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# FJ PITSTOP

Newsletter & Advertiser

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## EDITORIAL

We're now approaching the end of our racing season here in Australia, with only the Tasman Revival Meeting at SMSP (Eastern Creek) to go. This completes our 10 Round Series.

Several of our members are then travelling to New Zealand to continue on the Tasman Theme. This is all a trial run for our Diamond Jubilee for Formula Junior which is actually 2018. However, the world wide interest is such that the Jubilee will commence in RSA early 2016 with hopefully Barbagallo, Sandown and Eastern Creek in November/December, then New Zealand early 2017, back to Australia with Phillip Island in March, followed by Europe and North America. This is a huge programme and will see Formula Junior heading the list of Historic Competition. World prices for Formula Junior are sky rocketing in anticipation. Let's hope we see a few more cars on the track in Australia.

In this late issue we have brief reports and photos from Lakeside and Wakefield Park in September, Barbagallo (October) and Sandown (November).

Finally a little more of my pet issues – safety and race grouping.

**Don Thallon**  
**November 2014**

### ***Disclaimer***

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

## PRESIDENT'S REPORT



I am writing this from Barbagallo Raceway after one of the most enjoyable race weekends in a long time. The FJ brigade were all housed together in part of the new(ish) V8 pit complex. There was plenty of room in there for a bit of mucking about, some repairs and maintenance and a lot of talk that no one listened to nor believed, but good fun. It reminded me again why I love FJ racing!

Barbagallo is the first venue of the three race Tasman Series. The idea we are considering is to include this trio of events - Barbagallo, Sandown and Eastern Creek, as our offering when we host the overseas contingent to celebrate the Diamond Jubilee with us in 2016/17. We need to work out how we can squeeze in a final race at Phillip Island, as that is the circuit that most overseas drivers have on their list of "must do" meetings.

This is a very good time to be owning a Formula Junior. There is high demand for these cars leading up to the Diamond Jubilee celebrations. It is important that these cars are in the hands of drivers who are going to use them to participate in the 60th anniversary celebrations - there is certainly no sense in having a car stuck in a garage during this time.

This Jubilee World Series that is being planned will take place over three years and will include races in the USA, Canada, Europe, Scandinavia, South Africa, and of course Australia and New Zealand. It is a very ambitious program. Nobody will be able to do everything, so you will be able to pick and choose what you would like to do yourself. Maybe just the home rounds, perhaps a race or two in the States, or perhaps a circuit you have always promised yourself in Europe - it will all be there for you to choose from.

The Australian Formula Junior Association will use this opportunity to promote Formula Junior racing and ownership, to get new members to join us and it will be a good time to sell your car if you have been thinking of doing that too. We are starting to get a list of people who are looking to buy a Junior, and we will get a better list of cars that are for sale as well.

The last 5/6 cars to sell here have been sold to overseas buyers. Obviously nobody is going to deny the right to anyone to sell to the highest bidder, and if that is overseas, so be it. If this trend continues it will have a negative effect on FJ racing here, so our job is to make it attractive to be part of the FJ scene here. What is a concern is the high price being achieved for top class FJs on the overseas market - we do not need these cars being priced out of the reach of enthusiasts and end up in the hands of investors or collectors.

Formula Junior is by far the most successful historic racing category worldwide, so we can showcase this success during the three years of Jubilee celebrations.

Cheers Roger



# **GOODWOOD**

It shouldn't be difficult to write a report on my experience at Goodwood this year. After all, this is the world's most outstanding and exciting event.

If you haven't been fortunate enough to visit the Revival Meeting at Goodwood, it is pretty hard for me to conjure up a picture of how extraordinary it is. The attention to detail, to recreate the atmosphere of the 1960's race meeting, is mind boggling. Even the 70,000 crowd make the effort to dress up in period clothes, and so, in a unique way, they become part of the show too.

As a competitor, it is close to overwhelming. The hospitality, the Saturday evening banquet, the air shows with Lancaster Bombers, Spitfires and Hurricanes, the cricket match at Goodwood House and even the wheat harvesting in the centre of the circuit being done with traditional equipment, in the traditional way - all makes this event a complete time warp.

The racing! Ah! the racing. Of course you can't see it all, but sixteen 250F Maserati's gets almost everyone to the stands and viewing platforms. A full field of D-type Jaguars is also a sight worth travelling half way around the world to see.

The Formula Junior race is a stand out feature every year - this year was rear end disc brake cars. The fastest and most interesting Formula Juniors from Europe were invited to compete, plus myself and Nick Grewal from the United States, and my goodness, were they fast! I think I got the invitation because it would be the first time a Rennmax has ever been to Goodwood. It was all a bit daunting, even getting the cars to the assembly area becomes a crowd spectacle and you can't help feeling it is a privilege to be a part of it.

The race itself became a blur of 25 minutes of intense concentration, having a dice with four or five cars around me, for a position in the mid twenties. There were some cars behind me, not many, but at the end of the race I felt a champion - just to get to Goodwood had been a major achievement. The race was won by my good friend David Methley, who some of you may remember, came to The Tasman a few years ago and won in my Lotus 18.

The whole experience was an absolute treat – for people like us Formula Junior enthusiasts, it really is a place we should go, at least once in a lifetime.



## **BILLY'S MAGIC MACHINE**

At Sandown last weekend, we had a very hot day on Saturday. Melinda's feet were red hot and after she won the first race, had to paddle in a cold dish of water to recover. My MRC water temperature gauge read 110°C – necessitating a little easing up (no excuses).

I suggested to Billy that we should flush the radiator, and he produced this machine he has stored away in the archives, complete with air and water fittings. Apparently not a new invention, but not available for purchase these days?

Hope you like it. I do.

Flush the lines and engine, plus the tank both directions, under pressure.

Considerable dirty crap was flushed from the radiator and engine. Sure beats opening up the radiator.



Now nice and clean



# **FORMULA JUNIOR DIAMOND JUBILEE**

Margaret and I have returned from our overseas fun! The meetings at Goodwood and Spa met every expectation I dreamed of. My Rennmax, being the first Rennmax seen in that part of the world, was the focus of interest in the FJ paddock and looked great too. (More of Goodwood and racing in "Pitstop")

Thanks to David and others for holding the fort while I was playing. The two FJ only races at Lakeside and Wakefield had to be organized and entries for both had to be drummed up. A job well done

Duncan Rabagliati called a meeting with myself and Nick Grewal to plan the 60th anniversary "World Celebration" for 2016 - 2018. We will have more to say about this later, but it looks very exciting. Our part here in the Southern hemisphere will be in 2016/17 and will be based around the Tasman series (Barbagallo, Sandown and Eastern Creek) that we are trialling this year. The tour will then be off to NZ and back to conclude at Phillip Island.

As hosts, together with our friends across the water, it is up to us to fully support this celebration if we possibly can. We certainly need cars prepared in plenty of time, shiny and ready to go. You may think of hosting an overseas driver or anything else that will make the Australian section a truly memorable event. We have two years to plan and we all know how time flies.

In the mean time, the tour starts in South Africa early in 2016. We need to be loading the container at the end of next year. Goodness, give that some thought - do you want to be amongst the lions and elephants? When we have a better idea of the program we can firm up on detail. At this stage, if you quite fancy the idea of joining this SA trip, could you drop me a quick email , no promises of course, just a show of interest.

Have we got interesting times ahead? Too exciting to be getting old! Let's hope we can all throw our enthusiasm behind this in whatever way we are able.

See you at Barbagallo or Sandown or Eastern Creek (Sydney Motorsport Park no less).

Cheers,  
Roger

## **DIAMOND JUBILEE**

Now is the time to dig the FJ out from under the house, tune it up and get ready for the greatest Historic Racing Carnival ever.

Formula Junior ran worldwide from 1958 to the end of 1963, so 2018 is the 60<sup>th</sup> Anniversary. To accommodate all the excitement around the world, Duncan R is now planning, with others, the itinerary. (Everyone wants to get in on the act and it is not easy to suit everyone.)

It appears to go something like this, spread over three years.

January 2016	South Africa (3 rounds)
June/July 2016	Baltic/Scandinavia
September 2016	Goodwood – Rear Engine/Drum Brakes
October/November 2016	Barbagallo, Sandown, Eastern Creek
January/March 2017	New Zealand (3 or 4 rounds)
March 2017	Phillip Island ?
2017/2018	Europe (7 rounds ?)
May 2018	Monaco – Rear Engine/Disk Brakes
August/September 2018	North America (4 rounds)

This time table will be firmed up during 2015 and is tentative only.

## **RACE GROUPING/MIXED GRIDS**

*Editor*

The eternal problem in Australia – too many Historic Groups and not enough competitors in most. So we must combine Groups to achieve a reasonably full grid.

Sandown saw us fielded with FF & FV. FF were gridded in front (1:22s) a gap + 10 seconds to FJ (1:27s) and behind FV (1:44s). Initially the VHRR agreed to place us with J,K,L – some of our cars are L anyway. Then this grid filled up and the only option was as above. M, O and P Sports and Racing was full (not nice to be there in my opinion, anyway).

David Vernal, C of C Sandown, kindly sent me the Entry Summary (next page) which shows the difficulty the Organisers have in this regard.

I found this arrangement to be good, but Roger was swamped at the last corner in R1 by 5 or 6 FFs en masse, and he was decidedly unhappy with this experience.

What does everyone think? With our current numbers, a race on our own is out of the question. The early FFs want to be with us. See note from Daniel Smith.

Hi Don

Good to talk with you on the weekend.

As discussed I for one would be very keen to run in a mixed field of Fa (very early Formula Fords) and Formula Junior.

I have friends all north of 50 years old with very early Fa cars who would love to run with Formula Junior also. See attached photo of my car – I think it would blend in quite well!

Please keep me updated.

Thanks again

Daniel Smith  
0428 250 664



Hi Don,

As you can see from the attached entry summary we cannot run the F Junior cars with J,K,Lb as we would exceed grid capacity at Sandown. The same goes for M&O Sports and Racing. I applied to CAMS for an extension of the grid density for M&O but they would not allow it as there were a number of Sports cars running. Therefore my next best option is to put the F Juniors on the same grid as F Fords & F Vee. This is acceptable under the CAMS matrix and is within the grid density. I would be prepared to offer you a split grid if that would be better for you.

Please give me a call so we can discuss the situation further.

David Vernal  
0418596847  
Clerk-of-Course

As a matter of interest, this is summary of entries received at Sandown. A combined FF, FJ & FV grid was the only place we could go.

## HISTORIC SANDOWN 2014

**7th to 9th November**

### Summary of entries

*As at: Sunday 12 October*

CATEGORY	# ENTERED	GRID CAPACITY
FORMULA FORD	23	40
FORMULA JUNIOR	9	
FORMULA VEE	7	
J, K, Lb & Sa (under 2 litre)	38	40
M & O SPORTS & RACING	31	32
MG/BRITISH	34	40
Q, R & P RACING	19	32
FORMULA 5000	21	24
HISTORIC TOURING - Na Nb	22	40
HISTORIC TOURING - Nc	32	40
GROUP Sa (over 2 litre) Sb Sc	49	40
GROUP C & A	24	40
REGULARITY Group 1 [Faster] - min 1:35	37	60
REGULARITY Group 2 [Slower] min 1:50	16	
<b>TOTAL</b>	<b>362</b>	

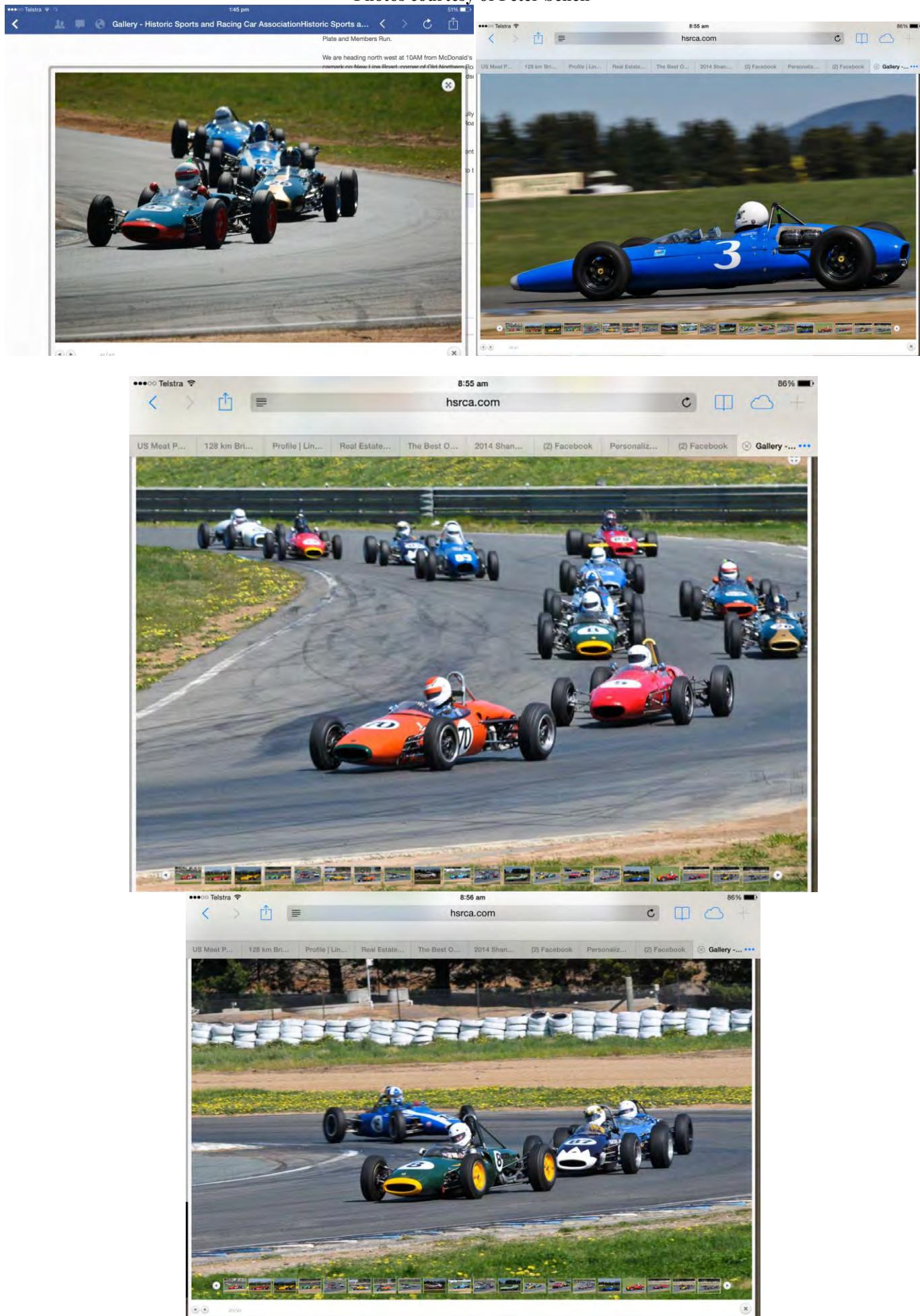
# LAKESIDE

Photos courtesy of Colleen Conway



# WAKEFIELD PARK

Photos courtesy of Peter Schell



# **BARBAGALLO**

David

Results are up.

I think the meeting was great. You could put a table cloth over the first 4 cars. I managed to break the left hand output shaft on my gearbox at the start of the first race. Allan Cattle's lovely Stanguellini failed but Neil gave him a drive in the McEntee for a couple of races. The weather was perfect – although cool for us locals at 23 degrees. My Rennmax ran well with Marty in it but very down on power. Hope to have it fixed – we think the cam timing is out.

You haven't included Ray Stubber from WA in the results? He ran Neil's Lotus 20/22 – we are hoping to get him into a junior. Also Charlie Mitchel was at the meeting and his Elfin is very close to running.

I will try to write a report, I have photos, who should I send it too?

Roger and Bill on their way home already.

Regards  
Kevin

natsoft.com.au      8:09 pm      28%

Meeting Points

Shannons WA All Historic & Regularity Meeting  
Barbagallo Raceway Wanneroo

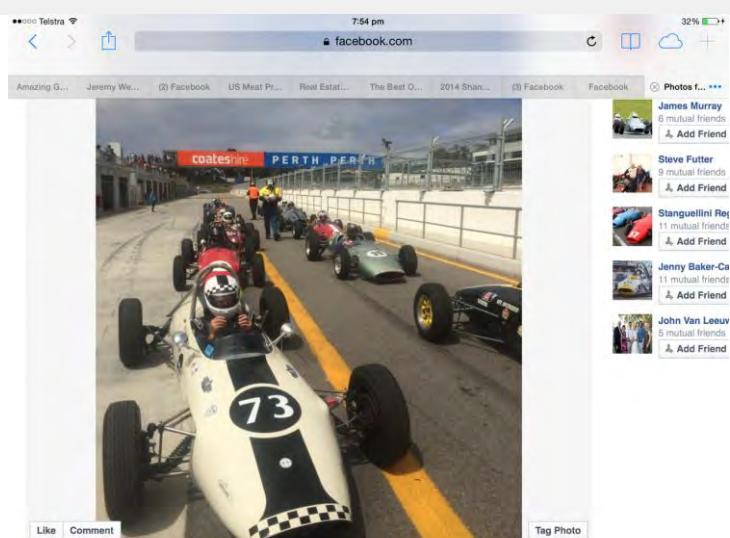
Formula Junior - Race 5

MEETING POINTS REPORT

Event R37      8 Laps      Page 1      Issue 1  
Scheduled Start 15:50      Start Sun Oct 26      15:24

Pos	Car	Competitor/Team	Driver	Vehicle	R6	R14	R22	R30	R37	Total
1	73	WA Racing Museum	Noel Woodward	Gemini MK3A	25	25	25	25	20	120
2	7	WA Racing Museum	Ray Stubber	Lotus 20/22	20	20	18	20	25	103
3	23		Bill Hemming	Elfin FJ	17	18	20	18	17	90
4	39		Roger Ealand	Koala FJ	18	17	17	12	18	82
5	40		Bruce Edgar	Elfin FJ 6319	15	15	14	16	15	75
6	65		Henry Oosterbaan	Altair Holden AR 2	16	16	15	13	14	74
7	44	Pensford Civil	Martin Bullock	Rennmax BN1	14	14	12	15	13	68
8	30		Hunter Nigel Russell	FM2 Formula Junior	13	13	13	14	12	65
9	45		John Rowe	Cooper Climax	12	11	10	11	11	55
10	3		Anthony Olisoff	Merseyson Elfin MK1	0	0	16	17	16	49
11	123	WA Racing Museum	Ed Farren	Sprint	11	12	11	0	0	34
12	34	WA Racing Museum	Allan Cattle (NZ)	McEntee	0	10	0	10	0	20
13	10		Allan Cattle	Volpini	0	0	0	0	0	0
14	51		Murray Charnley	Lotus 23B	0	0	0	0	0	0
15	67	IT West	Kevin Taylor	Brabham BT21 F3	0	0	0	0	0	0

Issue# 1 - Printed Sun Oct 26 15:43:45 2014      Timing System By NATSOFT [03163431311](http://03163431311) [www.natsoft.com.au/results](http://www.natsoft.com.au/results) & Dorian DATA-1  
Chief Timekeeper: Trish Cross



# SANDOWN

## Historic Sandown 2014 SANDOWN INTERNATIONAL MOTOR RACEWAY

### Formula Ford & Inv. Formula Vee & Formula Junior Race 1

#### CLASS RESULTS

Event R16 8 Laps  
Scheduled Start 13:55

Page 1 Issue 2  
Start Sat Nov 08 14:14  
Elapsed Time 11:38

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race. Time	Fastest...	Lap
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#### Formula Ford Group Fa

1	55		Jamie Larner	Elfin 600 FF	1598	A	8	11:38.5451	2 1:25.0973*
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R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

#### Formula Ford Group Fb

1	10		Geoffrey Walters	Elwyn 003/1	1600	B	8	11:28.4667	3 1:23.7890*
2	6		Todd Willing	Van Diemen RF82	1600	B	8	11:33.9936	3 1:24.0640
3	27		Scott Blake	Reynard 84FF	1600	B	8	11:34.9390	3 1:24.6486
4	30		Andrew Lamrock	Reynard	1598	B	8	11:40.6475	6 1:24.4962
5	70		Phil Marinon	Galloway HG5	1598	B	8	11:45.4079	3 1:25.1399
6	4	Ecurie Australie	Johnny Greig	Reynard FF82	1600	B	8	11:45.9879	3 1:25.4877
7	80	PIARC	Ewan Geals	Lola T644	1600	B	8	12:06.2795	2 1:28.5504
8	26		Marc Giroux	Crossle 40/45 F	1600	B	7	11:18.9402	4 1:31.4936

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

#### Formula Ford Group Fc

1	89	Equity One Motorsport	Andrew McInnes	Van Diemen RF89	1600	C	8	11:14.4977	3 1:22.6022
2	11		Cameron Walters	Van Diemen RF 86	1600	C	8	11:14.6151	5 1:22.3550*
3	23		Bo Jensen	vandiemen RF89	1600	C	8	11:16.3366	3 1:22.7525
4	20		David Hardman	Elfin 600 FF	1598	C	8	11:16.6112	3 1:22.5996
5	99		John Connolly	Citation Formula For	1600	C	8	11:18.7899	3 1:22.5835
6	40		Nick Bennett	Van Diemen RF88	1600	C	8	11:18.9244	7 1:22.8698
7	72		Anthony Mann	Van Diemen RF86	1600	C	8	11:25.7417	2 1:23.2126
8	14		Steve Willing	Reynard 87FF	1600	C	8	11:28.6407	2 1:24.3219
9	47		Adrian Wilkinson	Van Diemen RF89	1600	C	8	11:33.8786	3 1:24.3733
10	74		Ben Robson	Van Diemen RF88	1600	C	8	11:35.1104	8 1:23.9467
DNF	16	Country Roasts Cafe	David Hobill	Reynard 88FF	1600	C	6	9:09.6348	2 1:29.0225
DNF	1		Neil Richardson	Van Diemen RF86	1598	C	3	4:22.9120	2 1:23.5138
DNF	94		Paul Faulkner	Van Diemen RF86	1600	C	2	3:02.9716	2 1:26.4806

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

#### Formula Vee

1	38		Geoff Stone	Elfin NG Formula Vee	1192	D	7	12:15.2195	7 1:40.0642
2	37		Don Greiveson	Spectre N.G Type	1192	D	7	12:18.9328	2 1:39.7710*
3	31		Bernie Cashin	Spectre Formula Vee	1192	D	7	12:19.2636	7 1:41.4684
4	51		Elizabeth Bailey	GAS Formula Vee	1192	D	7	12:42.2393	2 1:44.0075
5	41		Grant Kelly	Stag Formula Vee	1192	D	7	12:53.9376	2 1:44.9404

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

#### Formula Junior

1	8		Melinda Price	Lotus FJ 20/22	1098	E	8	12:07.7363	4 1:27.5806*
2	92		Don Thallon	MRC 22	1100	E	8	12:10.3881	2 1:27.7464
3	39		Roger Ealand	Koala FJ	1100	E	7	11:28.4823	4 1:33.2082
4	44		Bruce Edgar	Elfin FJ	1100	E	7	11:51.1539	3 1:35.8277
5	9		Ian Henderson	Brabham BT 6	1098	E	7	12:02.1843	4 1:39.2470
DNF	73		Noel Woodford	Gemini Mk 3A	1098	E	3	4:45.7704	2 1:28.0702

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

Issue# 2 - Printed Sun Nov 9 09:09:51 2014      Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1  
Penalty applied to car 99      Timed by Melbourne University Car Club Inc.

***Historic Sandown 2014***  
**SANDOWN INTERNATIONAL MOTOR RACEWAY**

**Formula Ford & Inv. Formula Vee & Formula Junior Race 3**

**CLASS RESULTS**

Event R45        6 Laps  
 Scheduled Start 13:50

Page 1              Issue 1  
 Start Sun Nov 09    14:39

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Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Laps	Race.	Time	Fastest...	Lap
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Formula Ford Group Fa

DNF	55	Jamie Larner	Elfin 600 FF	1598	A
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R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

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Formula Ford Group Fb

1	10	Geoffrey Walters	Elwyn 003/1	1600	B	6	8:38.1528	5	1:24.5910	
2	6	Todd Willing	Van Diemen RF82	1600	B	6	8:38.4455	2	1:24.2793	
3	30	Andrew Lamrock	Reynard	1598	B	6	8:40.2934	6	1:23.0034*	
4	27	Scott Blake	Reynard 84FF	1600	B	6	8:41.1616	6	1:24.2110	
5	70	Phil Marrinon	Galloway HG5	1598	B	6	8:45.9568	4	1:24.7474	
6	77	Ecurie Australie	Claire Greig	Reynard FF84	1598	B	6	9:03.8215	4	1:28.0591
7	26	Marc Giroux	Crossle 40/45 F	1600	B	6	9:05.5499	5	1:27.8187	
8	80	PIARC	Ewan Geals	Lola T644	1600	B	6	9:07.0873	5	1:27.7433

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

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Formula Ford Group Fc

1	89	Equity One Motorsport	Andrew McInnes	Van Diemen RF89	1600	C	6	8:23.8158	4	1:21.6660*
2	23		Bo Jensen	vandiemer RF89	1600	C	6	8:24.1050	5	1:22.1125
3	99		John Connolly	Citation Formula For	1600	C	6	8:24.3340	5	1:21.8735
4	40		Nick Bennett	Van Diemen RF88	1600	C	6	8:25.0042	5	1:22.2581
5	14		Steve Willing	Reynard 87FF	1600	C	6	8:32.5604	3	1:23.4598
6	47		Adrian Wilkinson	Van Diemen RF89	1600	C	6	8:37.8199	2	1:23.8782
7	74		Ben Robson	Van Diemen RF88	1600	C	6	8:39.4836	6	1:23.6812
8	1		Neil Richardson	Van Diemen RF86	1598	C	6	8:43.9678	2	1:24.3768
9	94		Paul Faulkner	Van Diemen RF86	1600	C	6	8:44.6759	4	1:24.3961
DNF	20		David Hardman	Elfin 600 FF	1598	C	5	8:59.5350	5	1:21.7885
DNF	72		Anthony Mann	Van Diemen RF86	1600	C	2	2:57.1350	2	1:24.5734

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

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Formula Vee

1	37		Don Greiveson	Spectre N.G Type	1192	D	5	8:51.7936	5	1:41.0467
2	31		Bernie Cashin	Spectre Formula Vee	1192	D	5	8:58.5900	2	1:40.6667*
3	51		Elizabeth Bailey	GAS Formula Vee	1192	D	5	9:07.5621	3	1:43.4469
4	38		Geoff Stone	Elfin NG Formula Vee	1192	D	5	9:07.8875	2	1:43.8257
5	41		Grant Kelly	Stag Formula Vee	1192	D	5	9:08.1043	2	1:42.6988

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

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Formula Junior

1	92		Don Thallon	MRC 22	1100	E	6	9:06.5998	2	1:26.5826*
2	73		Noel Woodford	Gemini Mk 3A	1098	E	6	9:10.0208	3	1:27.2686
3	8		Melinda Price	Lotus FJ 20/22	1098	E	6	9:11.8042	3	1:27.4598
4	44		Bruce Edgar	Elfin FJ	1100	E	6	9:44.4902	4	1:33.0366
5	9		Ian Henderson	Brabham BT 6	1098	E	6	9:50.3088	2	1:34.0652

R=under lap record by greatest margin, r=under lap record, \*=fastest lap time

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Issue# 1 - Printed Sun Nov 9 14:54:57 2014      Timing System By NATSOFT (03)63431311 www.natsoft.com.au/results & Dorian DATA-1  
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# POINTS SCORE TO ROUND #8 – David Reid

2014 SERIES POINTS.xls  
Summary

NAME	STATE	Philip Island	Wollongong	Eastern Ck	Winton Shorthorn	Morgan Park	Lakeside	Wakefield Park	Burragorang	Sandown	Eastern Ck	TOTAL
		R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	
HEMING, Bill	VIC	40				30	60	60	40			230
THALLOM, Don	QLD	32	1		28	30	80	28				199
PESRAM, Max	VIC	40	30		28		80	2				190
BUCKLEY, Robert	QLD	24		30		24	68					146
BODEL, Peter	QLD			22		15	64	38				139
MEDLEY, John	NSW	25	15	20	26	0		40				126
SIMMONS, Tony	NSW	3		16	26	15		58				118
FRY, Geoff	NSW			17	30	18		40				105
REID, David	QLD	11			0	40	15					66
CRAFT, Grant	QLD	40	20		9	34	11					60
NORMAN, Bill	NSW											54
BULLOCK, Marty	WA	18										46
BRYAN, Noel	NSW	9		16		17						42
EDGAR, Bruce	WA	4										38
EALAND, Roger	NSW											36
FALKNER, Norman	VIC		17		12							29
PRICE, Melinda	VIC											29
HENDERSON, Ian	VIC			5								23
STRAUSS, Peter	VIC				18							23
GOSBELL, Mike	NSW	21										21
SHEARER, Michael	SA			21								21
SHEARN, Kim	VIC	14		21								14
SHERRINGHAM, Jim	NSW			11								11
MCCRUDDEN, Neil	WA											8
BAILEY, Ian	NSW		7									7
FELLOWES, Andrew	QLD			3								3
TEFER, Alan	QLD			3								3
BRYDEN, Murray	VIC	1										1
MOODY, Stephen	NSW											0
LANE, Max	NSW											0
GOODFELLOW, Mike	QLD											0
BARCLAY, Peter	ACT				30	12	80	42				164
LITTER, Paul	QLD					50						50

## ***SAFETY NOTE FROM FJHRA (UK)***

End of season clean sheet please

Thanks to the wonderful coverage of the Goodwood Revival this year, anyone who wanted to, was able watch the full weekend live online, which no doubt made it the most watched FJ race in a long time. And the driving on track certainly didn't disappoint, but more importantly, neither did the driving standards. For anyone who's watched FJ racing in the UK, you'll have had the pleasure of watching the likes of friends Jon Milicevic, Sam Wilson and David Methley racing incredibly close, but with the upmost respect for each other. So when I saw Jon run wide at Madgwick to avoid contact, I sat on my sofa and applauded him. I hear the clerk of the course did the same, and he was commended for his action in the spirit of the event.

However it's not just at Goodwood in front of the crowds and to preserve the spectacle of the occasion that drivers should take precaution - that should be the norm at each and every race the whole world over. The headlines shouldn't be a boast to news junkies about the cost of the damage in that particular grid, but of the joys of Historic Motor Racing, and reliving the days of driver skills before technology arrived on the scene.

So on that note – I set each and every one of you a challenge to maintain a clean sheet of no contact whatsoever for the rest of the season and beyond;

1. Take the extra 10 minutes to give your car a thorough check over before taking it on track – if you leak oil, you'll likely cause someone else an accident at a cost both to their health and wallet.
2. Check your mirrors before you go on track, and use them during the race
3. Remember that 'backmarkers' is a banned word in FJHRA vocab – those in slower cars are equal members, who may be in a race long duel of their own, and without the breadth of entry, we can't secure grids or reasonable entry fees. However, if you're in a slower car, take extra note of 2 above and also keep a beady eye open for the blue flags, and if you're in a faster car, imagine it's your Dad you're overtaking – the chances are it might be with the wonderful number of family teams we have in FJ at the moment!
4. If you're not sure there's enough room on track for both you and the person you're having a battle with, be sensible –let them through.
5. Take pleasure in loading your car in one shiny piece at the end of the weekend.

## **NEW ZEALAND EVENTS 2015**

<b>16<sup>th</sup>-18<sup>th</sup> Jan</b>	<b>NZ Festival of Motor Racing - Celebrating Howden Ganley, Hampton Downs Circuit, North Waikato, North Island. Formula Junior/F3 Only Grid</b>
<b>23<sup>rd</sup>-25<sup>th</sup> Jan</b>	<b>NZ Festival of Motor Racing Celebrating Howden Ganley, Hampton Downs Circuit, North Waikato, North Island. Formula Junior/F3 included in Historic grid</b>
<b>30<sup>th</sup> - 1<sup>st</sup> Feb</b>	<b>Hightland Motor Racing Circuit. Cromwell, Central Otago, South Island.</b>
<b>6<sup>th</sup>-8<sup>th</sup> Feb</b>	<b>Skope Classic, Canterbury Car Club. (CCC) Ruapuna Circuit Christchurch, South Island.</b>
<b>13<sup>th</sup>-15<sup>th</sup> Feb</b>	<b>ENZED Classic, Classic Motor Racing Club. (CMRC) The Levels Circuit, Timaru, South Island.</b>
<b>20<sup>th</sup>-22<sup>nd</sup> Feb</b>	<b>Evolution Motorsport Classic SpeedFest, Southland Sports Car Club. (SSCC) Teretonga Motor Racing Circuit, Invercargill, South Island.</b>

The six weeks of racing over six consecutive weeks begins with the NZ Festival of Motor Racing at Hampton Downs Circuit, just South of Auckland. The NZFJR will have FJ/F3 only grids the first weekend. Any F1 Competitors wishing to take part in the second week will be in mixed grids with other Historics.

Email: [nigel@belliza.co.nz](mailto:nigel@belliza.co.nz)

# Head and Neck Restraint Systems – Peter Boel

With CAMS mandating the use of Head Restraint Systems (HRS) for racing in the not too distant future it might be apt to review the pros and cons of the various systems currently available and their compliance with the CAMS regulations. The systems currently available can be divided into two groups; those that are approved under FIA certification or SFI certification. For the moment SFI 38.1 certification will be accepted until end 2015 after which FIA certification only will be accepted by CAMS. This requirement I believe is currently under review for ‘historic racing’.

The original HRS is of course the HANS unit. First developed in the 1980’s and later introduced universally into F1 and CART, the system has since been refined and is still the industry standard and carries a FIA certification. However it protects mainly in front on collisions and provides little protection for side impacts. Hence the HANS is probably not the best choice for the cars we drive with no seat side protection. Also the 20 degree unit most commonly sold for saloon and sport car racing is not always suitable for the seating style common to our cars and the alternative 30 and 40 degree units cost considerably more and are more difficult to find. If you do decide the HANS is for you I would strongly recommend you try the unit sitting in your car to ensure you are comfortable with the high rear collar and the yoke over the chest.

<http://hansdevice.com/FAQ.html>

For the above reasons I rejected the HANS unit in favour of the Simpson Hybrid Pro which is the only other FIA approved unit. The Hybrid is a similar cost to the HANS units and feels more comfortable without the HANS high collar and chest yoke and provides better all round collision protection. The Hybrid is different to the HANS in that it is worn over the race suit with simple strapping and is thus less prone to slipping out from under the shoulder seat belts in an accident as has happened with the HANS.

<http://www.simpsonraceproducts.com.au/OurProducts/tabcid/85/mode/details/pid/312/Default.aspx>

The NecksGen Rev is very popular where FIA approval is not needed as it is only certified to SFI 38.1. This system is probably the most comfortable and simple to fit but is still highly rated for safety with frontal and side protection . I have used this unit and liked the comfort but rejected it as it doesn’t have FIA approval.

<http://www.necksgen.com/faq/>

The Leatt MRX is another popular system which is also only certified to SFI 38.1. It looks similar to a HANS but without the high rear collar and does also provide side impact protection. I have not seen this unit but have talked to users who are happy with the unit particularly its comfort. I believe there has been a recall of this unit due to manufacturing faults but it should be back in the market after modifications have been completed and testing done.

<http://www.leatt.com/shop/braces/motorsports/mrx.html>

**SFI 38.1 certification is valid for only 5 years after which the unit requires recertification**

**A list of pros and cons of these systems sourced on the internet.**

**HANS DEVICE** is the most popular head and neck restraint in worldwide auto racing. The HANS Device is an incredible product which has undoubtedly saved many racer's lives. Current models include the **Sport II**, **Adjustable**, **Pro** and newly introduced Ultra. The HANS Device is worn by racers in practically every form of motorsports that utilizes a dual shoulder harness type seat belt system.

**PROS:** Proven product from F1 to quarter mile short tracks. Comes in a variety of sizes to suit most applications. Minimal adjustments needed to achieve optimal fit. Easily slides on/off, while sitting in the race car. Works with 2 inch or 3 inch shoulder harnesses. Some drivers may find the style of harnesses that taper from 3 inch to 2 inch are easier to locate on the device, when strapping in. Recent pricing decreases in

the Sport 2 Series have made a HANS more affordable to a larger group of racers.

**CONS:** Can place pressure on the collarbone area. The Solution: optional gel filled pads are available to reduce any discomfort.

Top of device can get caught in window openings when entering/exiting door-less race cars. The Solution: HANS has developed the Sport 2 model, which has a lower and rounded back section.

Tends to push head forward on upright or 10 degree seat inclines. Note: All head and neck restraints will slightly push the driver forward in some seat designs.

Some claim that shoulder harnesses can slip off the device. HANS states, "Properly mounted belts do not slip off the device. If your shoulder belts will not stay securely on the device, chances are that you do not have the belt mounts properly located in your chassis."

**Simpson's HYBRID SERIES** has a wide variety of head and neck restraint choices. Specific models are available in either the carbon fiber **Hybrid Pro** or an injected composite. The **Hybrid Sport** injected composite devices are less expensive with a slight increase in overall weight (compared to the carbon fiber). Especially popular with drag racers, dirt oval racers and off road racers, although the Hybrid Series devices are well suited for most any form of motorsport, particularly drivers who do not like any type of equipment around their necks.

**PROS:** Sled tests have shown superior protection in side and multiple impacts. Does NOT create pressure points on shoulder area. Does NOT need custom shoulder harnesses. "Low back" allows easier entry/exit of race car. All models have quick release helmet tethers.

**CONS:** Some racers are still skeptical of chest strap design. Drivers will need to put these devices on, before getting into the race car as well as removing the entire device once exiting the vehicle.

**NECKSGEN** has been redesigned, retested and introduced as the **NecksGen Rev**.

**PROS:** By far, the smallest Head and Neck Restraint currently available. The low profile rear section and the absence of a "frontal yoke" provide minimal interference. Simplistic hardware makes the Rev very easy to attach device to helmet, prior to racing.

**CONS:** Can be slightly difficult to locate shoulder harnesses on the device, when strapping in. Some drivers have converted to harness belts that taper from 3 inches to 2 inches.

**Leatt MRX** Leatt, who established their name with the premier neck brace for motocross racing, has introduced the **MRX Head and Neck Restraint** designed specifically for auto racing. Debuted in 2014, the MRX has been popular.

**PROS:** Great looking device with a price point that is slightly less expensive than competitor's models. Well padded and very comfortable on the shoulders. Sliding tethers have smooth side to side movement.

**CONS:** Currently being recalled by Leatt. Not available for sale at this time. A corrected model is in development but there is no announced timetable for release.

See more at: <http://www.racedaysafety.com/whhenere.html#sthash.K91MRnAm.dpuf>



## CARS FOR SALE



### FOR SALE 1961 LOTUS 20J959 FJ2R

Originally owned by Lionel Ayers from Qld  
Full restoration completed (like new) by current owner  
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Contact Murray Bryden – BH 03 9357 9969



### FOR SALE 1961 GARD BMC FORMULA JUNIOR

Car designed / built by Jamie Gard in WA for 1962 AGP  
1100cc BMC engine, VW g/box, Drum brakes  
Recent restoration completed in SA  
Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 555



### 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

### WANTED

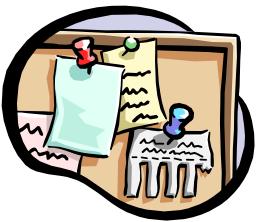
I need a good non Richardson Head, that I can fit on my 1000cc Gremlin FJ. If you have a good Head that is surplus to your requirements, please give me a call, or email me to discuss.  
Geoff Findlay – 0416 153 142.

[geoffrey.findlay@planningwa.gov.au](mailto:geoffrey.findlay@planningwa.gov.au)



**COOPER T56 MARK II 1960/61 FORMULA JUNIOR:** Ex-Bob Gerard 1961 UK/Europe team car, drivers John Taylor and Paddy Gaston, chassis number GR-12-1961, with fully documented history. Race-ready with 1100 BMC-A engine by Mike Dyer, big valve 12G head, factory spec FJ earn, 45DCOE9 Weber, Renault-Needham close ratio gearbox, CAMS Log Book and C of D. Significant spares include one new full-race 1100 short race engine, plus one complete 1275 engine with 45DC0E13 carburettor (both by Mike Dyer), two spare Renault gearboxes, FJ cam, original '60s era wheels, custom built lightweight single axle tilt trailer, full body moulds, and much, much more. After 28 years in our family my offer is an attractive total package deal of \$85,000 firm for absolutely everything in my workshop to do with the Cooper, wishing this unique classic stays in Australia. Sadly my racing days are over.  
Call **Jim Madden** on 02-9949 1697

**PLEASE ADVISE THE EDITOR WITH ALL ADDITIONS OR DELETIONS**



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