



4 Wool Road  
Wimbledon London  
SW20 0HW  
Tel: 020 8946 1730  
Fax: 020 8946 2367

[www.formulajunior.com](http://www.formulajunior.com)  
[www.fia-lurani-trophy.com](http://www.fia-lurani-trophy.com)

E-mail: [formulajunior@blueyonder.co.uk](mailto:formulajunior@blueyonder.co.uk)

## **FORMULA JUNIOR NEWSLETTER**

**May 2007**

### **Newsletter #137**

#### **Contents:**

|                       |      |
|-----------------------|------|
| Editorial.....        | P.1  |
| Race News.....        | P.3  |
| Transportation.....   | P.4  |
| Admin notes.....      | P.4  |
| Race Reports.....     | P.5  |
| Technical Info.....   | P.11 |
| Golden Jubilee.....   | P.11 |
| On Location.....      | P.15 |
| Follow up.....        | P.17 |
| General Interest..... | P.19 |

#### **EDITORIAL:**

Historic Formula Junior has expanded this year beyond my wildest thoughts, and preparations are advancing rapidly for the 2008 Golden Jubilee Year. The entries for the Millers Oils and Lurani Championships have been phenomenal this year, with new cars emerging from all corners, not least Funchal, Madeira. We have however been very low on UK front-engined entries, and entries for Porto and **Dijon** Grand Prix de l'Age d'Or [[www.gpao.fr](http://www.gpao.fr)] (10 more entries needed – don't forget – **double UK championship** points, as its 2 races) have been slow coming in.

The important thing now is for all Front-engined racers, who have not yet entered, to please confirm your support, if possible by return e-mail (or that you are definitely unable to participate) for "See Red" Donnington,. [15-16<sup>th</sup> September 2007 - <http://www.see-red.uk.com> ].

#### **James Diffey:**

*From the VSCC website:*

"We are sad to have to announce that James Diffey passed away peacefully in the early hours of 20th May at the age of 40. James was an accomplished all round racing driver as happy competing in a VSCC trial or racing a 904/6 at Pau.

James' motto was "Better to burn out than fade away" and he continued to race throughout 2006, racing at Donington as recently as May 5<sup>th</sup> & 6<sup>th</sup> this year and was due to race at Cadwell Park at the

VSCC Shuttleworth & Nuffield Trophy meeting in a friends Frazer Nash; they left pole empty and had fifteen seconds revving not silence before the flag.

**To celebrate James' life, friends are invited on Saturday 2<sup>nd</sup> June to St Mary's Church**, Church End, Haynes, Beds, MK45 3QP. James was never a sombre fellow and bright clothes, loud motor cycles and cars are encouraged. There will be a reception after at Beadlow Manor Golf Club where there is lots of parking so it may be an idea to park there and get a lift to the church.

No flowers please but donations payable to 'University of Cambridge' sent to Mrs Kate Parrish. George Squire and Sons, 24 Clifton Road, Shefford, Beds. SG17 5AE will be used to set up a Renal Cancer Research Fund in his name.

Our sincere condolences to his wife Margaret, brother Simon and his many friends in historic motor sport.”

### **Rodney Smith:**

*From Ned Spieker:*

“Thank you so much for your kind words and expression of sympathy regarding Rodney Smith’s untimely death. As many of you know, he was struck by an automobile on Sand Hill Road while riding a bicycle, something he did frequently, many times together with Mary.

Mary was in Maine when Rodney was killed and heard about it by telephone on Friday and came immediately home. I have talked with her on a number of occasions and she is doing as well as to be expected. She is most appreciative of the outpouring that she is receiving both directly and indirectly.

No funeral service will take place as that was Rodney’s wish. Mary is considering a celebration of his life in the next few weeks. It may be held at their home in Portola Valley or perhaps in August at their Carmel Valley home. We will let you know more when the decision has been made.

As you know, Rodney loved his cars and the many events that surrounded them. The LSR Monterey event on June 26-27, 2007, which Rodney and I co-sponsor, will go on as scheduled, as I am sure Rodney would have wanted that. We look forward to seeing many of you there.

In talking with Mary, she said that Rodney was at a wonderful, happy point in his life. He loved what he was doing recreationally (cars), he had many friends, and he and Mary were very close. As Mary said, he went out on a high. For that there is a lot to celebrate.”

### **Richard spelberg – lotus enthusiast:**

*Editor:*

It was really sad news to hear from Stefan Weinbach, that Richard Spelberg had finally succumbed to the cancer, which he had been suffering for the last two years. It had been very much hoped that Richard would be well enough to come to Hockenheim, but sadly it was not to be.

He Raced with Lotus 61 than with F3 Lotus 59 and then with F2 Lotus 59 he sold Books made some Reprints and was I would say the biggest Lotus Paper Collector in World, He also produced the ultimate book on the Lotus 22 racing car. As Stefan says, he was a friend of his since 1977 and for many others of us, also. He died on first of May at 7 pm in Düsseldorf.

A great many of his friends and racing colleagues attended his funeral.

## **RACE NEWS:**

### **HISTORIC CITY CHALLENGE: Porto**

We are still accepting entries for Porto [13th-15th July]. Please contact us immediately for a Hotel Reservation Form, in order to reserve your 3 free nights accommodation. In addition there are a range of social events on offer, including a visit to wine cellars, and a welcome party night river trip. There is only a small £50 / E80 administration fee.

### **HISTORIC CITY CHALLENGE: Copenhagen**

Registration for Copenhagen [4th-5th August] can be done on their website:  
<http://www.chgp.dk/english>

### **Knockhill Speedfair**

We have already had 26 entries, for a possible 32 starters, so if you are hoping to race, get your entries in quick. Remember, like Dijon, and Snetterton, the 2 races will each count for Championship points.

Vern Williamson has kindly given us this information:

- On the Friday night there will be the SMRC Speedfair Dinner at the Golf Resort. [£40 per person, lounge suits] Please let us know if you would like to join this.
- A buffet has been booked for the Saturday night at The Saline Hotel, West Road, Saline, Dunfermline, KY12 9UN, Phone: +44 (0)1383 852798.
- There are road works on the FB which is causing chaos and that is planned to continue for some time. The works start at 7pm Friday and finish early 6.00am Monday morning. Full details are on the web site but they often work in between phases so care is needed.  
[http://www.feta.gov.uk/index.php?option=com\\_content&task=view&id=146&Itemid=48](http://www.feta.gov.uk/index.php?option=com_content&task=view&id=146&Itemid=48)
- There is a list of places to stay on the KH web site:  
<http://www.knockhill.com/wheretostay.php>

### **Karlskoga**

Duncan and Mair will be heading to Sweden for the Karlskoga Historic Festival (on their way to Dijon!!) [15th-17<sup>th</sup> June]; further UK entries are welcomed by the organizers – its not too late!

Håkan Sandberg [hakan@sandberg-amal.se] warns all competitors that you should know that it is necessary to have an HTP to enter the Karlskoga Meeting in Sweden.”

### **Goodwood:**

The invitations for Goodwood 2007 have now been sent out. As always, it was an impossible task for the Goodwood team to chose only 30 cars, from over 80 possibles, and there are many of you who sadly will be disappointed, but here is a note from one of the lucky ones;

Subject: **Motivation!**

Hi Duncan,

Just to say a huge thanks for putting us on the Goodwood list. We are both very excited about it and it has renewed our motivation to get Andrew and the car sorted. We have been at this rehab for a long time and we had started to lose a bit of momentum. The arrival of the Goodwood pack on Friday has given us a new goal to aim for and perked up the morale. I've started sleeping in my overalls so I am always ready for action - still a LOT to do to get the car ready! Hope to make it to a meeting soon and catch up with everyone, severe withdrawal symptoms setting in.

Lv Sue (Spence <mailto:bs.4255ema@btinternet.com>]

## **TRANSPORTATION:**

### To Porto and Knockhill:

Mark Green is taking 10 cars to Porto @ £900 plus VAT just to cover expenses.

([drmagreen@aol.com](mailto:drmagreen@aol.com)): The ferry back leaves on Wednesday and gets back 5.30pm Thursday to the UK, and he plans to take 6 of the cars in one truck, direct to the Knockhill Speedfair Formula Junior Championship races, to arrive on Friday night ready for Saturday / Sunday racing.

At the moment he has a full truckload, but things always change, so do contact him just in case. There are others who may be able to assist;

### General Transport:

We, Classic Performance Engineering, look after some Formula Junior cars here along with a lot of other cars.

We run two trucks with which we do race transport and support. We may be able to help some of your members with transport to various race meetings if this would be useful. We can transport 5 cars comfortably in one truck and

3/4 in the other and then provide awning space for any cars we have transported.

Mechanical support could also be on hand if required.

If you think this may be of interest please contact me via e-mail: [[martingreaves62@hotmail.com](mailto:martingreaves62@hotmail.com)] 01327 844415 or 07711 290787

Very best wishes

Martin Greaves

## **ADMIN NOTES:**

### Bank Transfer Fees:

If you pay for your race entries by bank transfer, especially Euro transfers, we request that you please ask your bank that all expenses of transfer, are to be born by you the sender, so that we receive the gross, because at present we are losing up to £40 per race entry depending on drivers individual bank charges.

New postage sizes:

Please remember when sending us forms in A4 size, to put the Large stamps on, as twice we've had to go the post office, to pay handling fee's and postage differences!

## **RACE REPORTS:**

### **SILVERSTONE 14<sup>TH</sup> APRIL 2007.** **Formula Junior race for front engine cars.**

The BRSCC are clearly a well connected club because very warm sunny weather was the order of the day after early mist had cleared away.

Principally this was round one of the mini-series for front engine Formula Junior cars but a few modest performance rear engine cars were invited to make up the numbers. After accounting for a few post programme alterations, 17 front engine cars toed the line with 3 rear engine and one F3 500 in support.

It was excellent to see Merrick Taylor's Taraschi, # BT 052 newly restored by Tony Steele who was entrusted with its shake down race. Other Italian cars were Peter Mullen's lovely OSCA and Gordon Wright's wonderful sounding, and looking, Stanguellini.

BMC engined Elvas were prominent from Crispian Besley, David Watts, Rob Manger, Paul Dixon, BJ Colaric all with BMC, plus the DKW engined version of Roger Dexter.

Geminis came from Dr Tony Goodwin and David Noble who was having his first race in the car for many years having finally bought it back from Ben Taylor Roberts to whom he sold it in the early 1990s and Bill Grimshaw brought his Moorland, forerunner of the Gemini.

Defending 2006 FJ Champion John Truslove had his Lola Mk2 as did Clive Wilson.

David Stevenson's Mallock U2, Steven Bulling's Sadler and Duncan Rabagliati's ever present Alexis rounded out the nicely varied marques on display.

A few minutes ahead of published time the qualifying session got underway and immediately it's clear that there is determination all round to make the best of the fast track in perfect condition. Those making an early showing were John Truslove, although bedevilled by a high speed misfire which curtailed his efforts, Crispian Besley fighting hard as usual and super smooth Tony Goodwin. Clive Wilson was also in the thick of it and in fact when the times are published it is he who is shown as pole man with a 1:11.87 with Tony Goodwin *so* close at 1:11.88.

John Truslove is fractionally behind on 1:11.92, sharing 2<sup>nd</sup> row with Crispian Besley.

There were a few mechanical casualties and Rob Manger, who earlier had put his Elva on a final written warning, expired in a cloud of steam when a core plug blew out at Copse after just 3 laps. Roger Dexter retired the Deek-Elva after 6 laps with severe carburation problems. This was very upsetting for him because the car was fresh from the rolling road where all seemed fine and one can only surmise that the forces & vibrations etc of racing conditions were responsible.

Paul Dixon's Elva also succumbed with ever present engine maladies after just 2 laps and Gordon Wright came in early with a grabbing front brake, which he resolved during the afternoon. Rob Manger sent out a scout to nearby Towcester who came back with a genuine BMC core plug and John Truslove's party scoured the FJ paddock for various ignition components, all to no avail unfortunately. Things looked good however for JB Jones's fascinating Cousy 500. He put in 11

trouble free laps and was thus at a complete loss as to what to occupy himself with for the whole afternoon.

However there was “trouble at mill”. The published time sheet omitted Steven Bulling, Bill Grimshaw and David Stevenson completely because they recorded no times electronically, so a representation was made to the timekeepers who promised to redress the situation. Unfortunately the fruit of their deliberations resulted in an amended grid chart with obvious mix ups and several leading drivers clearly misplaced, to their considerable disadvantage.

The arguments etc were still being debated in the assembly area a few minutes before race time and the marshals were busy shuffling many cars into order which included putting David “Speedy” Stevenson on pole. Once out onto the grid the marshals there set about yet more car shuffling but eventually we had a green lap in good order and a quickly executed start after minimum wait for the red lights to extinguish.

Most cars got away cleanly but Peter Mullen’s OSCA was seen to have terrible axle tramp with the offside rear wheel bouncing many inches clear of the ground, even continuing after he had changed up to 2<sup>nd</sup> gear. First time into Copse is always a tight affair and it was made even more interesting when John Truslove spun his Lola due to gearbox problems but after a few phenomenal avoidances everybody was clear away up the rise to Becketts. John recovered his composure and dashed off in hot pursuit but continuing ignition problems and worsening gear difficulties caused him to retire only a few laps from the end. Roger Dexter struggled for just one lap before admitting defeat and not wishing to risk his DKW engine retired the Elva. Bill Grimshaw burned up the electrodes on two spark plugs and he gave up on his 4<sup>th</sup> lap followed shortly by the Sadler of Stephen Bulling. Sadly JB Jones’s luck didn’t hold and the ignition points on the Cousy 500 welded themselves together and he stopped with only a few minutes of the race remaining. He is struggling to collect sufficient licence signatures to enable him to race at Pau so he was naturally disappointed at the outcome. (However, I can reveal that the next day at Donington all went well and he managed a finish and obtained a cherished signature to prove it, with much cheering from the FJ crowd.)

Meanwhile the race at the front was frantic all the way from lights to flag with “Speedy” leading the whole time very determinedly fending off unremitting challenges from Tony Goodwin and Clive Wilson who were side by side on many occasions and they finished in that order. Crispian Besley was initially with this lead group but gradually lost touch to come home 4<sup>th</sup>. David Watts was very happy with his 5<sup>th</sup> place and so was Peter Mullen with 6<sup>th</sup>. Ignoring the few rear engine interlopers, the next front engine finisher was Duncan Rabagliati ahead of David Noble, these two posting the same best lap time down to the last thousandth of a second. Rob Mangers Elva secured a stay of execution and he finished ahead of BJ Colaric’s similar car and Gordon Wright & Tony Steele followed them home to finish a really hot race again demonstrating FJ close racing at its most exciting. John Truslove nabbed the fastest lap with a 1:10.7 from Tony Goodwin’s 1:10.8.

At the prize giving Duncan Rabagliati pointed out that Speedy has been racing now for 59 years and Tony Goodwin for not much less.

They finished 1<sup>st</sup> and 2<sup>nd</sup> ~ what a fine achievement and an inspiration for the rest of us.

Congratulations and merry bottle clinking of Crispian’s extremely welcome cool Cobra beer and much applause greeted race winner David “Speedy” Stevenson Class A2 and Peter Mullen Class A1 winner.

*Peter Jackson, the Cooper Cockpit Commentator, (a rear engine interloper).*

## **HOCKENHEIM: JIM CLARK REVIVAL MEETING**

**April 26-30<sup>th</sup> April 2007**

**2<sup>nd</sup> Round FIA Lurani Trophy**

### **The weekend:**

The second round of the Lurani Trophy was held at Hockenheim as part of the Jim Clark Revival Meeting. Memories of last year's event was uppermost in everyone's mind when packing their suitcase, most packed for cold and wet and so were pleasantly surprised when the temperature for the four day meeting hit thirty degrees every day with wall to wall sunshine. The 33,500 spectators were also wooed by the weather as well as their enthusiasm for historic motor racing. Unfortunately the hoped for entry in the **Guinness Book of Records** as "The Largest Rolling Automobile Museum of the World" was a little short of the hoped for 1,000 with 908 vehicles taking to the track for one lap. Roger Woodbridge deserves a prize for bravery entering my ex-race car, the Ausper T4, for the attempt – needless to add, this was the only race-trim single seater! To see 908 vehicles three abreast trundling around the circuit in carnival mood was a bizarre experience, where else would you see a convoy of 30 year old plus vehicles including a race car transporter, race car, virtually every car marque made together with military and emergency vehicles. The drivers and passengers were hooting their horns, waving and almost falling out of their vehicles in the excitement of the moment. I wonder if the Health & Safety department were on a long bank-holiday weekend! Hockenheim and their sponsors also entertained the drivers and guests with a party on the Saturday night. The 60's dance numbers played by the Barons were as usual well supported by Formula Junior and in the absence of Martin Walford; Dietrich Merkel took on the mantle of Lord of the Dance with a unique energetic style that I defy anyone of any age to match. With a plentiful supply of hot and cold food, plus local wine and beer combined with dancing a good night's sleep was reported by many partygoers.

### **Race report:**

**Free Practice:** Martin Carter (Lynx 3) retired on lap two due to engine failure caused by the oil filter coming loose and scratched from the meeting – expensive!!! **Qualifying:** Pole - Emanuele Benedini; 2<sup>nd</sup> Urs Eberhardt; 3<sup>rd</sup> Bruno Schaffner, 4<sup>th</sup> John Fyda.

**Race One:** Eberhardt (Lotus 27), winner at Missano was determined to make it two in a row to maintain the momentum for a successful attempt at the 2007 championship. Eberhardt lined up on the first row alongside Emanuele Benedini in the Brabham BT6 who was equally committed. Eberhardt just had the advantage over Benedini until the last lap when Benedini put his nose inside Eberhardt at the Sachs Curve, whilst negotiating traffic, for a charge to the line. Squeezed out with no where to go wheels interlocked and Eberhardt executed a 360 degree barrel roll. Both cars were out, leaving the field clear for the tenacious Swiss driver Bruno Schaffner (Lotus 20/22) to take the win with Enrico Tonetti (Brabham BT6) second and Alessandro Ripamonti in the Wainer 62 third. Eberhardt and Benedini were both classified at 15<sup>th</sup> and 16<sup>th</sup> respectively, unfortunately all this was too much excitement for the flag man who failed to spot the winner passing the line as he waited expectantly for Eberhardt or Benedini. Eventually a revised result list was issued as several drivers had been missed in the confusion. Robin Longdon (Lola Mk2) spun on the last lap and was waved into parc fermé by marshals without taking the flag but all was sorted out and he comfortably lead class B from Erik Justensen (Mallock U2) who survived two spins, and David Stevenson (U2 Mk2). In Class C Kevin Musson (Lotus 18) returned to winning form comprehensively ahead of second place Peter Knoefel (Emeryson) and both a lap up on Carlo Del Conte (Wainer) in third. John Delane (Lotus 18) did well to finish first in class and seventh overall with Chris Chilcott (Lotus 20) second and John Chisholm (Gemini Mk3A) keeping him honest in third. The fastest class, to be

expected, was the rear engine disc brake (Class E) with the fastest lap given to Urs Eberhardt 2:00.431.

Overnight many garages were busy as mechanics struggled to repair damaged and fault ridden cars in time for race two. Benedini reflecting on the accident with Eberhardt said “We were both racing hard and wanted to win – that’s motor sport – we should both be out tomorrow”.

**Race Two:** The second race again saw a battle between Eberhardt, sporting a brand new white helmet, having dragged his old helmet across the gravel in race one, and Benedini with traffic playing a part. Eberhardt took the lead on Lap 10 for less than one lap before Benedini edged in front when Eberhardt spun hard into the wall whilst overtaking a slower car. Blue flags were noticeable by their absence and the slower cars racing for position in their own classes did not always recognise the leaders steaming through. John Fyda (Lotus 22) went through the kitty litter to avoid contact with a Stanguellini; he managed to regain the track but dropped several places from second, compounded by spinning twice on oil, eventually fighting his way through to fourth position in the remaining two laps. Benedini went on to win by over 28 seconds but with a failing engine that dropped oil from the hairpin to the line before finally giving way on the in-lap, Bruno Schaffner took second, whilst Robert Goodwin (Lotus 22) claimed third. Jens Rauschen (Lotus 22) did well to fight his way through the field from the pit lane to take eighth. The oil was to cause quite a few heart stopping moments for various drivers, especially where they were intent on racing for position and missed the signs of oil in their excitement. Robin Longdon had an uneventful race to take Class B. John Delane in winning Class D had much to celebrate with a class win in his TGP Tyrell making a treble. For the remainder of the results see HOCKENHEIM LURANI RESULTS on FJHRA web page.

### **Retirements & problems:**

Duncan Rabagliati (Alexis HF1) car was repaired on both days by a member of Ian Rowley's team. Initial problem required a replacement gear box oil seal, engine & gear box out which took all day after the free practice. The head gasket blew in qualifying, and in race one a plug end came off : fortunately race two was uneventful, but the car was painfully slow , and all was still not right . Dietrich Merkel (Lola Mk 2) oil pick-up pipe broke in qualification - lent front suspension and brakes to Robin Longdon.

Claus Myhr (Cooper Mk 2) overheating possibly a cracked cylinder head - altering cooling system - all weekend and failed to be classified.

Daniele Salodini (Taraschi) blew a headgasket in race Race 1.

Urs Eberhardt (Lotus 27) & Emanuele Benedini Brabham BT6) - racing incident in Race 1.

Emanuele – broken driveshaft. Urs’s Lotus 27 sported matching gaffer tape over several areas of bodywork.

Kubota Katsu (Lotus 18) gear problem.

Heinz Stege (Elva 100) gear box change.

John Fyda (Lotus 22) Plug lead fell off. In Race 1.

Chris Chilcott (Lotus 20) caught fire in Qualification, loose fuel pipe on carburettor.

Michael Ashley-Brown (Volpini) brakes fade and also lost 2nd gear

John Chisholm (Gemini Mk3A) bent steering, on 3 cylinders broke carburettor off.

Mogens Christensen (Alfa Dana) Leaking petrol float – flooded.

Nicholas Colyvas (Lotus 27) engine failure, broken crank.

Peter Knoefel (Emeryson) accidentally hit ignition switch at hairpin and spun (Race 2).



A Good Samaritan award must go to Peter Knoefel, for his 350 km round trip home to collect spares for Kubotasan. This was only one of many instances of drivers and mechanics assisting their rivals to ensure a full grid.

After two rounds of the Lurani Trophy Robin Longdon, John Delane and Carlo Maria Del Conte are all on maximum points of 20. They are closely followed by three drivers on 16 points so at this stage the championship is there for the taking by the driver with the mixture of fastest car in class, greatest skill, reliability and a large dollop of good fortune!

*Jill Carter - May 2007*

**HSCC FJHRA/MILLERS OILS SILVERSTONE 12<sup>TH</sup> MAY 2007**  
**Round Four Formula Junior Championship**

Proceedings got off to a damp and confusing start at Silverstone, oddly in view of the poor conditions qualifying took place earlier than scheduled, this caught me out for one and I missed the early part of the session.

**Qualifying** was as they say a lottery, one or two drivers were able to get in early quickish laps, these times achieved before the track was completely awash were crucial for a good grid position. Before I arrived at the pit wall the Lotus's of both Simon Diffey and Andrew Hibberd had called in the pits to adjust their shock absorbers, both continued.

On lap two Bill Grimshaw's Moorland had a spin and was collected by the Kieft of Mike Waller, the Moorland had suspension damage while the Kieft had gearbox damage, neither were able to continue in either the rest of Qualifying or take part in the Race.

Simon Armer in his Cooper T 59 was, as so often in these sort of conditions, on Pole position with a time of 1.55.367, this was almost 3 seconds better than second place man Christopher Drake in his Brabham BT6. Simon Diffey Lotus 20 made good use of his softer settings to place third very close on time to Chris Drake.

Steve Smith was fourth another good wet track time for a T59, while Marcus Mussa BT2 was Fifth ahead of Andrew Hibberd's 22. Mike Hibberd in his Lotus 27 was having a torrid time in the conditions and made seventh ahead of James Claridge Lola Mk5A. Ninth was Mark Woodhouse 20/22 that was misfiring badly and way down on power.

A creditable tenth was the best Class B car the Cooper Mk11 of Jeremy Bouckley.

Best in Class A2 was Crispian Besley Elva 100.

Peter Mullen OSCA was best of the two Class A1 runners.

During the break between qualifying and race time, Mark Woodhouse sorted out the petrol feed problems on his 20/22, the fitting of a new Facet pump proved to be the answer.

**Race Five** got under way in dry conditions. Thirty-five cars started, the flying start achieved by Chris Drake in his Brabham BT6 gave him only a short-lived advantage, transmission failure sidelined him half way along the Pit straight.

This gave Simon Diffey a bit of a fright and held up his progress from row two of the grid but only slightly. By the end of the first lap Diffey led from a hard charging Mike Hibberd's 27 who had

improved from seventh on the grid to second on the road. Andrew Hibberd had miscued at Brooklands toward the end of the first lap and got into a spin avoiding his Dad, this in turn caught out Simon Armer the polesitter, who in avoiding Andrew was delayed in the gravel, losing several places as a result, an interesting opening lap.

On the fourth lap at Abbey Simon Diffey sensed that Mike Hibberd's 27 was in an overtaking position, Simon claims that he ran out of talent, later the consensus seemed to be that he ran out of brakes, whichever it was he was firmly in the gravel and out of the running.

Steve Smith had his T59 up into second spot until the near side rear wheel came off at Woodcote, evidently all four wheel nuts came off, this in spite of them being checked before the race.

Mark Woodhouse now had his repaired Lotus 20/22 flying and wrested second spot from the battling pair of James Claridge Lola and Marcus Mussa in the Brabham.

At last the race began to settle down at the front of the field. Andrew Hibberd had recovered from his first lap mistake, he caught up with the trio disputing second to fourth, when shaping up to try to pass Marcus Mussa's Brabham instead had to spin his 22 avoiding Marcus's spinning BT1 at Abbey. Marcus got going again quickly enough to take fourth and Andrew also recovered to make it to fifth at the finish.

Sixth overall after a hectic drive was Simon Armer who had not benefitted very much in the race from his excellent pole position in the very tricky Qualifying session.

John Truslove Lola Mk2 was seventh overall to head Class A2 from the Terrier Mk1V of Derek Walker in ninth.

Ninth was Jeremy Bouckley in his Cooper Mk11.

Crispian Besley in his Elva 100 completed the top ten in what had been a very fast and hectic Formula Junior contest.

John Dowson Elva 200 had an engine failure on the last lap and brought the oil flag out just as the leaders approached the finish. Caught out by this oil at Copse corner were Erica Pilkington in her Gemini Mk 2 and Gordon Wright Stanguellini both cars spinning and the Stanguellini being damaged.

On the last lap David Stevenson also went off at Copse corner presumably also on the oil, this damaged the U2 and "winded" David.

Thirty four cars were on the grid at the start of the race, eight failed to finish.

The pace at the front of the race was fierce with fastest lap going to Mike Hibberd in 1.37.016, Mark Woodhouse, Simon Diffey and Andrew Hibberd all posted times in the 1.37s during the race.

## **Results**

|   |                        |                    |
|---|------------------------|--------------------|
| <b>Winner and first in Class C2</b>     | <b>Mike Hibberd</b>    | <b>Lotus 27</b>    |
| <b>Second overall and in Class C2</b>   | <b>Mark Woodhouse</b>  | <b>Lotus 20/22</b> |
| <b>Third overall and in Class C2</b>    | <b>James Claridge</b>  | <b>Lola Mk5A</b>   |
| <b>Seventh overall winner Class A2</b>  | <b>John Truslove</b>   | <b>Lola Mk2</b>    |
| <b>Ninth overall and winner Class B</b> | <b>Jeremy Bouckley</b> | <b>Cooper Mk11</b> |

*Stan Hibberd 15<sup>th</sup> May 2007*

## **TECHNICAL INFO:**

**Subject:** Fiat heads

Dear Duncan,

I notice mention about Fiat 8 port heads.

The seemingly endless rebuild of the poor old Autosud included an examination of the original (or at least ex Galassi) head. This was indeed an 8 port unit but its condition was such that we decided to replace it. We opted for a standard 7 port. Having said that we have done a certain amount of research on the benefits of the 8 port modification, and, just as others have found, the benefit seems to be very marginal so I'm far from sure that, of itself, the extra port really gives the Fiat engines much of an advantage (depends on who does the work I suppose). However I did believe that this modification was available in period, and I thought that it was a Bandini product.

Any way I think that now I've scrapped my 8 porter the only other one is on Michael A-B's Volpini?

Best wishes

Ian

**From:** Ian Robinson [ian\_robinson@tiscali.co.uk]

**Subject:** Cousy 500

Duncan,

It was good to see you over the weekend, and if you enjoyed yourself even half as much as I did then you had a great weekend. What a fantastic drivers circuit Cadwell is! The Cousy was running well now it has Dave LeCoq borrowed float chamber needles. I even managed to overtake a Junior during the race, (OK so he had just spun in front of me, but a pass is a pass)

As far as the VIF for the Cousy is concerned, as you know a lot of the 52'

Cousy was cannibalized and used on the 55' car (front and rear suspension and brakes, steering, bulkhead hoop and seat). As such I feel the racing history of the 52' car is useful to support the VIF application of the 55' car. I know the 52 car raced 3 or 4 times in total in the 52/53/54 seasons. I would be grateful if you could review your records and let me know any race history you have. [we are searching. Ed]

Best regards

JB

**From:** John Jones [jjones@withersrogers.com]

## **GOLDEN JUBILEE:**

*N.B Date changes since Bob distributed this at Silverstone...*

**FJHRA 50<sup>th</sup> YEAR ANIVERSARY TOUR**

As you will all know from the newsletters, 2008 will mark the 50<sup>th</sup> anniversary of Formula Junior. Races are planned in a number of countries and I have volunteered to help Duncan find either sponsorship or more likely a favourable deal to transport people and cars.

To make a start, I need a steer on what your wallet, wife and day job will allow.

Provisional dates for the initial set of races are

### **New Zealand**

A1GP

Taupo (North Island) 18/19/20 Jan

Historic Racing Club (HRC)

Pukekohe International Meeting 26/27 Jan

Pukekohe Circuit, Auckland

Historic Racing Club (HRC)

Taupo International Meeting 2/3 Feb

Taupo Circuit, Taupo (North Island)

OR

Ruapuna (Southern Festival of Speed) 2/3 Feb

Ruapuna Circuit, Christchurch

South Island

### **Australia**

Calder (Near Melbourne Airport) 23/24 Feb

Philip Island (80 miles from Melbourne) 1/2 March

NB Australian GP at Albert Park 8/9 March (No FJ involvement likely!)

### **South Africa**

Swartskops (Jo'burg) 26/27 Jan

Killarney (Capetown) 2/3 Feb

### **USA: To be confirmed...**

As you will have seen from the Newsletter 132, there are also plans for Monterey, USA East Coast, Macao and of course plenty races in UK and Europe.

For the moment however, I need to work out the likely container requirement for the Australian / NZ races.

I'd be most grateful if you could give the matter some thought and indicate which dates you would consider entering - I can then approach Logistics Companies.

I can't give any estimate on likely costs as I can't make an approach until I know what we collectively want.

Please let me know by shouting, telephone (01377 288274) or email: [bobbirrell@btinternet.com](mailto:bobbirrell@btinternet.com) I'd appreciate replies and/or constructive comment ASP.

Yours Ever Bob Birrell

**Subject:** FJHRA 50th Birthday Tour: RSA + AUS

I spoke to Allan Baillie at Silverstone - he seemed confident that we would need 20 cars for our own race or join his libre type race with 8 - he recons cost is £3500 for transport of cars to and from RSA and between circuits - with money up front in Autumn 07 -. We can also talk about Antipodean matters with Peter Strauss at Misano. As Aye Bob.

**From:** Bob Birrell [[bobbirrell@btinternet.com](mailto:bobbirrell@btinternet.com)]

### **PRELIMINARY ADVICE: 2008 JUNIOR TASMAN SERIES**

#### **Celebrating 50th anniversary year of Formula Junior**

The Australian Formula Junior Association together with the New Zealand Formula Junior Register will host a series of events for genuine Historic Formula Junior racing cars during the northern winter commencing in New Zealand, and finishing in Australia in time for cars to be shipped home for the northern Historic Racing season.

The program of events have been created to encourage overseas car owners to enjoy local hospitality, and visit tourist destinations in both countries between events, as it is expected that many candidates for the series will not have visited either of these countries before.

#### **PROVISIONAL DATES FOR SERIES**

January 25-27 "Pukekohe" Circuit near Auckland New Zealand

February 1-3 "Lake Taupo" circuit situated central north island New Zealand

February 23-24 Calder Raceway near Melbourne Airport Victoria Australia

February 29- March 2 Phillip Island 128km SE of Melbourne Australia

( Aust. dates are conditional upon Bernie's AGP being held March 6-9 in Melbourne)

#### **LOGISTICS**

All overseas cars to arrive at Port of Auckland New Zealand by say January 20<sup>TH</sup> and clear customs in time for following weekend at Pukekohe, from where they will be transported by road to and from Lake Taupo, then shipped by container from Auckland to the Port of Melbourne in time for the first Aust. event at Calder Raceway, following which the cars will be transported by road to and from Phillip Island to the Port of Melbourne for their journey home.

#### **EXPRESSIONS OF INTEREST**

To enable the organisers to negotiate the best deals for your forthcoming trip, it is important that you register your interest in the Junior Tasman Series, as this will enable you to be included in all future

information distributed regarding the Series, and we would like to hear if you have any major concerns regarding what is proposed.

Contact details to register are as follows-

Australia – Kelvin Prior <afja@iprimus.com.au>

New Zealand – Nigel Russell <nigel@ecpltd.co.nz>

UK – Bob Birrell <bobbirrell@btinternet.com>

**Subject:** NZ FJR

Formula Junior Gentlemen

The Historic Racing Club's Auckland Domain hill climb, took place on Sunday, 6 May.

The next week, 13 May (Mother's Day !) saw the finale event of the 2006-2007 historic racing season with TACCOC's Le Mans Relay at Pukekohe - our buddies with the Sports Cars entered two teams in the relay - pity single seaters can't have a go.

Preliminary arrangements for the Formula Junior Golden Jubilee trans-Tasman series are progressing with a dialogue set up between our membership, the Victoria Historic Racing Register and the Australian Formula Junior Association. The time to book a container(s) is getting close even though the event is still seven months away, four overseas competitors have enquired about joining us and the word is being spread among other Junior owners in both England and America. A new management regime is in place at a South Island circuit and they are being more receptive to a Formula Junior-only race at the Southern Festival of Speed, but only if we have the numbers. Please give some more serious thought to whether you would like to join us. Another appeal, if you know of a company or someone who is able to offer support (sponsorship) in money or kind we would welcome that lead.

Ray Hawke is in need of a used Dunlop CR65 5.25 M 13 to set up his MER sports car while he awaits the arrival of a new set later in the year. If you can help please give him a call on 09 294-7446.

Kindest regards

Ian Garmey

**From:** Bev & Ian [garmey@xtra.co.nz]

**Subject:** FJ

Thanks for latest newsletter

Great news, that big events are being planned for next year.

IF any Euro entrants are in need of any assistance to attend any west coast events I will be happy to assist.

Looking forward John

From: john streets [johnstreets@sbcglobal.net]

**Subject:** Tribute to Bob Woodward / Formula Junior at Grattan Raceway August 17/19<sup>th</sup> 2007

Dear Duncan,

I just received Newsletter 132. You've done a wonderful issue and a lot of fascinating articles. It's amazing to me that after the exponential increase in the number of magazines, club newsletters, and books written about vintage racing, you still are able to find new and interesting articles. WELL DONE! Especially the article about you. I now wish we had had more time to visit.

Our big Formula event this year will be the 20th Anniversary of Monoposto Racing. Through Bob Woodward's tireless efforts a race series was established which continues to the present although without his hands-on guidance at the present time. It was the first group which successfully established its own guidelines for car eligibility and scrutineering such that the race organizers allowed us to do our own and accepted it all at our word.

The anniversary event will be at Grattan Raceway in Grand Rapids Michigan the weekend of August 17-19. Formula Junior will of course be the feature group and we will have a tribute to both Juniors and to Woody. Grattan is fantastic circuit, very technical and very interesting. It is about 4-5 hours drive from Chicago. I would like to personally invite you to attend and I will make sure you have a car available. If there is any possibility you can attend (I think there is no Junior race in the UK then) please let me know.

Marv

**From:** Marvin Primack [docprimack@sbcglobal.net]

## ON LOCATION:

### THE 2007 SILVERSTONE CLASSIC FESTIVAL ~~~~ PRESS DAY



In the continuing good weather, the great and the good from Press and Media were gathered at Silverstone on Friday 20<sup>th</sup> April for the promotion launch of the 2007 Silverstone Classic Festival meeting in July.

Formula Junior was fittingly represented by Duncan Rabagliati and Crispian Besley with his beautiful OSCA.

About 20 various marques of cars, representing all the types which will be racing at the Festival, were assembled on the grid for the benefit of the photographers.

As is usual with this sort of thing it seemed to take an age to organize and then with a few clicks of the shutters it was all over in a couple of minutes.

Following this, the cars were allowed on track for a 45 minute session to allow for more photographs and for pit lane interviews with owners & drivers.

Upstairs in the BRDC Clubhouse, Tony Jardine interviewed some celebrities including Derek Bell, famous for his LeMans exploits, who entertained us with some stories and banter from those times. The Daily Express was announced as the leading national newspaper sponsor and their representative promised plenty of column inches. At this juncture irrepressible Barrie “Whizzo” Williams interjected with a story relating to the present site of the “Daily Express Bridge” and some other wag countered with the suggestion that Barrie was old enough to have built the bridge in it’s original location.

Then followed a lengthy interlude when the Photographers and Writers were invited for passenger rides on the Historic GP circuit in selected competition cars. Predictably this was very popular; many superb cars were volunteered by their generous owners and there were still waiting queues of those seeking second or even third rides when the session eventually ceased.

*Peter Jackson, the Cooper Cockpit Correspondent.*

**Subject:** RE: Silverstone Classic Media Day

Duncan,

Thanks for the opportunity; It was great that, unlike last year, they gave us the chance of some free lappery. Especially on a virtually empty grand prix circuit! I thrashed around for 45 minutes non stop and thoroughly enjoyed it .As I was one of the very few cars on the circuit there should be plenty of photographs, which means that FJ should stand a reasonable chance of publicity....

Regards  
Crispian

**From:** Besley, Crispian [crispian.besley@credit-suisse.com]

**Formula Junior spends an evening with**  
**The British Motorsport Marshals Club**

At the The British Motorsport Marshals Club meeting at the White Horse in Silverstone Duncan Rabagliati was invited as the guest speaker supported by Michael Hibberd & Hazel, Steve Smith, Dave Abbott and your humble scribe.

The British Motorsport Marshals Club celebrates its Golden Jubilee this year and FJHRA is honoured to be chosen as its flagship race series. A particularly period design badge has been produced for the occasion, which will be issued to FJ cars.



Duncan began his address with what he described as a short preamble but it turned out to be a fascinating peek into his life and times. We were told of his early interest with collecting chassis numbers and all the details of all the competitors in all the races right down to the last place man and all the DNFs, DNQs at even the most obscure and remote race circuits. For this he pestered the national newspapers and magazines and the manufacturers but the result of all this attention to detail has allowed him to achieve the most amazing collection of record and archive material.

Apologizing for his formal attire Duncan said that at 4am he was in Warsaw boarding a flight, which was then delayed. His eventual arrival allowed time only for a quick dash into the office to collect material for this evening and that this reminded him of an earlier Eastern European adventure.

Many years ago, by chance, he found himself sharing an Aeroflot flight cabin with the USSR Minister of Defence & his entourage. Upon arrival he was somehow swept up with the party and whisked off towards a formal reception before his presence was realized, whereupon he was politely returned to the public sector ~~~ and this was in the old days before the Wall came down.

We also learned that he was Jenks' solicitor and was left an Emeryson in Jenks' will which added to his already formidable collection of cars at that time.

Also revealed was the fact that Duncan acted professionally for Lotus and was instrumental in the sale of the firm. We heard some details of this difficult time and of how he subsequently took a ground breaking test case to court concerning the driver option contract of Mika Hakkinen at the time of his intended move to McLaren.

So, preamble completed, Duncan then explained the beginnings of Formula Junior, its acceptance by the FIA, its major contribution to motorsport and its eventual demise and resurrection as the first Historic formula to be recognized and how he came to be involved in it. It came as rather a shock to realize that Duncan had been speaking for nearly two hours.

The meeting was very well attended with some 25 members and guests and Duncan concluded by taking many and varied questions from the floor, sometimes also fielded by Michael Hibberd and Steve Smith who were able to share some of their experiences as competitive race drivers. The audience was particularly interested in how we view our participation in Formula Junior movement overall, not just the track aspects and understood why we enjoy and wish to preserve the period specifications.

New friendships were formed, hopefully we may expect some articles from the Marshals Club for the FJHRA magazines and one marshal has designs of buying a racing car and after this evening it will be an FJ for certain. The evening ended with great humour when it was mentioned that any Formula Junior car not displaying the new British Motorsport Marshals Club badge should expect to be black flagged!

*Peter Jackson.*

## **FOLLOW UP FROM PREVIOUS NEWSLETTERS:**

### **Formula Junior – the early stars**

Hi Duncan. The name Karel Zelenka was a friend of mine. He lived in Coventry and when racing in south of England he used my workshop/garage at Meopham, Kent. The car was a converted Cooper 500 with a BMC engine. The make of the car; name began with a 'V'. Somewhere I should have some photo's.

**From:** [Carterjandm@aol.com](mailto:Carterjandm@aol.com)

Front Cover:

Duncan,

Thanks for your latest newsletter and the great photo on the cover.

It brought back memories of my time at Lotus. The photo is obviously 1960 at the back of the Cheshunt building, outside the Team Lotus workshop and the three Team Lotus mechanics are Jim Endruweit, Dick Scammell and Mal Simpson and on the other side of the Ford van, yours truly. I have never seen that photo before, so must get in touch with Bob Dance and see if he will let me have a copy.

Thanks again,

Tony

**From:** Tony Caldersmith [caldy@ozemail.com.au]

Noms de course

Thanks (as always) for the FJ newsletter which arrived today

Re p.30:

“Pegaso” was Sergio Bettoja

“Wal Ever” was Beveglieri

“Robert Frank” was Koenig

“Franz Müller” in 1961 was Roman Dirschl

“Pam” was Marsilio Pasotti

I always presumed that “Acnalam” was Luigi Malanca spelt backwards?

And wasn’t Vincenzo Nember his real name?

Best wishes

dgm

**From:** David McKinney [davidmckinney@blueyonder.co.uk]

Colin Davis

Bernard “Ben” Cowdrey keeps in regular contact with Colin Davis and recently received this very interesting anecdote on the Gemini Mk.IV which he drove in 1962.

Colin Davis enjoyed a successful career in motor racing, becoming the International Formula Junior Champion in 1960, and went on to win the Targa Florio in 1964 which was followed by a second place a year later. Prior to this he drove the Scuderia Centro-Sud Cooper- Maserati in the 1959 French and Italian Grands Prix.

As you will have read in Ben’s last book on Formula Junior cars the debut race for the MkIV Gemini should have been at Vallelunga on 8<sup>th</sup> April 1962 but as the car was not ready in time Ben recalls seeing the delayed debut at the Chichester Cup race at Goodwood on the Easter Monday.

Colin’s memories of the Gemini MKIV were as follows: -

“I was given the opportunity to choose any Formula Junior car in time for the 1962 European Formula Junior season. My choice of the Gemini was based on its specification and the firm’s previous good results under the directorship of Graham Warner and the car being driven in the hands of Mike Parkes. Cooper appeared to be past its prime, or so I thought, Lotus was very good and the Lola which Richard Fitzwilliam asked me to practice with and give an opinion at Monza went well . . . it made fastest time, a second Lola he produced made second fastest time. My works OSCA made third and Scarfiotti’s works OSCA which I was asked to try made fourth. But the consensus was that the Lola was not as good as the Lotus . . . which I had not driven. The Brabham which I wished afterwards I’d chosen, obviously (!), did not seem, at the time, to be overly exiting. So I chose the Gemini.

The “Chequered Flag” garage was behind in delivery and I had to go to England to try and hurry them up. Serenissima (Scuderia SSS Republica di Venezia) wanted to race, and so did I! After delays the car was delivered and it had quite a number of “teething problems”. Innovative (then) side radiators cooked ones lower legs, the gearbox was a bit of a pig and there were various problems which I’ve now through the passage of time have forgotten. I think the engine, either Holbay or Cosworth was not exceptional, and the steering was very hard. But the real stymie was its turning circle. At Monaco it could take the then hairpin with, say, two inches to spare. In practice, I had to wait for rain . . . then the Gemini got round the corner and for that practice session put up fastest time. I forget what the problems were at Vallelunga but they were serious enough to shorten the testing.

Two weeks later at Caserta on 17<sup>th</sup> June I was driving the Scuderia SSS Republica di Venezia de Sanctis Ford (where I finished second) as Ugolini (SSS Team-Chief) insisted the Gemini should go back to Warner in England to be made “raceworthy”, especially the steering to rectify no caster action and probably other problems. There were heated discussions between the two parties but eventually the car was attended to, returned to Italy but unfortunately was never rewarding.

What an enormous track it had; but an interesting design, and in some ways ahead of its time.”

---

“On circuits I can remember liking Messina, in either direction. I hold the lap record there which has endured because I broke it on the last race to be held there whilst in the lead driving the Fitzwilliam Lola.

Pergusa I thought dangerous because stones occasionally rolled onto the track and fine sand blew in certain parts making it slippery in some flat, or nearly flat-out bends.”

## **GENERAL INTEREST:**

### **Snakes & Devil's - The Golden Age of Motor Racing in Asia**

Hi All,

It's been a few months since my last update to you on the progress of Snakes & Devil's - The Golden

Age of Motor Racing in Asia. It took a trip down to Malaysia for the First Kuala Lumpur Grand Prix City Regularity Run on 1st April this year to finally wake me up and motivate me to actually start writing the book (as opposed to researching it). Up till that event there was barely a flicker of light at the end of the tunnel. I have Rodney Seow and a couple of others to thank for their encouragement.

Now to tell you about the progress of the book. The prolegomenon was the toughest part, as are all beginnings. Instead of a simple introduction I decided to go with using the prolog to paint a broad picture of how things developed in the region. Understandably, it's not short. With that out of the way, Chapter 1 would be a cinch, or so I thought. Then it became a question of which race to start with. I settled upon the very first Johore Grand Prix of 1940. Yes, 1940. They called it the War Effort Grand Prix, run around the streets of JB to Formula One specs. Amazing stuff. And since it was a big event, there was a great deal of press coverage. I don't have photos or programs though but that's another matter. So with when to start settled, the first chapter would cover 1940-1953 which meant just racing in Malaya as Macao didn't begin till 1954. There's a bit of Ceylon hill climbing and such but not much - unless they participated in Malaya or the bikers went over to Ceylon to race (which they eventually did). What an interesting period that was - where XK120s fought it out with Cooper JAPs and the odd Kieft and where the Specials (Lim Peng Han, Moncreiff's, Wong's Silver Arrows etc) still held court. I have since progressed and completed chapter two - 1954-1959 - where Macao takes centre stage. Still, there was a lot of racing in Malaya with the Lornie Mile, Seremban Sprint, The Gap, Lim Chu Kang Sprint, Sembawang Nursery and even Singapore's first circuit race at Changi (held by the Forces Motor Club with assistance from the SMC). Because it's not your typical racing car book I decided to give the reader a bit of extra colour with what was taking place around the world at the time, including Malaya's and HK/Macao's own issues. Days spent at the HK Central Library flicking through year books and statistics - very painful stuff. Getting car prices in order to show how prices of racing cars compared to what you could buy on the street sounded like an interesting project so I decided to include a bit of that as well. Samuel Johnson said that great abilities are not required for an Historian... Imagination is not required in any high degree. Absolutely true. The SMC and Forces Motor Gazette had all the stories and the press gave the colour. I'm just broking content.

As of the end of the first week of May Snakes & Devil's is into chapter three - the period of 1960 to 1965. The communist threat has been repelled, the Emergency is over, Malaya is now Malaysia, Sukarno is trying to crush Malaya and the PAP is bothering the UMNO-controlled Alliance of Tunku Abdul Rahman. Mind you, the Tunku also has a race series named after him as well. To me, the period of 1960-1975 is probably the true Golden Age of Racing in Asia and I am actually excited about finally getting down to writing the next couple of chapters. Angie, Mrs S, she who must be obeyed and ex-Pit Popsie to the Brabham and CSR racing program, is painstakingly transcribing all those interviews I recorded on micro cassette. I don't envy her but occasionally I hear her chuckle as she tries to figure out the story. Must be on to a good thing.

The programs lent to me by the late Goh Teck Phuan have come in very handy. A lucky find on eBay in February got me some early programs of the Macao, Singapore and Malaysian races. Roger Allton, who attended the Gap in 1956 while defending the old empire, paid a visit to Singapore in February and had with him some interesting material from the Seletar Association (Is that correct Roger?). Had William Lyou not invited me to his lunch with Harold Netto, Tan Teng Lip and Roger, I may never have seen those fantastic photos, let alone the two most important programs found this year - the Johore GP of 1949 and 1950. Thanks William. Thanks Roger. Brings to mind another avid photographer and once Editor of the SMC Gazette - Loris Goring. Does anyone know how to reach

Loris?

So here I am, flat out doing a 14-16 hour work day, 7 days a week (the Lancia battery is now flat and I haven't visited Neville Mc Kay in Macao to check on the Daren Prototype for months!).

Chapter three this week - 1960-1965. Soon most of your names will start to appear, if they haven't already. This is also where names of cars start to get tangled and confusing. The Kieft becomes the Lim Special (or does it?). The Warrior-Bristol becomes the Cooper Jaguar. Freddie Pope graduates from his war-time Fiat Taxi FP23 to an XK120 and then to an XK140 with leaping tiger mascot sans front grille. There's also a Works MGA that morphs into a Ferrari (four months of hard labour for Tan Ah Bee apparently) and a Lotus XV that becomes a Lotus-Ferrari. Yes, they had the same ex-Geo Baker Ferrari engine. Where these cars are today, I'd love to know. Tracing chassis records is almost impossible for a lot of these cars and even a full set of Autosport and MotorSport hasn't helped. But that's part of the book - an appendix tracing the cars to the present. Ian Boughton and Rob Gunnell would understand - they've both had Bill Ferguson's Cooper JAP (Mk IV but with a pre-war 996cc 8/80 JAP twin). Ian's even had the ex-Bernard Arnold Warrior-Bristol when it was thought to be a Cooper Jaguar. Well done on tracing it back to its origins. The car is now in the US with attorney Jack Perkins.

Even with the writing fully underway (first draft should be complete by July), I am still on the look out for the early programs - Johore GP 1951, 1952, 1953 for example. I have the SMC Gazettes of 1959 and 1960 but not much after that. And of course there are those I have yet to track down or speak to at length - **Alan Davis, Phil Caroline, Tony Huggett, Mike Evans (Australia), Eddy Choong, Tiff Needell, Romeo David, Geoff Nicol, Patrick Tambay**, to name but a few who remain on my list. Long way to go but the aim is to complete the final draft and have a date for publication before the year is out and I am flat broke. This book will come in not just a dust jacket but a slip-case as well.

All of you have already been a great help with material and encouragement. You know, you can still help out if you remember anything or know how I may reach these people listed above. But that's not all. I now need to make an approach to some of the corporates who actively sponsored those fabulous events of the 1960-80s. Do any of you know the top chaps at Shell, Mobile, F&N, Cycle & Carriage, Wearnes, Borneo Motors, Sime Darby, SIA, MAS, Bridgestone, Goodwood Hotels? These are just some of the sponsors who show up fairly frequently in programs. By now you may have guessed why I would like to contact them. If you are curious, I am willing to explain my reasoning for this unusual approach to publishing a book.

Thanks for your help. I hope my next email to you at the end of May will be to say that I have gotten past the Mary Quant era of mini skirts and am heavy on Rothamans and the penultimate leg of the book.

Yours sincerely,

Eli

**From:** Eli Solomon [elijahu@netvigator.com]

Eli Solomon, Editor, Malaysia & Singapore Vintage Car Register

**DCPR**