

From: [FJHRA](#)  
To: ["FJHRA"](#)  
Subject: FJHRA Newstflash 2011/15  
Date: 23 May 2011 21:35:25  
Attachments: [3 Sisters Sorini Weekend.zip](#)  
[B6\\_Dillon\\_Entry\\_List\\_Master.pdf](#)  
[Classifica Coppa Junior 2011.pdf](#)  
[Tech List 16 Extinguishers Systems.pdf](#)  
[R6 7 Silverstone Classic Entry List.pdf](#)  
[Lurani\\_B6\\_BrandKlatrh\\_11\\_Erfitable\\_Vorsion\\_distributori.pdf](#)

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Dear FJHRA,

This weekend the FIA Lurani Trophy heads to the wonderful Mugello circuit in Florence for its next round, in a hotly contested championship this year. All the other latest news below;

#### Historic Grand Prix Porto - June 17<sup>th</sup> – 19<sup>th</sup>

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We ideally need a few more entries for Porto – if you are still on the borderline – take the plunge! Who wouldn't want to head south and sip port? – well your Wives can in any case while you're navigating the streets in your lovely FJ's. If you are unsure of how to transport your car there – let me know, and I can find you some options...

#### FIA Lurani Trophy Round 5 – Dijon – 24<sup>th</sup> – 26<sup>th</sup> June

Entry list attached. We have a full grid and a couple of reserves. We can practice more though, so if you've left it late to enter, you can still do so.

If you're in the UK and tempted, Robin Longdon has a space to take a car to Dijon – contact him on; 07974 169136

#### FIA Lurani Trophy Round 6 - Brands Hatch – 1<sup>st</sup> – 3<sup>rd</sup> July

Entries are now open for Round 6 at the ever popular HSCC Superprix meeting – we will be joined by our fellow FIA Historic Championship, Historic Formula One.

Entry form attached.

#### UK Championship Rounds 6 & 7 – Silverstone Classic – 22<sup>nd</sup> – 24<sup>th</sup> July

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We had nearly 70 entries for what is becoming the event of the year – see attached entry list.

Please note the entry list is for the following;

- 54 Cars to Practice and Race
- 11 Reserves to Practice
- 2 Reserves to be present without confirmed practice

#### Challenge Formule Storiche Round 3 – Misano – 23<sup>rd</sup> – 24<sup>th</sup> July

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Calling all Italian, Swiss, Southern France & German FJ Drivers – while some of us are at Silverstone, get yourselves to the Adriatic coast for another wonderful race in Italy - you have no doubt heard numerous times of the 'ensuite' circuit swimming pool, and add to that, the beaches and the famous towns of Rimini and Riccione – what's not to love?! Let's see how many FJ's we can get on track at the same time! – we managed 59 a couple of weekends ago – why not aim for 100!

[Click here](#) for the entry form.

Also attached are the latest points for the Challenge.

#### Gemini FJ Information Requested

Mike Hedger has had a request from Graham Warner who owned Bill Grimshaw's Moorland in period and then proceeded to produce front and rear engined Gemini Formula Juniors. It seems that Richard Heseltine is writing a book about Graham, his cars and the Chequered Flag Racing Team (which he also owned).

He has asked if an appeal can be sent out asking for all Gemini owners, past and present, to supply information/photographs to Richard for his book.

If you can help, please contact Richard on; [r.heseltine814@btinternet.com](mailto:r.heseltine814@btinternet.com)

#### Fire Extinguishers – changes to Appendix K

Under FIA Appendix K, the requirements for AFFF fire extinguishers are governed by Appendix J Article 7. These have been changed: the minimum capacity extinguisher, whether hand held or plumbed in is now 2.4 litres and no longer 1.75 litres.

However, if you have an FIA homologated plumbed in system [as per technical list 16] (attached) then the capacity is not relevant, and there is no change in requirements .

If you have a hand held extinguisher, or a plumbed in system not on the FIA homologated list, then you now need 2.4 litres capacity, as the capacity now specified in 2011 FIA App J Art 253 7. [previously it was 1.75 litres] [NB: Capacity is the "Minimum quantity of extinguishant", in other words the volume of the contents.]

In addition, it is no longer sufficient for plumbed in extinguishers to be secured by a clip: they must be secured by a bolt, i.e. permanently fixed.

#### Brake and Clutch fluid Reservoirs

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Although FIA Appendix K is not in similar terms, UK competitors are warned that MSA scrutineers have drawn attention to the following extract from the MSA Blue Book in relation to Brake and Clutch fluid Reservoirs

MSA Blue Book page 144

*(I) Competitors: Vehicles  
Chassis/Body (including aerodynamics)*

5.2.1. *Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, wet batteries, gearbox, hydraulic reservoirs, transmission shafts, chains, belts and gears, brakes, road wheels, their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks and catch tanks fuel system components.*

The danger is that modern fluids are highly inflammable, and for front engine cars, may spill on hot exhausts. An experienced MSA Scrutineer comments "For rear engine cars, it may not be the exhaust but there are hot brakes not far away and the fluid is in the same category as petrol, so it must be isolated from the cockpit."

#### FIA Homologation Labels

The MSA Technical Department has been made aware of forged standard labels on seats and harnesses. Competitors are urged to check standard labels vigilantly before purchasing such items; there are some seats on the market that purport to be made by a recognised manufacturer and to be FIA homologated, but in reality are fakes. Anybody who comes across a homologation label that they suspect is not genuine is requested to take an image of the label and send it to [technical@msauk.org](mailto:technical@msauk.org).

#### 3 Sisters Sprint – 6<sup>th</sup> – 7<sup>th</sup> August

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Chester Motor Club Ltd and Lancashire Automobile Club Ltd will organise a National B status sprint on Saturday 6th August and Sunday 7th August 2011 at the Three Sisters Circuit. Only a National B licence is required, and FJ's can run under Class 6B. More info in the zipped folder attached.

Kind regards,

Sarah

FJHRA Comp Sec

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