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**FORMULA JUNIOR NEWSLETTER**

**Newsletter 139**

**September 2007**

**2008- FORMULA JUNIOR GOLDEN JUBILEE CELEBRATIONS**

Great effort from All continents has produced an amazing calendar for the Golden Jubilee;

The Eight WORLD SERIES events and Two FEATURE events are as follows;

NEW ZEALAND	January 08	Pukekoe
AUSTRALIA	February	Philip Island
[MONACO	9/11 May	GP Historique ]
ITALY	6/8 June	Monza
BRITAIN	28/29 June	Brands Hatch Superprix
US West	August	Monterey
US East	Sept	Lime Rock
[BRITAIN	Sept	Goodwood Revival]
MACAO	Nov	Grand Prix [PROV]
R.S.A.	Feb 09	Kyalami

**In addition, there will be a full FIA Lurani Trophy Race programme, provisionally as follows;**

4/6 April	I	Mugello
24/27 April	D	Hockenheim
6/8 June	I	Monza

June	CZ	Most
July	GB	xxxxxx
TBA	S	Anderstorp
August	D	Nurburgring “ Old Timer”
Sept	F	Dijon-Prenois

**In all continents, the Series Races will also encompass a mini series, as follows;**

#### **New Zealand/Australia**

1 <sup>st</sup> race	Pukekohe 25-27 Jan 08 (25 miles from Auckland)
2 <sup>nd</sup> race	Taupo 1 – 3 Feb 08 (150 miles from Auckland)
3 <sup>rd</sup> race	Calder Park 1/2 March 08 (Calder Park is approx 5 miles from Melbourne Tullamarine Airport)
4 <sup>th</sup> race	Philip Island 7 – 10 Mar 08

AFJA have changed the Calder Raceway booking to the following weekend in March, this was necessary to minimise the time between the two Australian events now scheduled for the first two weekends in March prior to the mid month date for the AGP, and as this now gives us a 4 week window to ensure the cars arrive from NZ on time

Our initial planning at the moment is to organise private practice and qualifying in the morning, with 2 races in the afternoon approx 2 hours apart for each group of cars. The circuit is currently undergoing a massive revamp including a complete resurface of the track, and would be an attractive venue should they be interested.

We have confirmation from the Phillip Island Race Committee that they will provide separate events for Formula Junior at their 2008 event, FANTASTIC!! The program has been devised to cater for private practice on the Friday morning, qualifying in the afternoon, and 2 full days of racing where each group of cars will get 3 possibly 4 races with in excess of 15 minutes track time in each.

#### **USA**

9/10 August	Monterey "Pre Historic"
15 - 17 August	Monterey Main Meeting
29 - 31 Aug	Lime Rock, Connecticut
6/7 Sept	SVRA Zippo Grand Prix Watkins Glen - Upstate New York

Steve Earl has confirmed THREE races for FJ @ Monterey ..front , rear drum and rear disc .. as well as making Formula Junior the “favoured marquee “

#### **RSA**

Possible	East London
Jan 09	Zwartkops

Feb 09

Killarney [ Cape Town ]

In addition, for those who want a taste of RSA , the 2008 “Piper “ South African series takes place at Zwartkops on 1st 2nd Feb 2008 and Killarney, Cape Town on 9/10/11 Feb 2008.

The series is long standing and the single seater element is handled by Alan Baillie whom most of you will know well.

From Alan Baillie by fax; 18/09/07

Duncan,

Could all Formula Juniors who wish to join please confirm to me that it is their intention to join the best Winter Race Series on the planet so I can start to firm up numbers for the single seaters. We do very much look forward to a large FJ party which I know all will enjoy [ as the FJs did last year ]and will also be a worthwhile precursor to the world series Finale 2009,

Yours, Alan.

*[For more info please see attachment...South Africa 002.pdf]*

### **UK/Europe**

**Monza** - note date change, as the Superbikes are now racing at the earlier date and it now leaves two weeks between Lurani Hockenheim and Monaco.

The whole theme of the meeting is 50 Years of Formula Junior, at Monza , where it all started. Expect massive Italian interest. There will be two separate races, one for Front engined cars, and the other for rear engined cars [of both classes]. This will also be a round of the FIA Lurani Trophy. In addition there will be a track demonstration and exhibition for FJ cars not taking part in the competitive races.

**Brands Hatch Superprix** - Again , where else to celebrate the Golden Jubilee , but at Brands Hatch and with HSCC. There will be separate races for all three categories; front, rear drum, and rear disc. This will be the first time that over 100 Formula Juniors have gathered at one meeting.

A hospitality tent with food and liquid refreshments will be provided throughout the weekend, as Richard Utley did for the 500s this year, and we are looking for sponsors for this facility; major or minor – please put in your bids to Duncan. There will also be an exhibition of any non running cars and a lunchtime parade for them.

**Monaco Grand Prix Historique** - The idea is to recreate the spirit of the very first Monaco Junior Prix in 1959. Invited Classes are;

1. Front engined cars with FIAT engines built before 31 12 60
2. Front engined cars with other engines [ except NO Ford or 1071cc short stroke BMC] built before 31 12 60
3. Rear engined cars with drum brakes RACED before 30 11 59

### **Goodwood Circuit Revival – 10<sup>th</sup> anniversary meeting**

Although Goodwood have yet to announce either the date or content , it is anticipated that the race will continue to run on the three year rolling cycle , and this year it will be the turn of the fastest disc brake rear engined FJs. Demand for places will be higher than ever, and many may be disappointed. As usual the dream will be to have two cars from each make/model spread across drivers from all continents, as well as the eight most competitive cars overall in FJ racing.... so Gemini Mk IVs , not Lotus 22s are going to be at a premium !!

US and Antipodean drivers who might wish to be considered need to advise Duncan at an early date, as the basic grid is usually settled, based on prior form/appearances, even before Christmastime.

### **FJHRA/ HSCC “Millers Oils” Championship 2007**

The usual FJHRA/HSCC “MillersOils” Historic Formula Junior Championship will take place in 2008, supplemented by the new CSCC “Junior Junior” Series. A four round Front engined [only] series is again proposed, to include the VSCC “ See Red” event.

### **Provisional Calendar; FJHRA/HSCC “Millers Oils”**

March	Mallory Park	750 MC
April	Donington Park	HSCC
April	Cadwell Park	HSCC
May	Silverstone	HSCC
June	Snetterton	HSCC
July	TBA [UK]	
July	Villa Real[ Port ]	
TBA	Anglesey	
TBA	TBA [ Scotland ]	
23/5 Aug	Oulton Park Gold Cup	HSCC
Sept	Brands Hatch “ Indy”	HSCC
Sept	Spa-Francorchamps	
Oct	Silverstone “ Finals”	HSCC

### **Possible Calendar, FJHRA/CSCC “Junior Junior” Series [max 6 races]**

April 5/6	Snetterton
April 26/27	Brands Hatch
May 30 / June 1	Rockingham
June 29	Mallory Park
July 19/20	Cadwell Park

Aug	TBA
Sept 13 or Oct 4th	Castle Combe
Oct ?	Snetterton [ALT]

### **Probable/Possible European FJ races**

24/25 May	Pau
June	Misano
June	Karlskoga "Historic festival"
27/9 June	Dijon "Age d'Or"
July	Villa Real
July	Phoenix Park
25/7 July	Silverstone Classic "60 years of Silverstone"
TBA	VSCC "John Taylor Trophy" race @ Mallory Park
August	Copenhagen GP
August	Angouleme
September	Nurburgring

Finally, the HSCC will continue to have two FJ classes in the CRC Championship, we hope for races with VSCC, the 500 OA will have an exciting Club Championship, at home and abroad for 500cc F3 cars, including more standalone races, and the European 1000cc F3 series will again be organising their Championship, including 2 or 3 races, as previously, at our FJ meetings.

### **SOME MORE DETAIL ON THE SERIES**

**New Zealand/ Australia**

**Formula Junior 50<sup>th</sup> Anniversary tour 08; from the UK for the New Zealand and Australian races. "Lyons Tour" !! DEADLINE FOR ENTRY- 1<sup>st</sup> October 2007**

#### **Introduction**

Bob Birrell very kindly volunteered to coordinate Transport arrangements for the Tour.  
**please notify Bob by email [bobbirrell@btinternet.com](mailto:bobbirrell@btinternet.com)**  
 Tel 01377 288274(Home) ;01904 665243 (Office);07789 032384 (Mobile)  
**ASAP if you intend to join the trip** : A deposit will be payable as there are bills to pay in advance

#### **Outline Plan**

1. Frank Lyons has very generously offered to lend us 1 or 2 40ft containers with racking FOC

2. Containers will be loaded mid Nov 07 – 6 cars per container which will be shipped to Auckland, arriving by 15 Jan 08, transported by road to Pukekohe, then Taupo for the 2<sup>nd</sup> race and then back to Auckland for shipping to Melbourne.
3. At Melbourne they will be taken by road to Calder, Philip Island and then back to Melbourne docks for shipping back to UK. – shipping time to UK 6 weeks max.
4. The plan depends on owners and their helpers loading and unloading the containers at each stage – we don't intend to pay someone else to do it!

### **Costs**

1. Anticipated costs are
  - (a) Shipping UK – Auckland US\$ 3100.00
  - (b) Transport by road in NZ - NZ\$ 3000.00
  - (c) Shipping Auckland – Melbourne US\$ 2900.00
  - (d) Transport by road in Australia Aus\$ 3000.00
  - (e) Shipping Melbourne – UK US\$ 3000.00

There may be some additional customs and other unseen charges \_not expected to be excessive . You will certainly have to insure the car for the trip – but Any FJ cars that come with the Lyons will in all probability be covered under there freight arrangements.

2. you will need a carnet for car and spares –current procedures to be advised
3. Our hosts in New Zealand and Australia are working on various deals which may well reduce shipping costs and possibly eliminate in country transport costs –
4. Total ---estimate amounts are GBP £6854.00 per container ie £1142.00 per car. This seems remarkable compared with the cost of sending or taking a car to Pau or Porto –

Full details on the [www.formulajunior.com](http://www.formulajunior.com) website. Enormous thanks go to Bob, Frank, Nigel Russell [NZ] and Kelvin Prior [ AJFA Australia] and everyone else involved

### **Inter-event Transport**

We have been able to secure most of the local transport of containers though New Zealand by way of sponsorship from Kelvin Bonney transport.

Kelvin Bonney has undertaken to uplift and transport the Australian and UK containers from the Ports of Auckland to his depot in Penrose where the cars will need to be inspected by Ministry of Agriculture and Fisheries. The Containers will then be uplifted and transported to Pukekohe circuit for the on Racing on 26<sup>th</sup> 27<sup>th</sup> January.

### Entertainment:

For Pukekoe, planning is now well advanced for the Denny Hulme Tribute Dinner marking the 40th Anniversary of Denny's Formula 1 Championship win. This will be held on Saturday 26th January 2008 and will start following the end of racing. Dress will be smart casual. A number of interesting personalities have been arranged to speak. Full details will be announced mid October. A night not to be missed by the serious motorsport enthusiast.

At Taupo, there is an air show being held at the adjacent aerodrome at the same time as we are racing!!

### **Subject: Formula Juniors to NZ.....**some notes and pointers from Ian Garmey

#### Junior Gentlemen

We are still six months out from the Formula Junior 2008 Golden Anniversary events to be held at Pukekohe and Taupo but I need to tell you that February and March are the "high season" in New Zealand and it may be advisable to make some accommodation and rental car bookings as soon as possible. Pessimistically it is probably easier to cancel a booking than try to find one before the race meeting.

Lake Taupo is very much a tourist town and is world renowned for its trout fishing, thermal areas, mountain climbing and adventure tourism - yes, there will be time for all that (if you are not repairing your car!). Accommodation is often at a premium, especially when there are events at the motor racing circuit.

Pukekohe is a rural town about 50 kilometers (35 miles) south of Auckland City, an easy commute from the city via the Southern Motorway. Pukekohe is world famous too, for its onions and potatoes! There are a range of motels, b and bs and two pubs with accommodation and some really good restaurants within minutes of the race track. For those on a tight budget I intend asking members of the Historic Racing and Sports Car Club to act as hosts and transport drivers for any of our visitors who would prefer to see how New Zealanders live.

By 'Googling' Rental Cars Auckland Airport, Accommodation Pukekohe NZ and Accommodation Taupo NZ that will give you literally hundreds of links to all standards (and prices) of rental cars or vans and all types of hotels, motels, b and bs and even backpackers - your choice.

New Zealand Formula Juniors are powered by the ubiquitous BMC, Fiat or Ford engines (and we have one DKW) so it will not be necessary to bring mountains of spares for your car, we can help - unless you have something trick(y). Likewise with toolboxes, we will have most everything available at the tracks, or know where it can be obtained.

Racegas, leaded 100-105 octane is available close by both tracks. The best unleaded fuel in New Zealand is BP's 98. Mostly unleaded 91 and 95 are in the petrol stations.

Formula Junior tyres are not generally available in New Zealand. Normally we have to order through Dunlop three to four months in advance. We are currently trying to persuade Dunlop to have a range of the most common sizes available for the series should the unthinkable happen and someone needs a replacement.

If you have any queries, special requests, or need assistance with any matter please do not hesitate to contact me . . . remembering New Zealand is approximately 12 hours ahead of the UK and two hours ahead of Australian eastern states.

Ian Garmey (Cooper T56)

[garmey@xtra.co.nz](mailto:garmey@xtra.co.nz)

Tel. 64 9 294-9310 home  
64 27 297-5354 mobile

### **Accommodation; Phillip Island**

Phillip Island accommodation can be at a bit of a premium over the Phillip Island Historic weekend

We have been advised it is filling fast due to confirmation of the Phillip Island date. Cowes (the town) is not large.

Most of the NZ FJ contingent are staying at Stewart Garmey's company bach or have confirmed bookings at Quest Phillip Island. This is a pretty nice place where we've stayed a few times over the last few years, but they book out fairly early. Handy to lots of good restaurants in Cowes.

The manager's name is Deborah Osbourne - contact her at:  
[questphillipisland@questapartments.com.au](mailto:questphillipisland@questapartments.com.au)

See rates on attachment.

Web site <http://www.questphillipisland.com.au/>

(This was the position a few weeks ago...)

**“From: Quest Phillip Island** [mailto:[questphillipisland@questapartments.com.au](mailto:questphillipisland@questapartments.com.au)]

At this stage we do have availability for 6 - 10 March 2007 in a 2 bedroom apartment at either Quest Phillip Island, or Quest Oceanic.

Both are fully self contained apartments. Quest Phillip Island is located one street back from the foreshore and Quest Oceanic is located in the main street of Cowes approximately 700 metres back from foreshore.

We can offer the following rates for these dates:



Quest Phillip Island - \$275.00 per night (1 x queen & 2x single beds)

Quest Oceanic - \$235.00 per night (either 1x queen & 2x single beds, or, 2x queen beds)

Please note there is a minimum stay of 3 nights over this period.

If you would like to make a reservation we require credit card details to secure the booking.”

Alternatively, the first few times John Holmes stayed at Banfields Motel; a bit more basic, but with quite nice facilities. Also situated in Cowes. There are literally heaps of options – try the internet under “accommodation Phillip island” – you’ll get a wide choice. Anywhere on the island would do, but somewhere in Cowes itself is the most convenient.

Kelvin; Is it possible that someone could come back with the options that Australian FJ competitors use.

Pukekohe and Taupo accommodation won’t be a problem. We will come back with options later.

### **2008 Junior Tasman Series- First Provisional Entry List**

#### **FJ1F Front engine cars**

John Medley	(Aus)	1959 Nota BMC
Ean McDowell	(Aus)	1959 Stanguellini
Roger Herrick	( NZ )	1959 Taraschi Fiat
Geoff Medley	(Aus)	1960 Nota BMC
Nigel Russell	( NZ )	1960 Emeryson Elfin fwd.
Nigel Russell	( NZ )	1960 FMZ – BMC
John Truslove	( GB )	1960 Lola Mk2
Clive Wilson	(GB)	1960 Lola Mk2
Roger Herrick	( NZ )	1960 Lola Mk2
Colin Waite	( NZ )	1960 Stanguellini

#### **FJ1R Rear engine drum brake**

Alan Conway	(Aus)	1960 Gemini Mk3
Keith Abbot	( NZ )	1960 Lotus 18
John Holmes	( NZ )	1960 Lotus 18
TBA	( NZ )	1960 Lotus 18
Phil Segat	(Aus)	1960 Lotus 18
Roger Ealand	(Aus)	1960 Lotus 18
Dick Willis	(Aus)	1961 Ausper
Ian Garmey	( NZ )	1961 Cooper T56
Don Thallon	(Aus)	1961 Cooper T56
Mark Poole	(Aus)	1961 Elfin
Bill Hemming	(Aus)	1962 Elfin
David Reid	(Aus)	1962 Elfin
Charlie Mitchell	(Aus)	1962 Elfin
Jim Barclay	( NZ )	1961 Gemini Mk3a
John Chisholm	( GB )	1961 Gemini Mk3a

Geoff Fry	(Aus)	1961 Jolus
Robert Ingram	(Aus)	1961 Lynx BMC
Kelvin Prior	(Aus)	1961 Lynx Borgward
Dennis Neal	(Aus)	1961 Lynx BMC
Dennis Leslie	(Aus)	1961 Piranha

### **FJ2R Rear engine disc brake**

Vernon Williamson	(GB)	1963 Ausper T4
John Rapley	( NZ )	1962 Brabham BT2
Graham Brown	(Aus)	1962 Brabham BT2
Peter Strauss	(Aus)	1963 Brabham BT6
Peter Johnson	Aus)	1963 Brabham BT6
Brian Pymble	(Aus)	1963 Brabham BT6
Ned Spieker	(USA)	1963 Brabham BT6
Bob Birrell	( GB )	1963 Brabham BT6
David Reid	(Aus)	1962 Cooper T59
Mike Shearer	Aus)	1962 Cooper T59
Mike Gosbell	(Aus)	1963 Donford
Geoff Findlay	(Aus)	1962 Gremlin
Peter Boel	(Aus)	1963 Lola MK5a
Len Selby	( GB )	1962 Lola MK5
Alan Telfer	(Aus)	1961 Lotus 20B
Rob Hands	(Aus)	1961 Lotus 20B
Neil McCrudden	(Aus)	1961 Lotus 20/22
Bruce Mansell	(Aus)	1962 Lotus 22
Peter Anstiss	( GB )	1962 Lotus 22
Jonathan Williamson	(Aus)	1962 Lotus 22
Don Ballingall	(Aus)	1963 Lotus 27
Murray Bryden	(Aus)	1962 MRC Lotus
Ian Bailey	(Aus)	1962 Lynx Ford
Wayne Rodgers	( NZ )	1962 Lynx Ford
Neil McCrudden	(Aus)	1962 McEntee
Noel Bryen	(Aus)	1963 Rennmax
Brian King	(Aus)	1963 Wren

### **FJ 50th Anniversary tour 08 - USA**

First very provisional plans;

Our first guess would see a movement programme as follows -

Container shipped UK - Oakland California

After 2nd Monterey, container moved by road to Lime Rock Connecticut

Thence to Watkins Glen - again by road

After Watkins Glen, by road to the appropriate eastern seaboard Port (New York?)

By sea back to UK

We have thanks to the kindness of Frank Lyons, the use of at least 1 container and racking FOC. I'd be most grateful for your advice - specifically

All those who are interested to go to the USA part of the Series, please advise Bob Birrell [ contact details as above ] , as he has kindly agreed to coordinate travel arrangements here too.

### **“Magny-Cours, the return !!**

After months of mystery and speculation which held the world of automobile sports in limbo, news has finally arrived, and not just any news ! the French GP F1 race has once again been renewed at Magny-Cours. And from our understanding, at least for the next 2 years.

As good patriots and for the good of french automobile sports, our company, GPAO, has decided that the Grand Prix de l'Age d'Or 2008, normally set to take place during the week-end of June 22<sup>nd</sup>, will give up its date for the good of the French GP F1 and hold the Grand Prix de l'Age d'Or one week later during the Week-end of June 29<sup>th</sup> 2008.

Our “Oldies” but “Goodies” preferring not to cast any shadow on the French GP F1 we decided it best to move our event one week later.

What can we say but, wisdom comes with age...l'Age d'Or!!!

Note this date on your calendars: June 28<sup>th</sup>, 29<sup>th</sup> 2008. Looking forward to seeing you at Dijon!”

### **Phoenix Park Motor Races 2008 .....From Eamonn Ledwidge**

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To Bob Birrell

**I just chanced onto the FJ website today & saw the plans for the 2008 anniversary races. As one of the organisers of the Park event here in Dublin - I seem to recall your name from a couple of years back.**

**We are always looking for something special. This year we did a Crossle cars 50th & had a bunch of guys from SR&GT class with Crossle sportracers, also a display/demo of interesting Crossle, single seaters & Ian Gray brought over John Watsons Brabhams - BT16 & BT30. We also had John Rhodes here, to unite him with the Leinster Trophy which he won in 1961 in a Cooper FJ at Dunboyne.**

There was a big turnout of UK & Irish based FJ cars here in the early 60's, races I remember very well as a young guy. Would there be some interest from the register in bringing over a grid for 2 days of racing??. The Park event has been restructured over the last 2 years, the format is now, practice Sat am until 11.30, then racing from 12noon to 18.00. Sunday, racing 9.00am to 18.00. Races of 20 mins duration or 12 laps. Single seater grid size is 26 cars. This year the entry fee for the local classes was set at Euro 14,000 - £9520, so with a full grid its £366 per driver. There is a good discount deal which I negotiated with Irish Ferries, Euro 210 for car & additional 60 for trailer return, thats £185 return, trucks are a bit more. Nearby Hilton hotel gave us a good discount rate for visitors this year & I am sure this could be repeated in 2008.

It would be really super to see the Juniors back at the Park, so if there was some interest, I would be pleased to progress matters and, in any event, would like to have a reaction to the idea.

regards

Eamonn Ledwidge

Ed ; All FJ driver who would like to see this race back on the calendar , please advise Duncan/Sarah. It was great fun a few years ago, when they eventually rounded up all the deer !!

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## Mallory Park, 12<sup>th</sup> August 2007

### The John Taylor Memorial Trophy Race

Splendid weather throughout made for a very pleasant day and some compensation for the early risers which included Simon Smith and Clive Wilson both of whom were up at 4am for long journeys.

Twenty two cars were ready in the paddock and two minutes early the practice session got underway. In addition to the nineteen Formula Juniors we had three F3 500s running. Tim Llewellyn's Cooper Mk6, John Potts diminutive Monaco and Rodney Delves Keift, although Rodney was late through scrutineering and went out in a later practice session.

Quick to show form were Simon Armer Cooper T59 and Clive Wilson Lola Mk2. Simon Smith Cooper T56 was bedding in new tyres and left his best effort to near the end and both Steve Smith Cooper T59 and Marcus Mussa Brabham BT2 put up their fastest times on the very last lap.

We welcomed Tim Metcalfe, sizing up Formula Junior in Simon Diffy's Lotus 20 borrowed for the occasion and he was getting to grips with the car quite quickly. Fastest in the front engines was Clive Wilson and then came Derek Walker, whose car was amusingly described in the programme as a *Terror*. Stephen Barlow was very pleased to qualify midfield in his BMC Mk1 after a broken differential sidelined him in

his previous race. Paul Smeeth was similarly happy to be running well again in his Elva 100 after his differential had failed earlier in the season. Roger Dexter has overcome recent carburetion maladies afflicting the Deek engine of his Elva 100 and Gordon Wright was steady in his Stanguellini, now beautifully repainted in its original period colour of light blue.

When the times were published it was clear just how tight it was at the front. Steve Smith had pole position in 52.32 seconds followed by Simon Armer and then Marcus Mussa, both within half a second of him. Simon Smith was clearly well in the hunt with a close 4<sup>th</sup> slot.

Col Bob Birrell was most unfortunate when some electrical wiring failed in his Brabham BT6 without him completing even one practice lap. Bill Grimshaw kindly lent some lengths of wire which were spliced in and all seemed to be well. However when Bob went out in another practice session the car failed again and this time it was declared terminal (pun intended) and he packed up for home.

Clive Temple had a slipping clutch on his Cooper T56 so made some readjustment and Simon Smith made some minor alterations to rear suspension set up on his similar model.

A proper lunch break allowed time for your scribe to wander the VSCC paddock in company with BJ Colaric and we chanced upon all manner of astonishing, if very dirty and oily, machines sporting huge chains, impossibly fragile chassis members and vast aero engines ~ many vehicles comprising all three elements. When they aren't throttled by an obdurator the speed of the engines may be more readily counted not by how many revs per minute but by how many revs per mile.

However, your scribe was particularly impressed with a small but exquisitely formed Austin 7 special, finished in pale green with a very very very long pointed tail cleverly detachable for transportation purposes which then almost halved the length of the car.

Back to Formula Junior matters, though.

Being a VSCC meeting, the old traditions are honoured and so a chap is appointed as starter to drop the Union flag.

Marcus Mussa, a man with some 40 years racing experience, spotted the merest twitch of cloth and rocketed away to be some 3 lengths ahead of Steve Smith going into Gerrards. Simon Armer's grid position did not afford him an easy view of the flag and he was slow off the mark allowing Simon Smith to get ahead of him.

So, when the leaders appeared over the Devil's Elbow for the first time the order was Mussa, Steve Smith, Simon Smith and Armer but the situation changed dramatically when a patch of oil caught Mussa by surprise and he spun 360 half way round Gerrards. This let the leaders and Tim Metcalfe get through before Mussa collected the Brabham to get going again and so it remained until lap 6 when Armer, now with the hammer well down, overtook Simon Smith for 2<sup>nd</sup> place. Then on lap 8 Mussa passed Metcalfe, who was racing extremely well considering that it was his first race in a Formula Junior car and a borrowed one at that.

Clive Wilson picked up the pace and led the front engine classes, consistently ahead of the usual battle royal between Crispian Besley Elva 100 and Bill Grimshaw Moorland.

Surprisingly Derek Walker wasn't there to take the fight to these three because his *Terror* had dropped out right at the start with a gearbox problem. Derek later graciously admitted that this was a shot in the foot because he had previously adjusted the selectors merely to take up some tiny amount of slack at the gearlever, which offended his exacting standards of preparation and had clearly over adjusted something.

Meanwhile Besley & Grimshaw continued hammer & tongs, changing places a couple of times, whilst man on the move was Paul Smeeth who passed 6 cars in almost as many laps.

Clive Temple unfortunately had to retire his ailing Cooper after just one lap because the clutch was useless and equally unfortunate was the Keift 500 of Rodney Delves who raised a hand and coasted onto the grass just beyond the pits after one lap, but the engine picked up so he staggered on for a further lap before deciding that it was likely to be expensive to continue further. The Cooper Mk6 500 of Tim Llewellyn sadly expired with a flat sounding engine after 4 laps and he pulled off.

The race continued with the leaders settled and the midfielders Paul Dixon Gemini Mk2, Stephen Barlow BMC Mk1 and Geoff O'nion Elva 100 a few seconds apart mostly.

Geoff was particularly buoyant and clearly really enjoying his car, getting ahead of Paul Hewes Lola Mk2 as did Roger Dexter's howlin' 2 stroke Elva. BJ continued his steady learning process with more seat time in his Elva 100 and he was followed by Gordon Wright's Stanguellini and finally Joe Potts' amazing little Monaco *Unk*, whose lap speed was close to half of what the leaders were achieving. I'm unsure of the origins of the appellation *Unk* ~~~ maybe this was another delightful VSCC programme affectation.

For your humble scribe the last few laps were a torment of excitement reaching fever pitch on the last lap when Simon Smith's Cooper slowed dramatically approaching Shaw's Hairpin allowing Mussa to come right alongside. However the Cooper picked up the last few remaining drops of fuel and just kept ahead of the Brabham to the chequered flag and ensured a wonderful Cooper 1 2 3 victory for Steve Smith, Simon Armer and Simon Smith.

Winner Steve Smith recorded a 54.25 and Simon Armer secured fastest lap with a 54.19. The leading front engine cars finished in order Clive Wilson, Bill Grimshaw and then Crispian Besley who after the race generously broke out the celebratory Cobra beer which was avidly consumed along with Derek Walker's equally customary home made Flapjack.

It was quite a momentous day.

Peter Jackson, the Cooper Cockpit Correspondent.  
Correspondence



**Photo** Barry Williams and Dave Williams [fasttoes@sky.com] see later !!

FIA Lurani Trophy –R 4 Dijon-Prenois 21/23 September 2008

From Marcus Pye with Duncan Rabagliati [ with ack to “Autosport” and “HUMBLE PYE”

RACING IN EUROPE has always been fun, something of an adventure, but judging by the enjoyment which British drivers (and visitors of other nationalities) had out of last weekend’s Trophées Historiques de Bourgogne event at Dijon-Prenois, and the warmth of their welcome, I’m surprised that more of us don’t make the trip.

For a start, the Dijon track is sensational. As I sampled it in organiser Patrick Quinou’s Lotus Cortina, I couldn’t help my mind drifting back to the French Grand Prix of 1981, and Renault’s maiden F1 win. That awesome wheel-banging slugfest between Rene Arnoux and Gilles Villeneuve’s Ferrari – encapsulated on a DVD I treasure at home – comes alive when you drive the course, which has altered not one jot in the intervening quarter century.

Secondly, Dijon is situated in the heart of Burgundy, a beautiful area France fabled for its scenery, its hospitality, its wine and its mustard. All of which, I am certain, filled the senses of the throng who attended, adding to their fun. Given that race entry fees are about half of those in Britain, and that officials go out of their way to accommodate requests and help those in need, I can’t see a reason not to return en masse.

Welcome FIA Lurani Trophy Formula Junior returnee Edwin Jowsey qualified his Lotus 22 on pole for its penultimate round, but blew his chance at the start. He was snicking second gear, rear tyres alight, when the red lights went out, thus a stop-go penalty was inevitable.

Dutchman Erwin Van Gelder had anticipated his getaway perfectly from row two, meanwhile, and took the fight to Urs Eberhardt (Lotus 27), for more than a decade a combo to beat in the historic evocation of Count Johnny Lurani's charismatic training class for 1100cc stockblock engined cars built between 1958 and '63.

Van Gelder appeared to have got the better of Eberhardt after several early exchanges, but Urs edged back up to finish on his gearbox. John Fyda lost a hard-earned third when his Lotus 22's engine stuttered, out of fuel, at the final corner, letting Frenchman Stephane Rey (Lola Mk5A) and Italian Emanuele Benedini (Brabham BT6) past on the climb to the chequer. "Typical Scottish, you wouldn't spend the last pound on petrol," grinned veteran team chief Urban Fassler to Fyda.

Robin Longdon's Lola Mk2 was the first front-engined car home, but title rival John Delane strengthened his chances by winning the rear-engined drum-braked division following an engine spec change to his Lotus 18.

Van Gelder completed a memorable double with an easier victory during Sunday's race, run under the safety car for a couple of laps after Robert Goodwin "fell at the first corner", having a hiccup with its replacement ignition system : in so doing, his Lotus 22 was nudged Stephan Rey's Lola 5A, who was lucky to emerge unscathed, but sending the similar car of Marc Buhofer and Chris Chilcott's 20 [ just back on the track after Martin Stretton's first lap shunt at Pau ] into the gravel, where they were collected by Robin Longdon

With Jowsey already heading back to Yorkshire with a cracked chassis, worn tyres, and an engine due for its rebuild, Eberhardt and Benedini led the pursuit, but when the former broke a throttle cable on lap five, all eyes focused on his compatriot Christoph Burckhardt, who slipstreamed his Francy Racing Lotus 22 past Rey, Fyda and Benedini to grab a superb second place.

Delane and Longdon, nursing his car with (as later discovered) a broken wishbone, again won their divisions, thus the championship will be settled at Magione's finale. James Hicks claimed his class in both outings with the Caravelle III, while American Jason Wright earned class honours, despite a broken diff on the last lap, heading an all-Stanguellini class 1-2-3 in the face of Taraschi and Apache opposition, Saladini's engine having blown yet again.

**Sent:** 23 September 2007 19:48

**Subject:** Derek Walker – Hero of Oulton Park



Hello Duncan

You may have spotted me sitting in my wheelchair at the end of the pitlane at Oulton Park.

I have a column in the North West Outpost which is the magazine for those who primarily marshal at Oulton and Anglesey. Last month I featured two brothers who are dominating the XR Challenge

One of your Formula Junior racers is Derek Walker who is something of a legend round these parts having won more races at Oulton than anyone else. It would be really good to do an article about him. I hoped to see him at the Gold Cup but he raced on Sunday and I only went on the Monday.

He knows me well, when I was a kid he took me round on one of his many laps of honour. He perched me on his knee as his Skoda Special Saloon had no passenger seats! We always have a natter when I see him in the paddock.

Regards, Dave Williams

### **Disconnected Jottings**

Looking at the programme for the Monoposto Formula [ pre HFJ] race at [Llandow](#) on 31-8-70, one realises how motor racing finances have changed !!

Prize money was pretty good then - £30 for a class win i.e. about £350 today!

### **News from the Emerald Isle**

Hi Duncan, I am currently lying third in the pre 55 championship .I got second place in my class of 11 cars at the Wicklow Sprint on the 15 and 16 of Sept..I holed the piston on my third timed run though. Now the JP is rebored to 1st oversize and considerably faster (especially with correct tappet clearance)There is to be 2 Leprechauns and a Cooper joining me at the "spirit of Dunboyne" festival, 30 Sept. This is an historic open day (bring a picnic) at the old Dunboyne road circuit :bikes and cars are welcome on the day for a no charge jaunt around the historic site (sounds idyllic does it not

The first official lap time was set on this road circuit in 1958 , by Gerry Kinnane in a J.P.! and a chap called Walter Kinnear was very competitive in his J.P. IN 62 AND 63.GREAT STUFF EH! greetings from IRL. and best regards,John Porter[ [porterman@eircom.net](mailto:porterman@eircom.net)]. 500cc F3 JP

**Technical matters:**

## **Re:Drum brakes – Warning from John Truslove [ Lola Mk 2 ]**

My 'off' at Knockhill was due to a slightly sinister problem-the brake broke!  
Specifically,the metal at the point where the flat round plate and the drum itself meet sheared completely...[It became a flat plate and an entirely separate metal hoop.Oh er!]

I suggest all drum-braked competitors check for cracks.  
Robin Longdon has had a similar problem.

## **Re: Toothed belt pump – FJ2 only**

No. The toothed belt was not in use for ANY purpose before 1960. Only flat or VEE belts were in use.

I don't know of an application of the toothed belt until 1962

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## **Re; Oil Pumps --Appendix K Rule 6.6**

### **Lubrication**

6.6.1 It is permitted to change the system of engine lubrication (for example wet sump to dry sump) if a period specification and subject to this being allowed for the category of the car (not allowed in Formula Junior pre 1961 ie not FJ1)

6.6.2 The number and type of oil pumps used and the length of oil piping must conform to the period specification.

6.6.3 The position of [engine] oil coolers may be changed but must [be positioned so as] not to change the silhouette of the car

### **Electronic Ignition**

The former position under the old Appendix K wording [ Rule 13.5] was that for Period F only electronic ignition systems were permitted to be used provided they utilised contact breaker points or were magnetically coupled and used a distributor and rotor arm to switch the high tension current.

The current rule is

- 6.5.1 Electronic ignition may only be used if a period specification and only on cars of Period F onwards
- 6.5.2 An electronic rev limiter may be used for Period F onwards
- 6.5.3 .....
- 6.5.4 ignition coil, condenser, distributor or magneto make are free provided they conform to the manufacturer's specification of the model concerned

## **Simon Armer's Marriage, 7<sup>th</sup> July 2007.**

Simon Armer and Cathryn Logan were married at St.Martin's, Bowness on Windermere

Cathryn arrived at the church in a particularly fetching and close fitting 12 hp by Rover, in a lovely shade of dove grey with matching wire wheels and accessories by Dunlop. Embellishments were modest plated bright work over brass & steel foundation. The whole ensemble set with contrasting black rubber strips to the running boards.

The Bride wore a long white dress, the Groom a dark blue morning suit and they both looked jolly nice. (sorry, but the Cooper Correspondent doesn't do Court & Social reports)

At the reception afterwards in the Hydro Hotel there was much talk about the seventh day of the seventh month of the seventh year being a very auspicious circumstance.

Be that as it may ~ Stirling Moss used to race with the number 7, but most of the guests seemed quite unaware of this important fact.

The Hydro was originally constructed as a "water cure hotel" in the late 19<sup>th</sup> century and retains all of the large airy rooms and fixtures & fittings from that period and is still run today in a traditional manner by the resident proprietors.

If the FIA were involved in the hotel business then The Hydro would be certainly eligible for an HTP and an HC, without question.

Around 100 sat down to enjoy a delicious Wedding Breakfast meal at 5.30pm in the spacious banqueting hall and Formula Junior was represented by Clive & Liz Hoare together with Steve & Karen Smith and your scribe with wife Susan.

Cathryn's Father, the Rev Kevin Logan was one of four Vicars present and three of these officiated at some stage in the wedding ceremony. Clearly Cathryn was taking no chances.

Speeches and Toasts were frequent, well lubricated and extremely humorous and Best Man Nick Brailey presented Simon & Cathryn with a large framed poster advertising a film entitled "Cathryn and the Cooper" and guests were encouraged to sign on the back. The wedding cake also had a strong Cooper theme by way of a prominent icing-sugar miniature of Simon's car as decoration complete with his championship racing number.

Following the meal we were further entertained by a band and dancing in the adjoining ballroom, into the small hours for those with sufficient stamina.

Simon & Cathryn left the next day for honeymoon in Jersey, Channel Islands, to inspect beach conditions for sand racing and also to take their hire car up Bouley Bay hill climb. The FJ contingent remained in the Lake District and busied themselves for a day or two with sightseeing, walking, driving the famous Hardknott Pass and steamer cruises etc.

From The Cooper Cockpit Correspondent.

### **Enquiries:**

#### A Tyrrell Question.

There is a good photo of 3x 1960 Cooper Mk1 Formula Junior T52s, beside a small lorry/large van which has "Ken Tyrrell Racing Team" signwritten on the side.  
The FJ race records show the entrant as "K.Tyrrell", throughout 1960.

Subsequently the name became "Tyrrell Racing Organisation" ~~ the question is when ?

For 1961 and onwards the FJ race records show the entrant as "Tyrrell Racing" ~~ might this indicate that "Ken Tyrrell Racing" changed to "Tyrrell Racing Organization" for 1961.

I've not seen a photo showing the later title, but surely there must be some ?

Does anyone have one ?

Peter Jackson [peter@jaxontrax.freemove.co.uk]

#### JAP 500 motor

Yvon Gisclard is a most enthusiastic Frenchman who appeared one day in the paddock at Pau some years ago , with a Cooper -Ford ex 500 in erstwhile FJ trim.. since then he has replaced the Ford motor with a Triumph Twin, and ran in that format in the Racer 500 [F III]race at Pau this year. Now Yvon would like to go the whole way and fit a JAP 500 motor ...Does anyone have one to sell Yvon ? If so , please call him on +33 (0) 5.61 84.91.99

## **Books**

### **Subject: Bo'ness Hill Climb Book**

I thought that I should drop you a line to introduce myself and to mention the new Bo'ness Hill Climb book which has just been published by my Publisher and which includes a number of 500 F3 cars.

In whatever spare time that I can get I write "A-Z" books on historic motor racing, the books have included two on Formula Junior, one of the 1.5-litre Grand Prix era, another on F5000, and my latest on the F3 1-litre "Screamer" era.

The Bo'ness book is available in paperback at £8.99 or in hardback at £15.99 all numbered 1-500. I'm simply helping my Publisher promote the book because small production runs such as these quite often get missed by the enthusiasts. It is only 64 pages but it is packed with information with a number of pictures of 500 cars, for example it has the 500 Association's photo of Ron Flockhart standing next to the JP (which I photographed some years back at the Goodwood Festival of Speed), Mike Christie in his Keift in 1951, Ken Wharton in a Cooper, a good rear shot of Boshier-Jones on the entry to the Courtyard, and another rear shot of the JP with Comish Hunter at the wheel in 1951

If anyone within the Association would like to have a copy of this book, do please contact me - my contact details are as below - or simply send a cheque made payable to "Bernard Cowdrey" (not Ben) and I will arrange for the books to be sent directly from the Publisher.

Ben Cowdrey

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## **Subject: Beyond The Lens**

At long last I have finished my second book of my father's photographs. Book Vol 2 covers 1952-1956 with most of it involving Goodwood, British Grand Prix, Le Mans, Ramsgate and VSCC events etc. My father took some interesting pictures of things one doesn't see or read about these days inc 500cc Monaco, Emeryson, Nardi, VP etc and of course all the other stuff. He was particularly fond of 500s and their are Kiefts, Arnott, Coopers and other such things.

The Book also covers events back in Victoria (Aus) including 1956 AGP at Albert Park.

My W.G.M 500 is also featured!

Chester McKaige [emc87134@bigpond.net.au]

5<sup>th</sup> August 2007

### **THE MARSHALS**

I penned an article recently, for the HSCC Superprix programme at Brands Hatch, in which I described the marshals as the Angels in Orange, an expression used in a letter of appreciation from a driver very carefully released from his crashed vehicle. I also alluded to the fact that marshals come from all walks of life but chose not to elaborate on this at the time because of space restraints for that particular article. However, at a recent Historic Formula Junior club night, put on for the marshals, Duncan Rabagliati posed the question, "Who are the marshals?"

Marshals, quite literally, come from all walks of life. I was co-founder, co-owner and Managing Director of a plastics manufacturing business that employed 400 people and had a sales turnover in excess of £20M when we sold out to a major packaging group. The chap who cut the grass around our factories was a marshalling colleague, who has gone on to be Circuit Manager at Rockingham. The present Circuit Manager at Silverstone was also a marshal and his wife still organises the Emergency Services Team at Silverstone. Motor sport management, in all disciplines, is littered with people who started as marshals. For instance, the recently retired Financial Director of McLaren was a fairly active marshal throughout his time at Fittipaldi, Wolf and McLaren.

The Marshals' Club (British Motorsport Marshals' Club) is still the principal club for all marshals to belong to. We have amidst our ranks several PhD's, many medical doctors, a huge number of management and IT personnel, accountants, lawyers, skilled trades people, retired company directors from all manner of companies – the list is endless. A recent survey of all marshals showed that some 47% held fairly senior positions in general management and Information Technology.

When I first started marshalling, in the late 1960's, there were very few lady marshals. Indeed, one or two of the major organising clubs decreed that lady marshals could not be employed on circuit.

The Marshals' Club fought for this to be changed and lady marshals now make up 20% of our numbers at many meetings.

Race has never been a barrier to entry to marshalling. As part of the Government-funded Volunteers in Motorsport initiative of recent years, part of that activity had to be directed towards ethnic recruitment. Despite this, ethnic numbers are relatively low but we see this in rather the same light as our present failure to capture the same number of young members as we once did.

Most marshals of the next generation to me, started as very young trainees, many as young as 12 or 13 years of age, who were able to come out on circuit with us as part of the marshalling team. We made sure they were generally kept in the safer areas on post but they fulfilled a valuable function of transmitting messages between Observer and Flag and Incident personnel and we were able to make them feel very much part of the team. Many of those you will come across today as Clerks of the Course, Stewards and the like.

Sadly, recent regulation changes make this impossible. We cannot employ anyone less than 16 years of age on-circuit, because of "Elf an' Safety" rules. The Child Protection Act brands us all as likely paedophiles and some circuits will simply not take the risk of sending any minor (anyone under 18 years of age!) out on circuit with other than with that person's parent or legal guardian. All this has lost us our most fertile recruiting ground and numbers of marshals are steadily declining, as the average age increases! The average age is now around 51!

So, what keeps this motley crew going? Quite frankly, it is the enjoyment of what we do. Some of us are "retired or semi-retired" competitors, who found competition too expensive or unrewarding. Others marshal merely for the involvement it provides and the feeling they are doing something worthwhile. Several do it as a way of life, almost, and plan the rest of their lives around their marshalling commitments.

At the top end of the sport, we have lost the camaraderie that used to exist between marshals and the Grand Prix drivers and teams. Even in some of the lesser, professional formulae that relationship has gone. HSCC is one of the clubs that has led the revival of this relationship at National level. For a start, the HSCC puts on interesting races, with good grids and drivers who acknowledge the good work marshals do. This makes everyone feel a part of the same team and HSCC meetings are generally better manned with marshals than many other meetings around the country.

I hope this goes some way towards answering Duncan's question, "Who are the marshals". In the Superprix article I also gave a brief explanation of the organisation of marshals on post; perhaps the subject of a future article for the Historic Formula Junior newsletter.

In the meantime, very best wishes for the rest of the season. HFJ has become one of the most hotly contested championships in the country and we were thrilled to be allowed to "badge it" this year as part of the Marshals' Club's 50<sup>th</sup> Anniversary celebrations. We look forward to making a special award to the eventual winner at the end of the season.

Keep it safe; keep it clean!

George Copeland

National Treasurer BMMC

## Fafnir FJ FOR SALE

Duncan ...I am not getting round to racing, and with a young family taking up my time, am thinking of selling the Fafnir [ one of 2 built ].

I will be sorry to sell it, but, realistically, racing is going to take up too much time for me at the moment ... Thanks ... Keith

Fafnir formula junior for sale. Rear engine, drum braked class. Ford 997-cc engine (and spare) VW gearbox (special ratios). Fully renovated, alloy bodywork (polished) it really is in very sound original condition and you will not see another one! (There are only two, and this is the only one that is raceworthy. Photographed in Cowdreys formula junior book (a long time ago). Raced at Goodwood several years ago. Massive renovation files/receipts/history.

It is very pretty. It has been very lightly raced and I do not find time to race it. I will miss it. Offers over £26,000 would prize it from me.

E-mail in the first instance please: [blanshard@btconnect.com](mailto:blanshard@btconnect.com)

Keith Blanshard.

DCPR