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FORMULA JUNIOR NEWSLETTER

Newsletter #147

December 2008

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INTRO

Welcome back!

With 389 cars currently on the Formula Junior Permanent numbers list, and November having seen so many cars changing hands, and several being bought by new drivers, we are in no doubt that the 2009 season is going to be another cracker. We have selected this years Calendar very carefully, so ensure that there's something for every budget, and for those wanting a few races, to those going for the Championship Honours.

Re the UK Championship – the feeling we got from 2008 was that people wanted more from each meeting. Taking this on board, there are quite a few rounds which will be double headers, so that once you're at the circuit, you'll get good track time for your money. Also for those of you lucky enough to own more than one FJ, there are opportunities for you to race both at some meetings, ie Cadwell and Oulton Park.

We will also be joining our 'cousins' – the 500 OA at Lydden Hill for an exciting return to this circuit, which I lasted raced at 18 years ago, but now completely revamped as a McLaren Test track.

Re the FIA Lurani Trophy, the dates still haven't finally settled, but, even so, we've got a good Selection of circuits and countries for you, and a welcome return to both Monza and the Eifelrennen. Monza will also include a special invitation race for Front Engined FJ's.

Non Championship highlights in 2009 will be the Pau meeting in May, organised now by Patrick Peter of high reputation for his Le Mans Classic events.

2009 HISTORIC FORMULA JUNIOR RACING CALENDAR

UK Championship 2009

Round	Date	Circuit	Club
1Rear	April 5th	Donington Park	HSCC
1Front	April 5th	Mallory Park	750 MC
EASTER			
2 [1F + 1R]	April 19th	Cadwell Park	HSCC
3 + 4 or Lurani	May 2/3rd	Brands Hatch	A1GP
5 + 6	May 10/11th	Silverstone Int	HSCC
7 + 8	May 30/31st	Snetterton	HSCC
9	July 4/5th	Brands Hatch	HSCC
10 ALT	July 11/12th	Magnys Cours	MASTERS
10 ALT	July 18/19th	Rockingham	BRSCC
11	August 15th	Mallory Park	HSCC
12[1FJ1 + 1FJ2]	August 29/30/31	Oulton Park	HSCC
13	Sept 12th	Thruxton	AMOC
14 + 15	Oct 3/4th	Lydden Hill	BRSCC
16	Oct 17th	Silverstone	HSCC

FIA Lurani Trophy 2009

Round	Date	Circuit	Event Name
1	April 24th-26th	Spa	RMU Classic
2 or UK Champ	May 2/3rd	Brands Hatch	A1GP
3 ?	May	Hockenheim	Jim Clark Revival
4	June 5th-7th	Monza	Coppa Intereuropa Storica
5	June 12th-14th	Dijon	L'age D'or
6 ?	July 24th-26th	Silverstone	Silverstone Classic
7	Sept 25th-27th	Nurburgring	Eifelrennen

2009 Non Championship FJ Races

Month	Date	Event
March	19th	MP Test Day (750MC)
May	23/24/25	Pau [http://www.grandprixdepauhistorique.com]
June	13/14	Castle Combe
Aug	22-23rd	John Taylor Trophy MP (VSCC)
Sept	12th	Bo'ness Speed Hill Climb
Sept	19/20	Goodwood Revival [?Front Engined?]
Sept	26-27th	Spa 6 Hour Meeting
Oct	17/18	Algae Historic Festival

500 OA 2009 Calendar						
No.	Date	Venue	Club	Champ / SA	Races	Notes
1	April 4/5	Snetterton	CSCC	CSA£	x1	John Cooper Trophy
2	Apr-26	Mallory	BRSCC	CSA	x1	Don Truman Trophy
-	May-10	Wiscombe hill climb	500OA			
3	May-31	Snetterton	HSCC	CSA	x1	Jim Russell Trophy
4	Jun-21	Cadwell	VSCC	CSA	x1	Shuttleworth
5	July 4/5	Le Mans	(E Pinseau)	CSA	x1	Bugatti Circuit
6	Jul-26	Mallory	BRSCC	CSA	x1	
7	August 15/16	Brands	BRSCC	CSA	x2	
8	August 29/31	Oulton	HSCC	CSA	x1	Historic Gold Cup Meeting
9	Sept 11/12	Brands	HSCC	CSA	x1	
10	Oct 3/4	Lydden	BRSCC	CSA	x2	End of term bash

Notes on 500 OA Calendar:

- o FJ's will be racing at Lydden Oct 3/4 (but not in our race) so we will have a joint 500 / FJ party on Sat evening
- o SA means 'Stand Alone' races
- o The VSCC will run us SA if we have 17 or more cars entered otherwise will be in a mixed race
- o We have been invited to the Bentley Drivers Club meeting at Siverstone on August 8/9 (60th anniversary) – these will be mixed class races
- o We are also invited to HSCC FJ races – details from DCPR
- o We are also invited to all 750 Trophy races with 750MC – check with www.750mc.co.uk
- o www.500race.org
- o Any queries contact Gordon crmcelig@aol.com 01953850677

500OA – New Classes for 2009

Class A: 1945 – 1949

Examples: Cooper Mk1-3, GS1 Squanderbug

Class B: 1950 – 1953

Examples: Cooper Mk 5-7, Keift, Comet, Martin, Mackson, JBS, Trenberth

Class C: 1954 on

Examples: Cooper Mk8 on, Petty

Class D: Invitation

Examples: Any car without a 500OA VIF, V twin powered, DB Panhard etc

Notes:

1. No 'championship' points for Class D
2. Drivers with highest points tally in any of the classes A-C is Club Champion
3. JAP / JT trophy on same lines as 2

FIA Historic Hill-Climb Championship

1. Großer Bergpreis v. Österreich	24-26.04.2009	A
2. Petrol Sevnica 2009 2	3-24.05.2009	SLO
3. "Ustecka 21"	30-31.05.2009	CZ
4. ECCE HOMO Sternberk	06-07.06.2009	CZ
5. 59° Trento-Bondone	04-05.07.2009	I
6. Slovakia Matador 2009	17-19.07.2009	SK
7. Petrol Ferrari 2009	24-26.07.2009	SLO
8. Valassky Klobuk	31.07-02.08.2009	CZ
9. 7° Cronoscalata Piancamuno-Montecampione	29-30.08.2009	I
10. Pedavena-Croce d'Aune	04-06.09.2009	I
11. Buzetski dani 2009	18-20.09.2009	HR
12. 30° Coppa del Chianti Classico	02-04.10.2009	I

Championship Classes for Formula Junior: FJ1 (58-60; FJ2 (61-62)

MINUTES OF FJHRA AGM HELD AT BANBURY 23 NOVEMBER 2008

1. Duncan welcomed those present. He extended a particular welcome to Margaret and Andrew Westmoreland and on behalf of us all thanked them for joining us.
2. Duncan listed apologies for absence.
3. All stood for a period of respectful and reflective silence to remember our friends who had passed on during the year.

CONSTITUTION

4. We are now required to register with MSA and will be so registered from 1 Dec 08.
5. Accounts will henceforth be duly audited and lodged with MSA.
6. We require a committee to be elected – following due process, the following Office Bearers were unanimously elected.
 - a. Chairman – Duncan Rabagliati
 - b. Competition Secretary – Sarah Rabagliati
 - c. Secretary – Grant Wilson
 - d. Treasurer – Bob Birrell
 - e. President – Dr Tony Goodwin

REVIEW OF 50th ANIVERSARY SEASON

7. Duncan began by thanking all those who had done so much to ensure the success – particularly the support of Millers Oils through Robin and Sue Longdon and Freedom Lager through Crispian Besley.
8. Duncan reviewed the ambitious yet massively successful programme of races in our Golden Jubilee year with races in New Zealand, Australia, East & West Coast USA, Italy, Germany and RSA yet to come. In addition, we had a full programme of UK HSCC /FJHRA "Millers Oils" UK Championship races, the FIA Lurani Trophy and significant stand alone races at Goodwood, Monaco, Pau, Eifelrennen etc.
9. 257 cars have contested the World Series (so far) 124 the Lurani and 100 the UK series.

PLANS FOR 2009

10. There will be a reduced schedule of races in 2009.
 - a. There will be no "Junior Junior" Series in 09.
 - b. There will be fewer HSCC /FJHRA "Millers Oils" UK Championship races.
 - c. There will be no FJ race at the "Oldtimer" meeting – instead, the Eiffelrennen meeting will host the German Lurani race.
 - d. The Silverstone Classic Meeting itself and our participation is far from certain.
 - e. There will be no FJ race at the HSCC Brands Meeting on 12 Sept 09, but instead FJ will race at Thruxton that day with AMOC
 - f. The planned race at East Fortune will not take place, as the Landowner has changed.
 - g. FJ will not return to Anglesey in 09, as a suitable date could not be found.

11. Attention was drawn to FJ classes in two historic hillclimbs Wiscombe and Bo'ness, and a sprint at Debden
12. There was also a class in the European Hillclimb Championship.

FINANCE

13. Chairman gave a breakdown of income/expenditure during the year
Expenditure -
 - a. Office Staff Costs £17K
 - b. Magazines £5.7K
 - c. Loss on UK Championship £5K
 - d. Race Retro £1.2 K
 - e. AGM £0.2K.
14. Income –
 - a. Racing Member Subs £20K
 - b. Non Racing Subs £2.1 K
 - c. Sponsorship - Millers £2K
 - d. Profit from Lurani Series Euro 4K (due to Sponsorship)
15. Chairman indicated the precarious financial position of FJHRA ie we have deposit accounts of £32K to cover liabilities of £27K – given the turnover this is a terrifyingly small margin – the risk being borne by the Chairman personally.
16. Not least because of this, members are asked to renew their subscriptions as soon as may be.

DISCIPLINE

17. Driving Standards – Given the ethos of FJ, there should be no collisions or accidents – all such were the fault of at least one party and more often both. Such driving is unnecessary and most unwelcome.
18. There have been many "near misses" with HTP paperwork – the organisers are unlikely to extend their leniency – the message is - get your HTP sorted now.
19. For 2009, the FJ Regs have been revised – they will be enforced rigorously – the sole arbiter is Grant Wilson to whom all questions of eligibility and specification should be addressed.

PRIZEGIVING

20. There followed the altogether most agreeable prizegiving. The following awards were made
- a. Millers Oil UK Championship
 - Class A 1 Peter Mullen, 2 Gordon Wright, 3. Tony Childe – Freeman
 - Class B 1. Crispin Besley, 2. Duncan Rabagliati, 3. Derek Walker
 - Class C 1. Jon Millicevic, 2. Andrew Robertson, 3. Tony Martindale
 - Class D 1. John Chisholm, 2. Alex Morton, 3. Lorraine Gathercole
 - Class E 1. Edwin Jowsey, 2. Mark Woodhouse, 3. Ben Simms.
 - b. The prizegiving for the Lurani Championship is scheduled to take place at the FIA Ceremony in Copenhagen 14/15 Feb. Winners are Jason Wright (overall). John Chisholm, John De Lane, Duncan Rabagliati and Piero Enrico Tonetti.
 - c.
 - d. Margaret and Andrew Westmoreland were presented with a poignant painting of the much missed Barry at his final race.
 - e. Race Livery Trophy [kindly chosen and donated by the late David Watts]
- Best Presented Car – James Claridge.
 - f. Front Engined Cup – 1. Peter Mullen, 2. Tony Goodwin, 3. Brendan Roberts.
 - g. John Cooper Trophy – Steve Smith.
 - h. Clock Trophy for best self prepared car – Gilbert Lenoir & Alain Gawski
 - i. Persistence Trophy (most starts, no other) - Paul Dixon.
 - j. Endeavour Trophy – Tim Bishop.
 - k. Silver Spanner Trophy – Barry Langford.
 - l. Pole Position Trophy – Edwin Jowsey.
 - m. 500 Trophy – Nigel Ashman.
 - n. Best Prepared and most original 500 – Paul Hewes.
 - o. Presidents Cup (most promising newcomer) Jack Woodhouse.
 - p. Pitstop Trophy (devoted helper) Iain Flett. (AKA Carruthers)
 - q. 1 Off Team trophy – Motor Racing Medics.
 - r. Chairman's Awards – Grant & Penny Wilson, BJ Colaric, Kevin Musson.
 - s. Spirit of Formula Junior – Bob Birrell.
21. There being no further business, the meeting adjourned to luncheon at 1300 hours.

Minutes taken by Bob Birrell

Racing in 2009

There are three important areas which we will be tightening up in 2009

1. Originality

We value cars that run as near as possible to their original specification and performance. To encourage this, a Special Award has been instituted in the "FJHRA/HSCC "Millers Oils" Historic Formula Junior Championship for cars running to the 360kg 1000cc engine option for Formula Junior. This will be separate and across the existing Class Structure [i.e. will not affect existing Class positions], and will be presented at each Championship round, with 1-2-3 awards overall at the end of the Season.

If this proves a success, we will consider a similar award in the FIA Lurani Trophy in future years

2. FJHRA Technical and Eligibility Regulations

Grant Wilson [Tel/Fax/Answer phone: - +44 (0) 1243 512 122 / (Fax preferred to Email where possible) Email; grant@sundown.fsbusiness.co.uk] as a past but not current FJ racer, has been appointed sole Technical Delegate and notified as such to FIA . He will adjudicate on all technical and eligibility matters, seeking any additional advice where appropriate, but he will make the final decisions in accordance with the Regulations. Grant will attend personally at a number of Lurani and UK Championship races during the season.

The Regulations have now been published on the website, and circulated for some six months, and from 1st January 2009, all Formula Junior races in UK, Europe and South Africa will be run strictly to these rules. Subject to local exceptions, we anticipate that they will also become generally accepted in America, Asia, Australia and New Zealand.

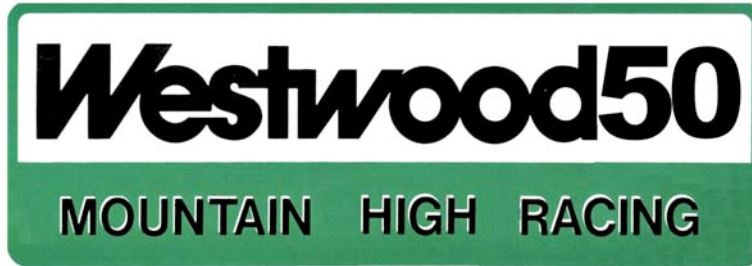
For those FJ cars that either do not have an old FIA HVIF or are not now strictly in compliance with it, then it is stressed that your car must be in period specification for that chassis number, and in particular have the correct engine, correct gearbox, and the correct number of gears in your gearbox [and not just with one blanked off!!]. In addition, you must have an FIA HTP in the correct specification to race either outside UK, or at any International permit event , and you are STRONGLY encouraged to get your HTP this year in any event, as it is proposed to make it obligatory for 2010.

3. FJ Accidents

We are deeply hurt by the number of accidents, which, not only seem to involve the same group of drivers, but also to be mostly avoidable.

We will be requesting the HSCC Stewards at all UK National meetings and the FIA stewards at all FIA Lurani races, to interview all drivers involved where there is ANY accident involving two or more cars and where accident damage to driver or car has resulted, and to take any appropriate action.

It should also be a matter of courtesy that any driver who has caused damage to another car, however innocently, should speak to his fellow driver, and express commiseration or apology, as appropriate, after the race [or practice].



For Immediate release

November 30, 2008

The Westwood50 organizing committee in conjunction with The Sports Car Club of British Columbia and the Vintage Racing Club of British Columbia announces an event to recall and celebrate the legendary and much missed Westwood Racing Circuit. Westwood held its first race on opening day July 26, 1959 – fifty years ago.

The celebration event will consist of a special three day running of the Vintage Club's annual Historic Motor Races, as well SCCBC special Races and a variety of social events and displays of cars with Westwood history and other memorabilia. A reunion gala dinner is planned for the Saturday evening.

The event will run on the weekend of July 17, 18 and 19, 2009 at the River's Edge Road Course at Mission Raceway Park in the Vancouver suburb of Mission, British Columbia.

Westwood50 will be a significant and memorable event for all motor sport enthusiasts.

Westwood Racing Circuit, located in the Vancouver, British Columbia suburb of Coquitlam, was Canada's first purpose-built automobile road racing track. The history of the track is inextricably intertwined with the history of the Sports Car Club of British Columbia, the group that built the track and operated it over its life of 32 seasons. Because it was built and operated by a club, the circuit had a very different personality than most racetracks. It was a real "people place" — families grew up there.

Additional information will be posted on the website.

In the meantime, we are looking for current owners of cars with significant Westwood history to invite them to the reunion. If you can help find the current owners of the following cars, that would be very helpful. Or I could forward more info on the reunion to you to pass on to them. Here are some of the Formula Juniors we are looking for. Sorry, no serial numbers!

Cooper T59 - FJ/3/62 - ex-Bob McLean/Dave Ogilvy - somewhere in Alaska now? (Ogilvy currently lives in Maple Bay, British Columbia)

Envoy - ex-Walter "Bud" Inglin, Port Alberni, B.C.

Lola Mk. 3 - ex-Ernie DeVos

Lotus 18 - ex-Tom Carstens, Lew Florence

Lotus 18 - ex-Pete Lovely (Lovely currently in Tacoma, Washington), Mike Fisher (currently in Albuquerque, New Mexico)

Lotus 18 - ex-Pat Pigott, Chuck Blaylock (Blaylock currently in Whistler, B.C.)

Also, of course, the ex-Arundell/Barber/Faulks **Lotus 20** (Barber currently in New Westminster, B.C.) The following document from New Zealand in 1967 lists the following on page 10:

"#10 Frank Coutts Lotus 20 20-J-851 Ford 1.3"

Could this be the same Lotus 20?

Vince Howlett, Victoria, B.C., Canada, phone/fax 250-478-6198

www.westwood50.org / Email: info@westwood50.org

NZ News

New Zealand – Formula Junior Update – July 2008 – Roger Herrick

Greetings fellow Formula Juniorists,

Firstly, a big thanks to Ian Garmey who has been our NZFJR co-ordinator for a number of years. Ian is taking a break and I was "co- opted" into the role while I was away overseas! The only problem is that Ian has set such a high standard things can only go one way....

The new season doesn't start until the Icebreaker in September so there is still time to finish off that winter rebuild. Jim Barclay has sent out the racing calendar for the next season and if anyone has not received it please let me know and I will arrange for you to go on Jim's list.

We have the Tasman Revival Series at Pukekohe on 24/25 January 2009 followed by the HRC meeting at Taupo on 30 January/1 February 2009. It is expected that there may be overseas FJs entering and HRC has proposed an attractive package to help overseas entrants.

There has been an approach from an Australian Historic Formula Vee group to see if they could participate in our FJ races. The basis being that we may not be able to get the numbers for an exclusive FJ grid and it may be preferable to run with equal speed historic F Vees than with more modern Formula Fords. Please let me know what you think of this idea.

As some of you may have heard, Nigel and I recently acquired a front engined Gemini Junior from Texas with the intention of "moving it on"

in order to bolster the FJ grid. We have been very pleased to have found an excellent home for it with Michael Sexton. Michael is a friend of ours and "good guy" who I'm sure will be a very welcome addition to our group. Michael runs the superb "Alan Mann" Mk1 Escort but has "seen the light" and can't wait to get his hands on the Gemini and start restoration so he can get out on the track.

We have been doing some research on the history of the Gemini and believe it is an early car (1959) with a reasonable chance that it is one of the rare Mk1 models that appeared between the Moorland and the more common Mk2 versions - however more research is required. In our research, some interesting facts came out regarding the 1959 Boxing Day FJ race at Brands Hatch. It was the first appearance in a single seater of one Jim Clark (in a Gemini Mk2), the first appearance of a Lola Mk2, the first appearance of the Lotus 18 and the first time a

Cosworth Ford engine was used (one in a Gemini and one in the Lotus)

- Not bad for one race.

Another well known historic saloon racer is also keen to acquire an FJ so if anyone knows of one lurking here or overseas just let me know and I will put you in touch.

Regards, Roger

Tasman Revival 2010 - Bruce McLaren Festival

Dear Duncan and Bob,

I believe Bill Richie has already distributed a shipping container (!) of small brochures advising about the 'Tasman Revival 2010 - the Bruce McLaren Festival' to be held in New Zealand in early 2010. In case you did not get a brochure, please see attached an electronic version.

Perhaps the electronic version may be useful to send to others who may like to know about the event through your UK FJ association. I would be delighted if you could arrange to do that via any electronic mailing list you may have - or perhaps you may consider putting it on your website or that of other likeminded groups?

I am the Chairman of the Bruce McLaren Festival event. I will work in conjunction with Hampton Downs owners Tony Roberts and Chris Watson and many others to make the Festival an outstanding one.

I am also Chairman of the Bruce McLaren Trust (BMT) and will work with Bruce's sister, and BMT CEO, Jan McLaren to make sure there is a special McLaren flavour to the Festival.

Clearly, we would like to see lots and lots of F5000/F1 and Can-Am cars in New Zealand for the events, especially McLarens.

We would also like to have any cars that Bruce was involved with, such as the many marks of Cooper he drove. A Cooper Bobtail would be very special - do you know of one??

Of course, and of special interest to our UK FJ friends we would like to welcome lots of Formula Juniors and F3 cars so that we can once again run races for these class of cars amongst visiting international drivers.

We will soon speak with the shipping people to see if we can put together a 'deal' to help people financially with the cost of getting their cars via sea container to NZ and return to UK.

In NZ, we will provide free road transport for containers to/from the port in Auckland to the race tracks some 60 miles away. We will also provide free race entry and free pit garages where available to internationals. I have no doubt there will be many other things we could do to help visitors and we will work through these as they come to light. We want to make this event a truly special one in Bruce's home country - New Zealand.

I would be delighted if you could encourage your members to register their interest as per the brochure.

If you have any questions, please fire them at me!

With kindest regards,

Jim

Jim Barclay, Chairman Bruce McLaren Festival

Hampton Downs News - October 2008 – Latest on NZ's new Track.

Our "Spring Offensive" has been dampened down slightly by the continuing wet weather. However, we did get four days of earthmoving at the end of September and Ross Reid Contractors are back on the job with heavy earthmoving equipment in October. We hope to get ten days of earthmoving a month between now and Christmas and then fine weather from January to March to continue with the construction and track sealing.

The lifestyle blocks have been completed and we are just waiting for the final paperwork to emerge from the various bureaucracies for titling in early November. The lifestyle blocks look superb, with expensive post and rail fencing, new sealed road with flush curbs. Take a drive down Hampton Downs Rd to Graham McRae Place to have a look at these blocks; I'm sure you'll be impressed. Remember there is still one for sale!

Feature FJ's For Sale



Scorpion 1960 FJ Chassis no 500S-2

- 1960 Ford 997 cc front engined Formula Junior
- 1979 FISA European Historic Championship winning car
- 1 of 9 cars built by Rytune on behalf of Elva cars. This is the only Ford engined Scorpion, 2 being BMC engined, and the remainder being DKW.
- This car is incredibly original down to the bonnet leather strap, which can be compared with photo's in the early 1960's.
- Original engine, original body, original chassis.
- The car spent the last 30 years in Switzerland, competing only in Hillclimbs and demonstrations.
- Repatriated to the UK a year ago, fitted with up to date roll over bar, engine reworked and rear suspension set up.
- Has since been raced by Duncan Rabagliati, Phil Venables, Paul Dixon, and BJ Colaric in UK and at the 'ring.
- A unique opportunity to buy a Ford Front Engined Formula Junior which is ideally suited for Goodwood 2009.
- Full FIA HTP
- Offers over £45,000
- Contact Duncan on 020 8946 1730 / rabagliati@blueyonder.co.uk

Alexis HF101 FJ

- Probably the most raced and certainly the easiest to maintain FJ in existence.
- The familiar orange "carrot" as owned by Duncan since 1979, and as raced regularly for nearly 20 years all over Europe, including Monaco and Goodwood.
- The very first FJ Alexis, built in 1959, very original chassis, and most body panels, as well as running gear.
- Goodwood 2009 eligible with BMC 1089cc longstroke engine and BMC gearbox.
- FIA HVIF and HTP, VSCC buff form;
- £48,000
- Contact Duncan on 020 8946 1730 / rabagliati@blueyonder.co.uk

LOTUS 20/22 - Serial No FJ 941

Restoration completed Nov. 2007 by Ken Baurle.

Fresh PHP correct engine with Richardson head. Taylor serviced 5 speed Hewland gearbox. Properly prepared, well sorted, fast and very reliable car successfully raced by me since 1978.

Twice Monoposto Grand Champion (1989 & 1991).

Several spares included. Body molds for Rear lid and front section.

Price Euro 60.000

Contact Tel. USA 920-892-6836 or email to george@roadamerica.com

LOTUS 22

Chassis Plate states 22-J-40; Complete rebuild, new Richardson engine, new Peter Denty chassis, comes with old frame AM 40

Absolutely ready to race.: For sale due to change of plans

Old HVIF... Should be no problem with HTP.

E50,000

Contact; Mariella.Trevisani@pompiano.bcc.it [English or Italian]

MEMBERS NEWS

- From: Tim Bishop
Sent: 21 August 2008 15:55
Just drove 2000 miles in the bus for dinner with the Sauter family. Josie, Morgan, Harry and me. (Plus our Sauter). Also did the Alburon hillclimb whilst there.
Fascinating stuff, with two cars of their own and a small history museum downstairs. Grandfather is dead now, but tradition carries on with a re-bodied Lotus Elise on the stocks.
Regards, Tim Bishop.
- From: Jill Carter ;
Interesting snippet from The Caravan Club Magazine. A man had just had his licence from the DVLA, when over 70 a new one is issued, and he found that he was no longer allowed to drive anything with a laden weight above 3,500 Kg. This may catch out some of the older members towing a race car and trailer with a Motorhome.
- From: Paul-Henri Cahier
Subject: Bernard Cahier
Dear all, It is unfortunately not possible to answer everyone individually, but we wish to thank you all for your messages of sincere sympathy, which have been a source of great consolation for us!
Warm regards from the Cahier family, Paul-Henri

- From Alan Biggar:
My 'Drive for Zoë' campaign ended at a Teenage Cancer Trust dinner in Edinburgh on Friday 5th December.
When Alan completed the Drive on 30th June his total was standing at £130,000. He said, ' Once the Drive was over it would have been easy just to say that was that. However I was convinced there was more work to be done. Although the last 5 months have been much slower, I am delighted with my final total of £163,679.'
Finally Alan would like to thank everybody who supported his Drive for Zoë.

- From Graham Clark:
Videos/DVDs for Sale - Graham Clark of VFS Video & DVD Sales has produced the following films from this season available to buy;
FJHRA/HSCC Millers Oils Historic Formula Junior Championship 2008
Rounds include:-
Mallory Park 9 Mar (RD1)
Donington Park 30 Mar (RD3)
Silverstone 12 April (RD4)
Silverstone 21 June (RD10)
Anglesey 19 July (RD13)
Oulton Park 24 Aug (RD15)
(Plus Silverstone Classic race Sunday 27 July)
(Film includes paddock shots and driver interviews done by Sue Sheridan)
The cost is £29.99 +£1.50 P+P Total £31.49 GBP (inc) (Available from website www.vfsvideos.co.uk)

Formula Junior Front Engined Series 2008

Rounds include:-
Silverstone 12 April (RD1)
Donington Park 31 May (RD2)
Mallory 17 Aug (RD4)

The cost is £24.99 +£1.50 P+P Total £26.49 GBP (inc) (Available from website www.vfsvideos.co.uk)

Request for Final info for New Bernard Cowdrey Book

"Bernard "Ben" Cowdrey is writing a book to celebrate the 50 years of Formula Junior racing which will be published early 2009. He is currently busy collating as much information as he can gather and would be pleased to hear from everyone regarding pictures particularly the early "historic" period of the late 1970s and 1980s. Also any photos of cars racing in single seater and Formula Libre events during the non-FJ years from 1964 to 1974."

His contact details are: Ben Cowdrey, Flat 4 The Malthouse, Brewery Lane, Romsey, Hampshire, SO51 8JX (Tel. 07785 706181) and e-mail ben.cowdrey@btinternet.com

Disconnected Jottings

Subject: Croix en Ternois

Dear All,

I have to hand it to my erstwhile colleague Neil Hodges - we have been informed by the BRSCC that we have to have the new version of the E111 when signing on to race at Croix - or in the words of Neill - with an alacrity of expression I could only hope for:

Competitors Note: In addition to all the usual signing on documents, you MUST provide a European Health Insurance Card (EHIC). The EHIC is the replacement for the E111 (which is no longer valid). Just to prove that all Europeans are equal, G. Brown Esq. will take a Tenner off you for the privilege and most likely hand all the personal details over to the Triads/terrorists/any scammer who happens upon them. Details of how you can be ripped off on line can be found at www.ehic.co.uk or you can try listening to Vivaldi at 0871 434 9075. On the upside, the French health service is rather good and you're unlikely to get MRSA so why not take a week to get all those embarrassing personal ailments sorted while you're there.

Worthy of Ian Hislop I reckon.

Cheers, Gordon, 500 OA

From: Val and Dick Bodily

Sent: 26 October 2008

Subject: Silverstone Finals

I took quite a few pictures of FJ car's that day if anyone is interested in seeing them. I don't want any money for them.

Dick Bodily [you can email him on valdick.bodily@btinternet.com]

DCPR / Sarah