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FJ PITSTOP

Newsletter & Advertiser

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Editorial

Our first, and only thus far this year, championship race meeting was Phillip Island in March. Kim has kindly supplied a report but a dearth of photos is evident. This is probably due to the fact that rarely were two FJ cars seen together – lost in a maze of more modern sports and racing cars, with different power and handling characteristics and driver capabilities and attitudes.

The Phillip Island Classic is the Premier Historic Race Meeting in Australia, and well run by the VHRR with help from the Mini Club. Our cars were mixed up with M & O Sports and Racing (1961 – 1970) in a large field of 50 cars. Racing side by side with a Lola T70 and various wide treaded Sports Cars is not nice and the sooner we can achieve the numbers to race with similar cars, the happier we will all be. It has been suggested that we could combine with FVs and the slower, earlier FFs. How about joining the JKL Brigade - our pre 1961 cars are already racing here. Our faster cars would be well ahead but the good thing about this is we would be racing together and each other.

Why won't the Historic Commission of CAMS recognise FJ as a Group (or Sub Group)? Back in the day FJ was recognised as a separate class. Surely it would not be difficult or onerous to recreate Group F for Formula Racing Cars, with Sub Groups F5000, Ff, Fv & Fj etc. This would only help our cause and historic racing in general.

We have a bright new stylised logo, thanks to Roger's efforts and generous assistance from Norm. Hope you like the new image.

On a sad note, Len May (editor's ex Cooper T56) lost his life at Hampton Downs, NZ recently. The FJ family in NZ has rallied around to help and comfort Stephanie and their 2 children to whom we send our sincere sympathy. Duncan Rabagliati composed a fitting obituary – a copy is reproduced in this bulletin.

We all wish our Leader, Roger, a speedy recovery from his medical issues. You can't keep a good man down for long.

Don Thallon
April 2014

Disclaimer

The statements and opinions expressed in all FJ Pitstop Newsletters are not necessarily those of the Editor or the Association.

I have no photos of Phillip Island, so I'm digging into my archives to show a splash of colour.

OVERSEAS PHOTOS 2013



Pit set up at Portimao, Portugal – a €150M facility in a country with a GDP a fraction of Australia



John Delane - Lotus 18 (Lurani Champion many times over), Andrew Tart, Bond – at Brands Hatch



Team Thallon at Zandvoort



2013 FIA Lurani Champion
Andrew Tart – Bond Ford (front wheel drive)
Race Engineer, Andrew, has done a
magnificent job with the restoration of both
Bond FJs.

Please send me photos for the next edition



PRESIDENT'S REPORT

The 2014 season got off to a flying start at Phillip Island. Sadly (at least for me) I wasn't there to enjoy it, so I can only go on the many reports I got from you.

The racing was spirited, it was excellent to have Don Thallon back from a season in Europe, keeping Grant Craft honest at the front of our field, and pushing both to a new lap record! Ridiculously fast!

It was a very mixed overall field being grouped with M and O sports and racing cars. Two or three silly over enthusiastic drivers led to some damage to our cars. The loudest message is that we need to control our destiny now and have our own FJ races - yes, even at Phillip Island! I'm sure it can be done, but it will need your support, otherwise we could end up looking pretty stupid!

I saw the AGM through the marvel of the iPad, even looked fun and speedy. The most important thing, I think, is that we have the same team elected to lead the group for another year (probably because nobody else wanted the job!)

When you look at the FJ association objectively, we are the best organized, and financially secure group in Historic racing today, surely strong enough now to control our future.

Roger

THANKS TO NORM FALKINER

I have always been told that there are a number of things you should never do in life! Never take up Morris dancing, never allocate parking spaces in the office, never act with pets or children, and NEVER get involved in designing a club Logo.

Well we achieved a brilliant logo and almost all the responses have been positive which is great.

We all need to thank Norm Falkiner for putting up the cash to cover the design and production of the Logo ...thanks a lot from all of us Norm.

Roger

LEN MAY

Our dear friend and active Cooper FJ driver, Len May, died while driving his T56 at Hampton Downs on Saturday 8th March in the Formula Junior race. No other car was involved. Len had been smiling in the pits in the morning, had completed practice in 8th spot ahead of Jim Barclay's Gemini 3A, but appears perhaps to have suffered a medical emergency before hitting the tyre wall, seemingly without slowing or braking.

First contact with Len involved his Cooper 500 F3, and from there he moved on to a Cooper T52 FJ. Len brought the T52 up from Christchurch for the FJ World Series at Pukekohe in 2008 and soon after that exchanged it with Mike Gosbell for the ex Don Thallon T56, participating in the 2009 Southern Festival at Ruapuna and Timaru.

Len and Stephanie owned an historic Grade 1 listed property in Christchurch, which they ran as a 5-star Bed and Breakfast, winning awards, stars and recommendations, too many to mention – then tragedy hit Christchurch in February 2011 – the second earthquake struck with devastation and Weston House was no more. Len and Stephanie managed to shelter under some solid beams, and they themselves were unscathed, as everything from the Grandfather clock smashed to bits around them, escaping only after rushing around 'adrenalin filled' as Stephanie described it, with a few treasured possessions, not least Len's favourite slippers! Fortunately the T56 in the garage was relatively undamaged from falling debris, and although entry to the property was forbidden as a dangerous structure, Len managed a moonlit raid dodging both army and the police to break the curfew and remove the incarcerated T56.

Unlike many others, at least insurance mitigated the tragedy, but by November that year Len and Stephanie were on the move as earthquake refugees. They had bought a converted Church in Devonport, near Auckland, a location with a real village atmosphere and linked to the city by ferry. Len set off, towing the T56 behind his car – Stephanie was slightly delayed – diverted to watch an Elton John concert in Dunedin!!

Len resumed his racing on the North Island, at Pukekohe and Hampton Downs and at the former last October he gave the T56 a victory and a second spot. This year he has already been out with the T56 at Pukekohe.

Len's funeral was yesterday, Friday 14th March at Devonport St. Paul's. and Stephanie invites those not able to attend to "please charge your glasses with a Kiwi Sav Blanc and toast my darling man".

AFJA have already sent our thoughts and condolences to Stephanie. Len leaves also his daughter Rebecca and son Andrew, and two adored grandchildren.

DCPR

TORQUE AROUND THE PITS

There is great news from our South Australian rep, Michael Shearer. Michael is an excellent historic race driver, in FV, wonderful 500 air cooled, and JK&L. He has almost completed the rebuild of his Cooper T59. This is a beautiful car and was always presented perfectly, so it will be really good to see the car and Michael out again

It has been a mystery to me why so few BMC engined FJ cars grace our grids. Overseas well over 1/3 of the grid is made up of these BMC based engined cars. While it is true that they may not match the horse power of a Ford, they can more than match the torque

Sadly Kim Shearn's Penny Ford, the famous Australian F3 car that had many exploits in Europe, was not quite ready for its first race in many years at Phillip Island this year. Melinda Price was enlisted to drive the car, but alas, despite lots of work, time beat the effort. I'm sure it will be seen shortly, and will stir up some interest.

Our Past-past President, who we haven't seen racing for a number of years, Ian Bailey, raced his Lynx FJ at Phillip Island this year. The car ran perfectly and Ian "had a ball" and slipped back into it as if he had never been away. So good to welcome Ian back

Geoff Fry has had many dramas getting the engine for his Jolus FJ running, as many of you know. All seems to be fixed now, and we will have the pleasure of seeing the rare Jolus and Geoff out again with us at Sydney EC.

Geoff Findlay ran his Gremlin FJ in a Round The Houses event at Northam WA recently, with the original builder, Bill Smith looking over his shoulder. The car hasn't been running for over 50 years. Geoff is looking for a non Richardson head for this car.

Please phone Geoff (0416 193 142) – E: geoffrey.findlay@planning.wa.gov.au.

HELP NEEDED WITH WEB PAGE

We are looking for someone within the Association to help us to keep our Web Page up to date. This web page is a great asset to us, and has fallen behind since Kevin's Daughter used to do it for us.

I'm sure it is not an arduous task, but we need one of you who knows a bit more than us!!! (which is not hard) to do it for us . Could this be you? Would really appreciate the low key help.

Contact Roger Ealand or David Reid, if you can help



AFJA CHAMPIONSHIP 2014

- #1 MAR 07-09 Phillip Island
- #2 APR 18-20 Mallala
- #3 MAY 03-04 Eastern Creek
- #4 JUN 24-25 Winton Short Track
- #5 JUL 12-13 Morgan Park
- #6 JUL 25-27 Lakeside
- #7 SEP 27-28 Wakefield Park
- #8 OCT 25-26 Barbagello

IF we can get FJ only races, each such ***race*** will carry double points, regardless of which of the above rounds.

2014 SERIES POINTS.XLS
Summary

| NAME | STATE | R1 Phillip Island | R2 Mallala | R3 Eastern Ck | R4 Winton | R5 Morgan Pk | R6 Lakeside | R7 Wakefield Pk | R8 Barbagello | TOTAL |
|------------------|-------|----------------------|---------------|------------------|--------------|-----------------|----------------|--------------------|------------------|-------|
| HEMMING, Bill | VIC | 40 | | | | | | | | 40 |
| CRAFT, Grant | QLD | 40 | | | | | | | | 40 |
| PEGRAM, Max | NSW | 40 | | | | | | | | 40 |
| EDGAR, Bruce | QLD | 28 | | | | | | | | 28 |
| MEDLEY, John | NSW | 25 | | | | | | | | 25 |
| THALLO, Don | QLD | 24 | | | | | | | | 24 |
| BUCKLEY, Robert | QLD | 22 | | | | | | | | 22 |
| BULLOCK, Marty | WA | 18 | | | | | | | | 18 |
| GOSBELL, Mike | NSW | 15 | | | | | | | | 15 |
| SHEARN, Kim | VIC | 14 | | | | | | | | 14 |
| REID, David | QLD | 11 | | | | | | | | 11 |
| BRYEN, Noel | NSW | 9 | | | | | | | | 9 |
| BAILEY, Ian | NSW | 7 | | | | | | | | 7 |
| HENDERSON, Ian | VIC | 5 | | | | | | | | 5 |
| SIMMONS, Tony | NSW | 3 | | | | | | | | 3 |
| BRYDEN, Murray | VIC | 1 | | | | | | | | 1 |
| MOODY, Stephen | VIC | 1 | | | | | | | | 1 |
| EALAND, Roger | NSW | | | | | | | | | 0 |
| LANE, Max | NSW | | | | | | | | | 0 |
| PRICE, Melinda | VIC | | | | | | | | | 0 |
| FELLOWES, Andrew | QLD | | | | | | | | | 0 |
| STRAUSS, Peter | VIC | | | | | | | | | 0 |
| TELFER, Alan | QLD | | | | | | | | | 0 |
| BOEL, Peter | QLD | | | | | | | | | 0 |
| GOODFELLOW, Mike | QLD | | | | | | | | | 0 |
| BARCLAY, Peter | ACT | | | | | | | | | 0 |

OLD PHOTO DEPARTMENT

Kelvin's reply to the photo in #64

Hi Guy's,

On behalf of Bun and I, please accept our gratitude for the personal complements received in the current issue of Pitstop. I hope that we can attend the AGM and BBQ at Cowes in March, and look forward to catching up with old friends.

For the record, I was entered in my Lynx for the 1962 Australian Formula Junior Championship where you have requested information on the cars illustrated in the grid photo produced in Pitstop, and in answer to your question -

| | |
|-------------------------|--|
| Match Elfin 627 | current owner Charlie Mitchell WA |
| Youl BT2 | " " Grant Craft |
| Geoghegan Lotus 22-J-49 | unknown (see files) (I believe John Fyda, Aberdeen Scotland, now owns and regularly competes in this car. Ed.) |
| Scott Lotus 20-J-955 | " " " |
| Nolan Lotus 20-J-954 | current owner Chris Doub'e Vic |
| Ayers Lotus 20-J-959 | " " Murray Bryden Vic |

I assume that the Lynx purchased by Bill Norman and illustrated in Pitstop is FJ117 previously owned by Ian Thorn?

Regards,

Kelvin Prior

Please give me your thoughts on this one.

Not FJ but earlier F3 of the mid 1950s. Looks like a father and son team in the UK somewhere with their Cooper Norton Mk9 (?) and Land Rover all set up with roof rack, badge bar, and tools in the back. Real enthusiasts!

Obviously pre O H & S Regs!

This no frills set up looks like the forerunner to a modern Sprinter Van.



PHILLIP ISLAND REPORT

Over 500 entries, good weather and the best race track in Australia - doesn't get much better than that. Especially when there were nearly 20 FJ's / F3's as well.

Many of our lot had reservations about the mix of our grid, which was huge with 52 cars in total. It included both M & O racing and sports and it is the "sports" part that raised the eyebrows. It's not my idea of fun being passed by a GT40 or a Lola T70 closing at about 100 K's faster. A fast RACING car is quite a different proposition - at least they can see you effectively at close quarters. Surely we shouldn't be exposed, under racing conditions, to closed (and considerably bigger) vehicles. This scenario just doesn't make for safe racing and with all the prognostications of various promoters regarding OH&S it beggars belief how this situation is allowed to occur - it seems to me that only lip service is being paid to safety in this area.

Notwithstanding all that, the weekend was real treat. 52 cars, numerous Clubmans of varying capacity, some very nice group M & O's and FJ's/F3's. Friday was dry early but practice was red flagged after 1 lap before a restart enabled another 2 or 3 laps. The next session was Qualy and it was damp-ish. Word went out that your fastest time from either session would determine start position so most guys had another go at it. Grant took pole with a 1:54.28, then Don on 1:54.29, followed by Noel and me a fair way behind. Sadly, Steve Moody driving Phil Segart's superb Lotus 18 was beset with problems and they called it a day.

Friday night we had our now traditional BBQ and AGM at "HQ" aka "Ealand Mansions" which had been rented for the weekend. Roger's presence via Skype was a terrific surprise - his spirit is truly amazing under such difficult circumstances - though we've all come to expect nothing less from such an enthusiastic refugee. All existing office holders were returned unopposed. David Reid lost the financial report but is FAIRLY certain we have SOME money left. Norm Falkiner was thanked for his generous contribution that allowed us to create a new Logo for the Association - looks smart too! Great news Roger will continue as our indefatigable president for another year.

Saturday morning saw good conditions - fine and dry. Martin Bullock's "new" Lotus 27 looked a treat and goes as well as it looks. The pace all weekend was set by Grant Craft and Don Thallon. Both have wonderful cars and they drive them exceptionally well. Noel Bryan was also wickedly quick in his car fitted with a new 4 into 1 exhaust that he said increased his horsepower significantly. Noel's modesty was not the only reason - he was driving it superbly.

It was disappointing that only 2 Group M race cars and 2 Group M sports cars made it to the Island and, as to be expected, the Group O cars headed every session and race. But in FJ's the competition was fierce between Don and Grant with Don setting the fastest time but he was unable to get past Grant who won with both of them circulating in the '51's. RACE 2 saw most cars lower their lap times with a similar outcome - Grant winning, followed by Don, me, Noel then the fast improving Martin Bullock. Tony Simmons developed some issues that impeded his progress but Bill Hemming, who was double "funning" with his F5000 was getting quicker each time out along with David Reid, Bruce Edgar from WA, new boy Ian Henderson, Murray Bryden and Ian Bailey in the delightful Lynx.

Sunday arrived with lots of sunshine and the promise of another fun day. All good until Turn 2 when a Clubman spun directly in front of me and I jiggled instead of jagged (Age and lack of skill, I guess!) bugging my nose cone and ending my race. A few corners later and Noel Bryan suffered a similar fate unfortunately ending his weekend. Luckily, lots of race tape temporarily fixed my troubles. NOW, they are going very quick - Grant did a 1:49.41 - a new lap record and Don was a 50.6 Us mere mortals had got down to low 53's but they were benchmark - is bloody Thallon really 70 this year???? Not much change to the top order finish, but Don was very, very close, being pipped on the line after leading Grant on to the main straight. I think everybody did their fastest time of the weekend in this race as by the time RACE 4 rolled around, the track had slowed considerably.

RACE 4 saw Grant ONLY managing a 50:43 with, once again, Don in hot pursuit, then Martin Bullock, David Reid, Tony Simmons and co. Bill Hemming actually did his best time for the weekend in this race at a 2:01.4, suggesting he kept improving his car's handling at each outing - amazing really as he doesn't know much, similar to your intrepid correspondent!

Outcome - a great weekend. Congratulations to Grant Craft for a fantastic display of fast, safe racing and for handsomely beating many bigger capacity Group M (and some Group O) race cars.

See you soon at either Mallala or Eastern Creek guys and gals.

Cheers, Kim Shearn

GRAHAM WARNER **1929 – 2014**

Graham Warner, the founder of the illustrious Chequered Flag team, passed away last weekend aged 84. Graham founded the Chequered Flag garage in 1958 and first raced that year with an Austin Healey 100S but would enjoy most success as a driver with the famous Lotus Elite 'LOV1' in many battles with Les Leston's DAD10, now owned by Robin Longdon

The team turned constructor when it acquired the rights to the Formula Junior Moorland design, reworking it and producing a run of Gemini racers, the first of which, the MkII, gave Jim Clark his debut race in a single seater at Brands Hatch on Boxing Day 1959.

But Graham also drove the Formula Junior Gemini's himself and was no mean driver, with two first places at the Easter Brands meeting in the MkII, and a second place at Silverstone. A good guide is his 8th place at the 1960 Daily Express Silverstone meeting, again in the front engine MkII, by which time he was against the already dominant Lotus 18s. The following year there were a couple of outings with the rear engine MkIIIA, with a good third place at Snetterton behind the Lotus 20 'twins', Peter Arundell and Alan Rees. There was even a solitary and final outing in the iconic MkIV at Rouen in 1962.

The Chequered Flag would go on to run works teams in Formula 3 for Brabham McLaren and DAF, the latter being the last of the Chequered Flag chassis, although never referred to as 'Gemini's', they are both now in the DAF museum at Eindhoven. He would also produce the Lotus Elan 26R variant, in which Jackie Stewart starred.

After these racing days, apart from a brief foray into Formula One when the team attempted in vain to qualify a Brabham BT42 for the Canadian and US GP's in 1974, Graham concentrated on his mainstream Chequered Flag business.

DCPR/Autosport



NZ NEWS FROM JOHN RAPLEY

NZFMR Ferrari

Jan' 2014.

The theme of this year's New Zealand Festival of Motor Racing was Ferrari. Since Ferrari never built FJ cars, we were a support race during the second weekend. We had a slightly reduced field this year as there are one or two FJ's not running at present and some have, or are changing hands at present. Thus 14 cars started on Friday morning for a combined practice/qualifying; followed by a race in the afternoon.

Our one overseas visitor was Bruce Edgar, from WA, with his Elfin Catalina. He had a very busy weekend, running in a new engine, trying various set-ups, and getting used to the Hampton Downs track.



Bruce and Cathy in the Hampton Downs FJ pit garage.

Bruce qualified at 1:26, but soon improved his times during the races, as he became more used to car and track. He did manage a couple of gentlemanly spins, which prompted the comment that he might need an STP decal on his car (Spinning Takes Practice!).

Chris Atkinson had a minor gearbox malfunction during practice, which relegated him to the back of the grid for Race 1, but he soon made his way to the front group, to resume his rivalry with Noel Woodford in the Gemini mk3A.

Peter Boel's Lola had a slight misfire, and intermittent gearshift problems that meant he was slow off the line in race 1. He took some time to clear the pack and begin chasing me. I could see him looming ever larger in my mirrors as the eight laps ticked by! We had a great run to the line with Peter just failing to catch me by exactly 0.2 secs – great fun.

When checking the results of Race 1, I noticed that the fastest lap times of eight cars, from P5 to P12, covered only 1.5 sec's. That produced great racing throughout the weekend, just as it should be in FJ.

Saturday's first race produced two 5 sec penalties for Chris and I. We both jumped the start after a very, very long "Red". Chris moved way too early, while I managed to creep slightly as the clutch took up a tiny bit at the wrong moment. Peter's Lola was behaving itself for some of the race and he dropped down into the mid 1;17's. Noel took the Gemini to a well deserved win.

The weather continued hot and sunny for our afternoon race. The front runners spaced out with Chris (the lotus' gearbox now repaired) getting down to the 1;16's followed by Noel and Peter.

There was a great dice for 8th place between Roger Herrick (Lola Mk2), Walter Findlay (Elva DKW) and Nigel Russel (FMZ). Walter has been unwell, and is still not 100%, so it was great to see him out enjoying the two stroke Elva DKW.



Walter Findlay, Elva DKW, with Rex Harrison, his long time mechanic.

It must be said that it is due to Rex's dogged perseverance that the DKW is now in such good form. It has been a long road to reliability, and now performance.

Our Sunday morning race was nearly a damp one, but the rain held off. Bruce managed a spin at Turn 3 – STP.

Peter had more gear selection problems, so dropped to 4th, allowing me a rare podium finish behind Noel and winner Chris.

The rivalry continued down the field, with several close finishes. Good FJ racing.

The last race of the weekend saw Chris really get going in the lotus to post a fastest FJ time for the weekend of 1:15.635 – now that is quick! Walter also managed a PB time of 1:24. Bruce Edgar had found some consistency to record a 5th place, showing that the Elfin will be a car to be reckoned with in future. Bruce was honoured at the prizegiving, with the "Spirit of FJ" award; a great way to remember the weekend.

AUSTRALIAN FORMULA JUNIOR ASSOCIATION INC. A0049958Z

MINUTES OF 17TH ANNUAL GENERAL MEETING

HELD MARCH 7TH 2014

AT 42 HOBSONS PDE, COWES, PHILLIP IS, VIC.

WELCOME:

Acting President David Reid declared the meeting open at 1835, and welcomed all in attendance, with special reference to our President, Roger.

ATTENDANCE:

David Reid, Bill Hemming, Tony Simmons, Martin Bullock with Lance Carwardine & Sonny Rajah, Mike Gosbell, Dick Willis, Kelvin Prior with Derek

Smith, Kim Shearn, Don & Jeanette Thallon, Ian Reid, Rob & Vivienne Buckley, Ian Henderson, Peter Strauss, Grant Craft, Noel & Robyn Bryen,

Frank & Sheryl Hook, Norm Falkiner with Jim Hardman, Mel Price with the incomparable Lilly Arnott, & James Arnott.

President Roger & Margaret Ealand by Video Link.

APOLOGIES:

Murray Bryden, Allan Conway, Bruce Edgar, Neil McCrudden, Dennis Lesslie, Geoff Fry, Mike Goodfellow, Ed Holly, Peter Boel, & Mike Shearer.

MINUTES:

The minutes of the previous 16th Annual General Meeting of the Association held 25th May 2013 as printed in the papers, and previously forwarded to

all members, were adopted as a true and correct record of that meeting. Moved Kelvin Prior, seconded Noel Bryen, Carried.

BUSINESS ARISING:

Acting President David reported on: The current position concerning the proposal that CAMS adopt the FIA HTP procedures in lieu of the existing

CoD, and advised there had been no further progress to date; The updated Logo has been finalized with the overwhelming majority of members

pleased with the result. The development of the Logo was funded by a generous donation by Norm Falkiner which was acknowledged by acclamation.

FINANCIAL REPORT:

The annual financial report for the period ending 31-12-2013 prepared and certified by the Secretary/Treasurer David Reid, was included in the

meeting papers and showing a closing bank balance of \$6681, together with fixed assets at cost of \$851, was adopted as a true and correct record of

transactions on the motion by Don Thallon, seconded by Noel Bryen. Carried

ANNUAL REPORT:

A comprehensive Report on activities of the Association during 2013, previously circulated, and which was again included in the meeting papers by

President Roger Ealand, who then spoke to his report by video link. The thrust of the President's address was that, whilst we have been successful to

date, we now need to step up to achieving regular and consistent entries of 30-35 cars to achieve of goal of FJ Only Races. There is much work for us

all to do, starting with our own cars, then encouraging and supporting others, whilst seeking like-minded people to join with us.

The President's Report

was adopted on the motion of Grant Craft, seconded by Mike Gosbell. Carried.

COMMITTEE ELECTIONS FOR 2013:

After declaring all positions vacant, chairman David Reid invited Kelvin Prior to conduct the annual elections. Kelvin advised the meeting of the

nominations received:-

Queensland – Don Thallon President – Roger Ealand.

Victoria - Kim Shearn Secretary/Treasurer – David Reid

New South Wales – Tony Simmons Editor – Don Thallon

Victoria – Kim Shearn Registrar – Noel Bryen

South Australia – Mike Shearer Western Australia -Neil McCrudden

As all these positions had received only one nomination, all were duly elected unopposed for the current year.

GENERAL BUSINESS:

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

OTHER BUSINESS:

Peter Strauss raised the difficulties and risks of our competing in mixed grids, citing the 190% cut-off at today's Qualifying and Gridding arrangements.

Issues canvassed included: Progressive grids; AFJA Race Numbers; Allocated Pit Space for our Vans, EzyUps etc, accessible power & *Adjacent*

Garages for those requiring them. Peter's contribution was welcomed by all, and on a show of hands, supported unanimously, calling for increased

efforts to support the President's work to get more cars on grids to be able to use our numbers to achieve FJ only races

MEETING CLOSED 18:45 and members continued enjoying the evening with a BBQ arranged by the Victorian Rep, Kim Shearn

TASMAN TOUR DOWN UNDER 2014



This series is a development of the very successful biennial Tasman Revival race meetings which the Historic Sports and Racing Car Association of NSW (HSRCA) has organized at Sydney Motorsport Park since 2006. The HSRCA will coordinate the event entry and transportation of cars visiting Australia to compete in a series of historic race meetings in October/November 2014 with an option for cars to then go on to participate in the NZ Festival of Motor Racing in January 2015 at the Hampton Downs circuit. Details of the tour events are as follows:

The Race Meetings in Australia

1. **October 25/26** - WA Sporting Car Club (WASCC)
Barbagallo Raceway, Western Australia
2. **November 8/9** - Victorian Historic Racing Register (VHRR)
Sandown Park, Victoria
3. **November 29/30** - HSRCA - Tour Finale
Sydney Motorsport Park, NSW (Eastern Creek)



Various supporting social functions will be arranged by the organizing clubs.

Subject to resolution of freight arrangements, provision may be made for competitors unable to commit to either the Barbagallo or Sandown events.

Entry in the NZ events must be arranged direct with the NZ Historic Racing Club (HRC).

Eligible Cars

There will be events at each meeting for a wide range of historic cars but a high priority will be given to cars from the 1960s and 70s. Subject to entry numbers it is expected that there will be separate events for Formula Ford, Formula Junior, 60's Tasman style cars, F5000 and 70's/80's wing and slick cars. All cars will be required to hold either a FIA HTP or other documentation evidencing eligibility for historic events in their home country.

Competitor Licences

Drivers of competing cars must hold either an FIA H1 licence, FIA International C licence, or the highest grade national licence issued by their home country national sporting authority supported by the appropriate visa authorizing participation in an Australian national event.



Shipping Arrangements

Cars will be sea freighted to Fremantle WA in containers from UK, USA East or West coast, Japan and NZ. Road transport to the Bargaballo circuit and from there to the rail head will be arranged by WASCC . The containers will be rail freighted to Melbourne for the Sandown event and then transported by road to Sydney Motorsport Park. At the conclusion of the Sydney final event the cars will be shipped from Sydney either to Auckland for the NZ events or returned to the port from which they originally came. HSRCA's responsibility in respect of shipping arrangements will conclude with delivery of the containers at the dock in either Auckland or the home port.

Competitors wishing to participate in the NZ events will need to make separate arrangements with the event organizer (HRC) in respect of event entry, internal transportation within NZ and return shipment from NZ.

HSRCA can provide racking to facilitate loading of up to 6 cars in each 40' container if required but car owners will be responsible for transportation of cars to the load up point and to supervise secure loading. HSRCA will be responsible for shipping arrangements and all related costs subsequent to load up at the port but insurance of cars and equipment, wharfage fees and related charges at the departure port will be the owners responsibility.

A firm shipping timetable will be determined once entries are finalized but, to ensure timely arrival for the initial event in WA, it can be expected that cars will need to be available for load up and departure at around the following times:

- From NZ - end September
- From UK - late August / early September
- From USA west coast - early / mid September
- From USA east coast - early August

Carnets will be required to cover temporary importation of the cars to Australia. Alternatively, HSRCA may arrange lodgement of a bond to support a temporary import licence subject to a fee yet to be determined.

HSRCA's shipping agent is Gibson Freight, a world leader in race car shipping logistics with experience in the international movements of F1, A1GP, MotoGP and V8 Supercars.



Entry Fees

The entry fee payable to HSRCA will cover the following services:

- Entry at each of the three meetings in Australia;
- Pit garaging or marquee facilities at each meeting;
- Car shipping arrangements as outlined above.

Subject to an expected minimum load of 5 cars per container the following scale of entry fees will apply for each competing car in respect of the various ports of embarkation. The fees may be reviewed in the event of a substantial movement in exchange rates prior to shipment.

- | | |
|---------|-----------|
| ▪ UK | AUD 5,200 |
| ▪ USA | AUD 4,600 |
| ▪ Japan | AUD 4,500 |
| ▪ NZ | AUD 3,400 |

The entry fee will be discounted for competitors not committed to attend all the tour meetings. A deposit of AUD 500 will be required by the end of June on confirmation of entry with the balance payable prior to shipment.

Competitors will be responsible for all personal transportation and accommodation costs but the organizing clubs will assist with the location of suitable accommodation facilities.

Event Entry / Expressions of Interest

For further information or to arrange entry please contact either:

- Paul Hamilton
 - paulhamilton@ozemail.com.au
- Ed Holly
 - edholly@optusnet.com.au
- John Ellacott
 - jellacot@bigpond.net.au

For enquiries about the NZ events:

- HRC - Jim Barclay
 - jim@nzfmr.co.nz



Historic Sports and Racing Car Association of NSW Inc. (HSRCA)
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Car designed / built by Jamie Gard in WA for 1962 AGP
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Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 555



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Contact Doug Anderson 0408 910 981



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For Sale The Manx Renault

Originally built as a Lynx Slimline Formula Junior Chassis FJ111 and finished off by Bert Bartrop. Lots of history as a FJ, AFN2 and a driving school car. Modified into a Group Q Sports Car in 1972 with a 1595cc Renault engine and transmission. Cams Logbook and C of D with FJ confirmation. Dick Willis also inspected the car and prepared a report for Kelvin Prior's Lynx Register. I have used the car since 2008. Lots of fun but I have another FJ and this keeps distracting me. Car gives the ability to use as is, or remove original chassis and restore to Lynx FJ 111 and still have a regularity Sports Car \$18,000 and I will help with freight arrangements, if required. Please phone Geoff Findlay on 0416193142

The Editor has a very good covered trailer for sale – electric winch, brakes and custom made storage wells, suit sports or racing car – asking \$6,000. Full details – E: ttracing@thalmail.net.

PLEASE ADVISE THE EDITOR WITH ALL ADDITIONS OR DELETIONS



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KIM SHEARN'S NEW TOY



Here is the very first picture of the famous Penny Ford F3 car, that left Australia in the mid sixties to compete in the European F3 championship. Kim Shearn bought the unrestored car in Sydney some years ago, and has spent four years bringing this piece of motoring history back to life.

Kim has just taken it for its first run at Winton, its first outing for at least two decades.

Will be great to see it out with us! Will give us all a bit of a hurry up too!

“FJ LEADING THE WAY”

Part of a poster produced by Wolf Grodd, Sleeping Beauties, for Historic Lakeside over 20 years ago.

