a great enthusiast for the sport and an excellent man to boot - will be fun to have around.

Kim Shearn has had no end of bad luck in recent times. It began with a crash in his US-based Lotus 18 last year in the US, then in January this year when about to deliver his tarmac-rally Porsche to a new owner, it caught on fire ending in about \$40,000 damage. It took a number of fire extinguishers stored around the shed to put it out.Then, just a week later when arriving home in his Ferari 365 it too caught on fire.1 Things come in threes they say.

## **EVENT REPORT EASTERN CREEK**

### **FJHRA visits AFJA; November 2015**

#### **Social visit to Duranbah, NSW**

Roger Ealand has not been too well, so just a few weeks prior, we hatched a plan for a quick visit to Duranbah, near Murwillumbah where Roger and Margaret have lived after 13 years in Mount Warning since their 20 year stay in UK. A long-time Marcos historic racer, Roger sold David Methley his first Marcos – even FJ Cooper T56 and 500 Beart-Cooper owner back in his UK days and the instigator and organiser of the Legendary “Speed on Tweed” historic event in NSW for so many years, but more recently our companion in the 2008 FJ Golden Jubilee with the Lotus 18, and later round Europe with the Koala FJ – as pictured on the front cover of FJ magazine no 158 in front of Naryshkin Palace in Zagare. Later Gemini Mk II and Rennmax – and back home, President of AFJA and the driving force that has empowered Formula Junior in Australia – so, you can’t make a surprise visit without a few descreet enquiries and the last week in November seemed to fit before son Adam and family arrived pre-Christmas.

Hearing of our escapade, Bill Hemming so kindly suggested that Duncan stayed over for the extra three days for Eastern Creek and drive the Elfin Catalina FJ, while Tony Simmons offered a bed for the Sydney end. So a fine flight with Etihad changing at Abu Dhabi, and Tony was there to meet and greet –and then headed to Dee Bee's Café in Knox St, Double Bay and a plate of Singapore noodles before crashing down as it’s the 9 am flight out of Sydney to Coolangatta and Gold Coast Airport . We almost arrive before we left because of the one hour time difference between Queensland and NSW and there waiting at the gate was Roger – an emotional sight – Margaret homes in with the car and we head for Duranbah along the edge of the Mt Warning Volcano and a welcome cuppa on the verandah overlooking the cattle lowing, down in the valley. They physically...moved the house itself when they arrived to take advantage of this vista!! Duncan is staying in the separate guest house, passing through the tropical rainforest – or at least a small part of it! to get there. Reminiscences of dining with the manager of Standard Chartered Bank in Brunei back in the 80’s – A Somerset Maugham residence on the edge of the jungle with monkeys swinging screeching in the trees and an Indian servant in full regalia serving us drinks and a meal on the verandah.

On Wednesday, Margaret had arranged a FJ gathering – coffee and cakes on the verandah and then to the Cudgen Headland Surf Lifesaving Club at Kingscliff overlooking the blue ocean for lunch. We were joined by Don and Jeanette Thallon (MRC 22), Andrew Fellowes (BT28 F3, ex 27 now with Dave Innes), Rob and Vivienne Buckley (Gosford Aus FJ), Bill & Lorraine Norman (Lynx 116), Allan and Joclyn Telfer (ex-Leo Geoghagan Lotus 20B) David Reid (T67 + dog ?!), as well as Mike Gosbell (Nota 027), Dick Willis (Ausper T2; Lynx-MG 103, and Nota Major) both just on their way to Eastern Creek, while only non-starters were Allan and Colleen Conway (Gemini 3A), health issues intervening, and Mike and Maggie Goodfellow (Talisman FJ). In the evening we just reminisced and explored the notebooks on sleeping Australian FJs! Amazingly Kim Shearn had flown in from Melbourne for the day too!!!

Thursday, and only eventually did we tear ourselves away from the arm chairs for a quick tour of the Koala trees on the Quad with Margaret and an inspection of the 1968 London to Sydney Marathon Volvo - a rusting hulk, but Roger has at least had the new shell primed, and friends are coming on Sunday to move the main engine and drivetrain to take the restoration that leap forward. Then a tour of “Speed of Tweed” - a drive through the town, then a lap of the old circuit, past the sad MG fatality – and to pop in on Ealand photographer son, Justin, and daughter-in-law Kirsten locally at ‘Double View’, lunch at Elephant Rock Surf Saving Club, by the airport, right on the Currumbin Beach sands: wonderful place, it seemed, for school lessons: a far cry from London where even all the playing fields are sold for housing by cash strapped local authorities.

Tony Simmons was again kindly at Sydney to greet me and quite by chance we bumped into BT2 owner Grant Craft, beating a hasty path, as Tony had arrangements to meet Noel Woodford [NZ – Gemini Mk 3A and Lotus 22/47, then for sale after a superb restoration] for supper with banking son Robert and employment lawyer daughter in law Emma, we headed for the “Flavour of India “at Edgecliff: excellent food and fayre.

### **HSRCA Summer Historic – Sydney Motorsport Park Gardner GP Circuit – Rear-engined FJ Report**

Friday, Tony and I were away at 7.30, with Noel, to pick up the BT6 at Tony’s ex Simmons Wheels Factory, now about to be sold. Abominable traffic, but not unrelated to spectacular development going on around Sydney, with highway construction and improvements to match.

Bill Hemming had already brought the Elfin Catalina FJ, and the Elfin MR8 F5000 for himself with his Europe familiar ‘House-wheels’, and had then flown back to Melbourne for a family event, leaving his traffic defeating bike at the airport – so with an early flight he was already there to greet us! We missed the first M & O Test session, but with three others there should be enough to figure out the Elfin. As expected, the first was a real learning curve, but the Elfin is a delightful little car, and Duncan was a perfect fit for pedals, mirror and all, and even a gear change on the left – still it was all pretty different to the Alexis, and a long time since Duncan had driven any rear engine FJ, and only then on a few one-off occasions.

Second session showed there was hope, but the 3<sup>rd</sup> was a delight, and indeed was to be the best of the weekend. Duncan was hot, the little Elfin happily ran up to 9000 revs, and was wonderful to drive – well satisfied!



There was a neat little FJ contingent sharing the pits. Apart from Duncan and Tony, we shared the garage with Noel Bryden’s Rennmax, Peter Barclay’s ex Radio London BT15, ex Tony Lanfranchi and later Jim Johnstone on the Yorkshire Hills; and more usually driven by his partner Victoria le Gallais, until her recent back discomfort. Alan Tefler had his ex-Graham Hill BT36-2 rather than the Lotus while Rob Buckley had the little Gosford Ford rear engine, drum braked and VW 4 speed gearbox. Peter Boel was out first time since his accident with the Mk5 Lola, Peter Strauss had the choice of his BT6 and the BT31-1 unique F1 car and Don and Jeanette, again with familiar motorhome were out in the central paddock with the MRC 22, next to Max Pegram running the ex-Roger Ealand Gemini Mk II, while in the J&K stalls were Mike Gosbell (with Kathleen) in Nota 027, John Medley (Nota 022) and Dick Willis in the larger MG engined Nota Major – three air cooleds were on the entry list, Derry Greeneklee, at 84 driving all the two day trip from South Australia, opted not to bring the '52 Cooper Mk 6, but was in his V-twin, while Andrew Halliday had the family '51 Cooper Norton Mk 5, their former Waye Special now in SW England. Not quite a F3, running in 1100 F C spec, was the Cooper T76 F3.18.65 of Frank Hook for Jamie Lerner, Peter’s son, while only FJ dna was Mark Lowing in the 1961 Shazum with 1100 BMC motor.

Also of interest in M & O were American but Australian resident Phil Harris, who had made some FJ appearances in the past for Duncan Dayton, in his BT23-C, Stanguellini FJ owner Norm Falkiner in his Elfin Mono 1500 and Laurie Bennett in his familiar white and purple Elfin 600 B which he has raced in Europe: jolly wife, Jan, was much in evidence. Another neighbour of Roger Ealand, Max Pearson had his BT 29-3 ex Frank Gardner but also has the F3/1000 BT 18-F2-x-66 ex Rollo Fielding.

CAMS FIA Delegate Paul Hamilton, who has been pivotal in arranging the internal Transportation and entry arrangements for the 2016 Australian sector of the World Tour, was in another Elfin 600 while Jeff

Brown who is the man who invented the online entry system used by both HSRCA and FJHRA drove his continuation Chevron B16 chassis no 18, as an invited participant.

Last but not least, Aaron Lewis who has a fascinating collection of F5000 and Indy cars which Duncan and Mair visited back in



2012 should have been there with '66 Indy Eagle or Lola T163, but last minute problem precluded their participation, but Aaron was still in his Jaguar E-Type in Regularity.

Friday night back through the traffic to Sydney. Noel was having family time, so Tony and I sampled the bar food with a couple of beers in the 'Lord Dudley' in the Paddington /Wool arch district.

The Saturday 8.15am briefing had us early at the track, with Noel still spannering - HSRCA President Richard Cardew introduced Duncan as the only visitor from the UK and trailing the FJ Diamond Jubilee next year, posing a few questions, Duncan said a few words on the plans for the 3-year Jubilee and the Barbagallo, Sandown and Eastern Creek sectors in Australia in Oct/Nov 2016. Useful also, because people then knew who I was and popped over for a word, including David Stone, and David Kent (Lynx 117, and also helping with the restoration of FJ 111 in Western Australia).

Qualifying was a bit of a surprise – on a damp track! - Although it did begin to dry. Duncan made a good start, and was more than happy with 22<sup>nd</sup>, having set 15<sup>th</sup> fastest in 2m 24.5s on lap 1 out of the box, but a spin in the middle of the track after turn 3 on lap 2 [at least they showed the oil flag at that spot for the rest of the session! and nearly a minute lost restarting the reluctant engine brought him into 'battle' with Peter Strauss in the BT31 – until he spun too! A bit of a handful with all that power. Bill Norman in the immaculate blue Lynx Mk 3 led the Juniors, just ahead of Jamie Lerner's FC T76, some 6 secs adrift, Tony Simmons was 14<sup>th</sup> overall, from Noel Bryden. Peter Boel (SA) just pipped Duncan on the last lap while Don Thallon's MRC was just not set up for the wet but was the only consistent runner throughout., while Robert Buckley (Gosford) just broke the 1m 30 barrier. The unfortunate Peter Barclay never got out in the BT15, not back from the local engineering shop having the rear suspension repaired, but sorted in time for Race1 to start at the back.

Race 1 was very wet - Duncan failed to find first gear on the grid which was a shame and was passed by most, rounding T2, only to find Noel Bryden on his first spin, which he was to repeat a lap later – Peter Strauss had taken up his grid slot with the BT6 rather than the BT31 and Peter Barclay's BT15 had joined the fray. There was a great race at the front of the field between Richard Carter's BT23B (on loan from Trevor Simpson) and Chris Farrell's BT30, with Lance Bennett's Elfin 600 in their wake. Jamie Lerner was comfortable in 9<sup>th</sup>, nearly 15s off next place man and first FJ, Bill Norman, with Tony Simmons another 13s adrift, although closing on the last lap. Robert Buckley had got too far ahead on Lap 1, while Noel Bryden got by Duncan again after his second spin, Duncan leading home Peter Barclay with Peter Strauss some way adrift.

Race 2 was at 3.30pm, and the weather had changed to dry and warm, Duncan again made a slow start, although he caught up 3 places, but described his race as 'wild and woolly', not feeling as comfortable in the dry, missing a gear at high revs, the carburettor worked loose, and the engine seemed warm by the end – and just failed to break 2 minutes by 0.08s! Rob Buckley was delighted to have also done so, for the first time, in 1m 58.46s. Out front it was all change with Damon Hancock's BT23C leading an almost photo finish Sean Whelan BT30 / Richard Carter battle, with Laurie Bennett ahead of Chris Farrell by just 0.6s. Jamie Larner pipped Bill Norman by only 0.27s, in a three way battle with Norm Falkiner's Elfin. Noel Bryden kept it well together this time and ran home second FJ from Don Thallon. Tony Simmons and Peter Barclay similarly had a good battle, but Peter just failed by 0.12s at the line. Peter Boel was much happier ahead of Peter Strauss, with Robert Buckley and Duncan just lapped.

Most of the FJs attended the Marshal's party in the scrutineering bay – really not sure that I have ever tasted such excellent sausages, dosed with fine McLaren county wine! - a chance to thank the 'corner workers' as they call them in the USA, and to meet one very interesting Austrian who had left Europe at the time of the Hungarian uprising in 1956. And then there were the likes of Brian Miller [infinitely knowledgeable on racing car histories, and a great contributor to DCPRs data files] and Ed Holly [custodian of his BT6, albeit still in t/cam format]

Peter Strauss had very kindly asked us out to dinner at the RSL Hotel and much enjoyed with Tony, Noel and Bruce – (Tony's helper and owner/driver of a 'modernised' but exemplary TR5/4?) with Peter's tame workshop manager, Duncan struggled to keep awake, as the lack of sleep and racing all caught up!! He slept all the way back to Sydney!

Sunday morning Noel popped round, we swapped gearbox internals, mine to him from Bob Hicks, and him to me for Bob Birrell who would be visited the next Thursday –but he opted for a family day. Tony and I picked up Ron Tauranac [the T in BT Brabhams!!], spritely at 90, although he had been knocked over by a lady motorist only 3 weeks ago and was suffering some sores and abrasions, now healing.



First race on Sunday was the feature event, but short lived for Duncan – the throttle cable broke in the holding area, a similar fate which was also to befall Peter Boel in the race itself. Peter Strauss was back in his BT31 today, so the FJs were a little depleted! And almost another when Robert Buckley failed to start on the grid, so the field was sent off again for a restart. Fortunately, just before the tow truck arrived, Robert got it going, but at least one lap had been lost. Up front Damien Hancock (BT23C) just led home Sean Whelan, but the gap on paper was 5s larger, down to a penalty. Chris Farrell and Richard Carter followed but poor Laurie Bennett pulled off after the start line on

lap 3 with terminal trouble. Peter Strauss back in the BT31 was an excellent 10<sup>th</sup> ahead of Norm Falkiner and Noel Bryden, first FJ, and another good race, Bill Norman 3 secs behind, but at least for Bill his fastest lap, 1 m 46.8412s, was a new FJ lap record for Eastern Creek. All these three had been headed by Jamie Larner in Frank Hook's Cooper T76 FC, although Noel had been right alongside on lap 2, but after four laps, Jamie's race was over. Next FJ group was initially led by Don Thallon, an intervening John Ashwell in his BT21C, followed by Tony Simmons (BT6) and Peter Barclay (BT18). Lap 2 and Ashwell was past, and a lap later, Barclay was ahead of Simmons, and another lap and it was Barclay, Thallon, Simmons. The penultimate lap, and Thallon was leading the trio, and excitement even more as they took the flag with Barclay back in front and Simmons all but taking Thallon as they crossed the line. Buckley recovered well, but half a minute adrift of the battling trio.

Last race for the rear engined FJ's was at 2.40, having given Bill Hemming time to fit a new throttle cable to the Elfin Catalina, and take an excellent Q & R F5000 in the Elfin MR8, Duncan therefore started almost at the back, but surprise runner was Laurie Bennet, kindly offered a ride in the BT6 by Peter Strauss, following the demise of his Elfin 600. Peter Strauss himself was again in the BT31 but a spin on lap 4 led

to a four car melee, luckily without contact, but Noel Bryen's Rennmax BN1 was the last on the scene, and spun away out of the race to avoid the scenario ahead, Strauss also being a retirement as he was unable to restart the engine. Lead FJ runner Bill Norman (Lynx Mk3) had a comfortable win, with Don Thallon (MRC 22) this time well clear of Barclay and Simmons. Jamie Larner was a non-starter but Peter Boel, too, had fixed his throttle cable, and was within sight of Tony Simmons at the flag. Laurie Bennett made a careful start in his unfamiliar mount, but was past Duncan on lap 2 and marginally quicker than Robert Buckley (Gosford) to pip him to the flag while Duncan saw the temperature edging past 100....and wisely called it a day into the pits after 4 laps.

### **HSRCA Summer Historic – Sydney Motorsport Park Gardner GP Circuit – Front-engined FJ Report**

Unlike the International FJ races, back in 2012, and as scheduled for 2016, when all FJ's run together with stand-alone FJ grids, the normal format in Australia is for the rear engined M & O group to run separate from the front engined J K L Group, so the three front engined FJs consisting of Max Pegram's Gemini Ford 1041 ex –Roger Ealand and (Tony Caldersmith) and the two NOTA's of John Medley[ 022] and Mike Gosbell (ex-Geoff Medley) run separately, with the two air cooleds, Andrew Halliday in his father's Mk IV Cooper 500 V-4-51 and Brian Simpson's 1956 Cooper Jap IX 9/26/55.

Also of note in this race were Dick Willis in the Nota Major, ex FJ owner David ("NSW") Reid in his Cooper copy, Faux Pas, with 6c Holden engine, and BT2 owner Grant Craft in the Sharp Holden special. Qualifying practice was in heavy rain, with Les Wright's Dalro Jaguar out front, Dick Willis in 3<sup>rd</sup>, Medley, Craft and Gosbell topping 2m 50's. Brian Simpson @ 2m 52.5, clear of Noel Cunningham, friend of Victoria Morris, in the 1926 ex British GP Talbot. Max Pegram (Gemini Mk II) managed only 2 laps before drive problems ended his qualifying early, while Andrew Halliday did not trouble the timekeepers!

Race 1 on Saturday and Willis and Reid were a close 2<sup>nd</sup> and 3<sup>rd</sup> overall, the experienced John Medley just had the legs of Max Pegram. Mike Gosbell was happy enough in 8<sup>th</sup>, but Andrew Halliday completed but one lap.... Noel Cunningham none, and the Cooper V-twin was a nonstarter with broken drive shaft.

Race 2 on Saturday had Pegram on form, and leading FJ in 4<sup>th</sup> overall, behind race winner Dick Willis, and David Reid (2<sup>nd</sup>). Medley and Gosbell were 6<sup>th</sup> and 8<sup>th</sup> respectively, and Halliday was pleased to come home unlapped in 12<sup>th</sup> overall.

Just one JKI scratch race on Sunday with the Dalro-Jaguar the race winner from David Reid by less than 0.1seconds, although one could not help feeling that this was good crowd display by Les Wright. Pegram was not too far behind in the Gemini in 3<sup>rd</sup> overall. John Medley in 5<sup>th</sup> was comfortably ahead of Mike Gosbell (8<sup>th</sup>), despite a 5s penalty, while Dick Willis was an early casualty and Andrew Halliday made the start line but flooding carb and much popping and banging saw him stop at the first corner.

Last race for the JKs was a Handicap. Cunningham ran home winner, with Reid a good second, Pegram 5<sup>th</sup>, John Medley 8<sup>th</sup>, but poor Mike Gosbell failed to complete a lap. No Coopers started.

A great meeting – time to catch the plane home ...!! – but not without saying how special were the three days with Roger and Margaret, which we both appreciated and enjoyed; how kind of Tony to put me up and ferry around, at inconvenient hours; and so generous of Bill to lend me the Elfin: I just hope the mechanicals did not suffer long term from the stranger at the helm... and to all others at AFJA and HSRCA who made it a special week: thank you

DCPR ...



## **PHILLIP ISLAND CLASSIC PREVIEW**

There will not be a stand alone Formula Junior Grid this year on the 11<sup>th</sup> to 13<sup>th</sup> March, but there's plenty of FJs entered; including Grant Craft's Brabham BT2. Grant has spent the past 18 months tirelessly working on the car's period correct restoration. A challenge at times, but here's the latest ahead of its return to the track in a few weeks time.



## 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](mailto:lola642@gmail.com). These suggested changes can then be checked against Natsoft for inclusion on our web site.

Circuit	Date	Driver	Car	Laptime
Sydney Motorsport Park (Gardner GP), NSW	11/15	Bill Norman	Lynx	1:46.8412
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 Park, 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	8/15	Melinda Price	Lotus 20/22	1:38.5733
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

## THE SLEUTH'S HANDY TIPS

An anonymous fellow racer, with a distinct advantage over most of you has sent in these handy hints. How knows, it may help bridge the gap!

### No. 1

A better oil filter has arrived at last, containing a large and visible magnet. You can undo the filter and check the magnet for ferrous particles (yes, this filter even has a built in 17mm nut so removal is simple). The common 3/4" thread filter is Brand: Drift, Part No D1-MF418 and it is available from Autobarn for about \$20.

### No. 2

The high zinc level in Penrite racing oil is not a gimmick: it is just what you need to protect the hardest wearing parts in our old engines, the cam and followers.

### No. 3

Exhaust valves tend to sink into their seats in some cylinder heads - and early Richardson heads had no hardened inserts so they suffered from this problem. This can rapidly close up clearances and cause much more serious issues than losing a race... It takes very little time to check tappet clearances, and ANY significant change (more than a couple of thou) means you need to find the cause. Either the cam lobes, the followers or the valve seats are wearing.

### No. 4

Like valve clearance, compression testing is quick and easy and can tell you the news before it becomes unequivocally bad! Record the pressures when the engine is known to be good. The pressures might be, for example 125psi with a variance of 10psi between high and low. When you start to get a worse reading, squirt some engine oil down the plug hole and check the effect. An immediate increase means tired rings. No change means a valve is leaking, A major and instantaneous loss of pressure of course may be due to piston or head gasket failure."

Other FJ owners are urged to write in with their mechanical advice.



## **RESURRECTION ARTICLE**

**“should be easy enough” a restoration of Elfin FJ #629.**

By David Watkins aka Watto

I've raced a Mustang Fastback, Historic Formula Ford, V6 GT Capri and then Brabham BT21, and then I met Roger and Margaret at the historic meeting in Perth 2014. Roger (who I now call my Sensei) spoke of the 60<sup>th</sup> Anniversary World Tour and how I should be driving a Junior. His stories had me, hock, line and sinker.

So to find a Junior that was priced right, the fever had already started and finding value was hard. Doug Anderson was selling a couple of Elfin's. I looked closely at Bruce Edgar's and Charlie Mitchel's both having Catalina's and they looked the part. The negotiations start, a couple of times Doug told me maybe I should look elsewhere a polite way of saying "coff" but a deal was struck and Doug delivered to Eastern Creek. I put new Dunlop CR05 tyres (gees they're skinny) changed the oil, put my numbers on (...#50 take note David Innes....smile) had a quick run over with the spanners then into Neil McCrudden's container with the other boys then next stop New Zealand.

"should be easy enough" but just in case I talked my Kiwi wonder mechanic mate Allan Beats to come over to the Homeland. To say #629 was temperamental was an understatement, and what could go wrong did. Rocker/value stem spacer missing luckily it ended up sitting in the oil in the head, rear drive hub cracked right through, starter motor, fuel tank leaks, distributor bracket loose, then the split box...ahh.... split with an internal haemorrhage. Between the 2 weekends at Hampton Downs I raced out to the back blocks of Hamilton to a VW wreckers and buy a couple of split boxes, and with the help of Tony Olisoff who rebuilds the box ready for the next weekend's race. It now shows potential. I loved the slides Formula Ford style. Then down to the "Levels" in the South Island and #629 goes well.....until the box goes again. That's it!!! into the container and Kath and I have a proper holiday.

#629 arrives home and the restoration starts, the Elfin will never handle as well as the more modern Junior's so FJ/2 with drums all round was the decision. It was originally drums anyway but had been upgraded to disks.

Should be easy enough.....where can I get 50's twin shoe 9" drums, early Mazda and Ford vans have 9" twin shoes, trouble is far too heavy, so Bill Hemmings friend Pete French introduces me to Morris man in Melbourne, chasing, a set of Morris Major backing plates ala original, cylinders etc and acquired 9" hubs off 240Z rear drums, still available brand spanking new for about \$120 delivered. Top ball joints stuffed.....should be easy... what are they out of was the question...well could be an old Bedford van, Massey Ferguson tracker (sarcasm).....who knows, so I go through hundreds of Moog ball joints and find just the thing, right size but LH thread, I can live with that.

Engines were a no brainer...however chasing 2 kits of bits (taking a spare with me) from Richardsons. My good mate Allan has built all my race engines, says "what colour you painting the blocks" me "gold" Allan quick as a flash with that sly grin and dry humour, "only built one gold engine....and that blew up"....thanks Al....

The in frame plumbing needed converting so new pipes for water and as the oil lines were in the way I had to re-route lines this along with new radiator. The old fuel tank leaked like a civ, so Bladder???

Nothing fitted, and with different specs for USA and Europe I settled on foam filled 3mm alloy and strong. The wiring was a bit of a rats nest so new gauges and wiring....that was easy.

New shocks and springs, and then wheels. #629 had 2 alloys (a front Magnesium was destroyed in an accident earlier by the previous owner) and rears were Magnesium, so decided to make up 2 sets. Cha-ching cha-ching big time, 8 months later finished and painted niiiiccccee....

About 6 months into the build Bruce Edgar asked me how it was going, I said 90% complete.....ah he replies in his Kiwi accent "yeah aye en only 100% to go" Never a truer word was said.



Fire extinguisher which spec, FIA or MSA.....no room! Should be easy...move the battery and now the extinguisher under my leg's ... I can get in....

I polished and varnished the old steering wheel and with new Elfin badges I had made for the nose cone and wheels.....speeciiaaaaaal. The body was real nice in blue so I added a couple of Gold stripes to match the engine and wheels and I think it's come up nice.

As I send this off we are very close to firing up, and so I'd really like to thank firstly Kathy for her understanding, my good mate Beatsie (Allan Beats) the legend John Illig (who made all the special one off bits)

The inspiration for all this from my Sensei and with support and help from the entire local Formula Juniors guys here in Perth, Neil McCrudden, Martin Bullock, Bruce Edgar, and Kevin Taylor.

I am also building a Merc RV/Transporter that Kathy and I will be doing the 65<sup>th</sup> Anniversary Tour in so we are both excited and looking forward to meeting the FJ family. So I have 8 months so I'd better extract the digit.

Take care all

Regards Watto



#629 was Born October 1962, for Ron Tonkin #3 in the photo (courtesy of Australia's Elfin Sports and Racing Cars by John Blandon and Barry Catford)

*Car number 1 is the prototype Formula Junior number 42, the V-twin Vincent HRD-powered Catalina.  
Ron Tonkin's Ford Consul-engined Catalina is nearest the camera.*



In early 1963 it was sold to Don Reiman a West Australian Car Dealer and entrepreneur, Ron saw the potential of Mike Tighe (pictured far left) a Farmer from the Northam area. The first outing for #629 was the Albany Round the Houses race 1963.



Mike raced the #629 very successfully at Caversham, Wanneroo and the Round the Houses events until 1969 when he retired for farming commitments.



Here Mike is giving the Cooper a hurry up a Caversham.



I was privileged to meet and have lunch with Mike and his brother in law (who was his mechanic) and learnt of his experiences and the transition when it when to a twin cam to keep with the more modern cars, but as you can see above Mike was still good enough to make the front of the grid (middle car) against more modern cars at Wanneroo.

Mike was quite ill at the time when we met, and unfortunately he passed away before the car arrived back from New Zealand.

I'm proud to own this car and I'm sure Mike will be riding with me.

## **Not lost, but found!**

The Moretti is a little known car that I bought in about 2010. It ran in the 60 lap FJ race at the 1959 Monaco GP, and then Augie Pabst bought it and won at Sebring, Road America, and a few other events. After Pabst it passed through a number of private collections until I got it. It is unusual in having inboard springing and rocker arms, and when built was one of only 3 or 4 rear engine FJs. It was built by Aquilina Branca who must have been quite old but we did exchange letters for a while after I bought the car and he gave me a collection of original photos. The car was complete although fairly tired when I got it and has been the subject of a long restoration. I am fairly confident it will run under its own power for the first time in 55 years by the end of this month. The attached photo was taken before Christmas. The body work has been completed and painted although the windscreen still has to be done.



## **NEWS FROM ACROSS THE GLOBE**

**Press release: Thursday 21 January 2016 from Historic Sports Car Club (UK)**

A record entry of 120 Formula Junior single-seaters is the target for the Historic Sports Car Club's 50th anniversary race meeting on the Brands Hatch Grand Prix circuit (1-3 July).



The event is part of the three-year Formula Junior Diamond Jubilee World Tour, which builds to a conclusion in 2018. The weekend will include three races for Formula Juniors covering front-engined cars, rear-engined drum-braked cars and rear-engined disc-braked cars. The three grids will have capacity for 114 cars in total.

Category prime-mover Duncan Rabagliati says he wants to attract the biggest-ever gathering of Formula Juniors. "The plan is to get well over 100 cars and the target is 120," said Rabagliati. "We've never had that many cars running at one event before. We had over 90 cars at Brands Hatch in 2008 for our Golden Jubilee and everybody wants to do this meeting."



As well as three capacity grids of cars, Rabagliati wants to make the whole weekend a celebration of the single-seater category that ran from 1958 to 1963, spanning the era when racing cars went from front to rear-engined designs.

"We're inviting Formula Junior drivers from the category's original period and also drivers who have raced in Formula Junior since the class was recreated as an historic category in 1975," said Rabagliati, who says that Juniors are still being discovered. "We're still finding cars in barns and some of them have not been used for decades."

HSCC Chief Executive Officer Grahame White said: "We're delighted to have Formula Junior as a major element of the event and also to be part of the Formula Junior Diamond Jubilee World Tour. There are very strong links between the HSCC and Formula Junior."

The Brands Hatch Grand Prix circuit meeting has been a highlight of the HSCC calendar for the last 26 years and is an opportunity for club members to tackle the wonderful layout which remains relatively unchanged since it opened in 1964. In 2016 the meeting will expand to three days thanks to the support of circuit owner Jonathan Palmer.

Ends.

**From: Formula Junior Historics North America. 4<sup>th</sup> January 2016**

Our 2016 racing season is very exciting, consisting of bumper nine races. There are new drivers and new cars that plan to be join our ranks. The schedule is also very exciting, consisting of three wonderful new venues.



- Our first new racing venue is at Barber Motorsports Park, Birmingham, AL in May 2016. There is a lot of interest in this race and I am sure George Barber will host us all with a grand tour of the museum.
- Our next exciting new race venue includes two weekends along with a party week in Pittsburg, PA. The first weekend will be a Pitt race at the newly redesigned track and followed by the second weekend race in the streets at Schenley Park.
- Our last new race venue will be the FJHNA Bonhams Cup race in the fall of 2016, held at the Road America Race Track in Plymouth, WI, with wonderful folks from VSCDA. It's a very historic and long track, however, as always, our race time is limited to the usual 25 minutes. Get your tall gears on order now!

If you or your friend need a Formula Junior Race car please contact us. There are over a dozen cars available for the 2016 race season. We will provide information about these cars on our web site as well as in these mailings.

Can't wait to be on the track with all the Formula Junior drivers and their families and friends!

All the best,

Nick Grewal  
President, FJHNA

## DIAMOND JUBILEE WORLD SERIES UPDATE

Attendees thus far....

Name.	Aus.	NZ.	USA.	UK.	None
Don Thallon.	👍.		👍		
Jeff Brown.	👍.	👍.	👍.	👍	
Alan Conway.	👍.	👍.	👍.	👍	
Bill Norman.	👍.	👍.	👍.	👍.	
Peter BOEL.	👍.	👍 (with WA group)			
Paul Littler.	👍				
Kim Shearn.	👍.	👍.		👍	
Bill Hemming.	👍.	👍.	👍.	👍	
Peter Barclay.	👍.			👍	
Peter Strauss.	👍.		👍		
David Reid.	👍.	👍.	👍		
Norm Falkiner.	👍.	👍			
Dennis Leslie.	👍				
Tony Simmons.	👍.	👍.	👍		
Robert Buckley.	👍				
Geoff Fry.	👍				
Murray Bryden.	👍.		👍		

20 FJ's were out at Zwartkops Raceway last weekend, with a near dead heat in Race 2, getting the crowds on their toes!

All had a great time, and the cars are now en route to Killarney for the next race this coming weekend, and then finishing the South African leg of the Tour at East London the weekend after.



Swot up on those racing lines – check out these You Tube videos sent in by Mike Rowe.

#### **AUSTRALIA**

Barbagallo (2.41kms)

<https://www.youtube.com/watch?v=g31rkKY45fo>

Sandown (3.1km)

<https://www.youtube.com/watch?v=PbH9a3HWVrA>

Eastern Creek (3.93km)

<https://www.youtube.com/watch?v=oRucDpgQR04>

#### **NEW ZEALAND**

Hampton Downs (2.7kms)

<https://www.youtube.com/watch?v=XlrSOR6Vmol>

Ruapuna Circuit (3.38kms)

<https://www.youtube.com/watch?v=AjhHc7AQVWw>

Leadfoot Festival

<http://www.leadfootfestival.com/leadfoot-festival/> - go to 25:36 to see a Volpini FJ owned by Allan Woolf and was driven by Bandini

The Levels (Timaru) (2.4kms)

<https://www.youtube.com/watch?v=RZmSYXC8Yq4>

Teretonga Circuit (2.62kms)

<https://www.youtube.com/watch?v=RaGgFjFA70k>

#### **NORTH AMERICA**

Mosport (3.95kms)

<https://www.youtube.com/watch?v=gNavoYNMItY>

Mid Ohio (3.86km)

<https://www.youtube.com/watch?v=-mXpJegNmOs>

Indianapolis (4.2kms)

<https://www.youtube.com/watch?v=EyUl7pm81M8>

Pittsburg (2.57kms)

[https://www.youtube.com/watch?v=o\\_ZrV2f1KJ4](https://www.youtube.com/watch?v=o_ZrV2f1KJ4)

Laguna Seca (3.6kms)

<https://www.youtube.com/watch?v=w7BR0gwt46E>

Lime Rock (2.4kms)

<https://www.youtube.com/watch?v=lkv-in9lxjl>

<https://www.youtube.com/watch?v=sUQQ6JpGI3Y>

Watkins Glen (5.43kms)

<https://www.youtube.com/watch?v=60byFV6OpA8>

Road America (6.44kms)

<https://www.youtube.com/watch?v=-SVh8zNKRjw>

## **NOT ON SOCIAL MEDIA...**

Below: Suppose we race at Winton in May... Focus Mk IV and Stanguellini from an ice race in Sweden 1963.



Below: Ken Tyrrell with Henry Taylor, racing team van and Cooper and Lotus Formula Junior cars. Brands Hatch, England, 16 October 1960. *Don Thallon comments: Looks like using vans today for transporting FJs is old hat!*



