



Picture: Melinda Price (Lotus 20/22) and Bruce Edgar (Elfin Catalina) at the 2016 Phillip Island Classic.  
Photo by Chris Carter

## TO AVOID GRID PENALTIES! RENEW YOUR MEMBERSHIP NOW

Read more on page 8

Below: The Roger Ealand Memorial Trophy for Driver of the Day at the Brands Hatch Superprix.

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## 2016 Australian Formula Junior Championship Calendar

<b>Round One</b>	11-13 March	Phillip Island Classic	Phillip Island (VIC)
<b>Round Two</b>	23-24 April	Mallala All Historic	Mallala (SA)
<b>Round Three</b>	28-29 May	40 <sup>th</sup> Historic Winton	Winton (VIC)
<b>Round Four</b>	2-3 July	Historic Queensland	Morgan Park (QLD)
<b>Round Five</b>	21-23 October	Barbagallo Historic	Barbagallo (WA)
<b>Round Six</b>	4-6 November	25 <sup>th</sup> Historic Sandown	Sandown Park(VIC)
<b>Round Seven</b>	18-20 November	Eastern Creek Historic	Sydney Motorsport Park (NSW)



Photo: Adam Ealand presents the Roger Ealand Memorial Trophy glasses for Driver of the Day at the Brands Hatch Superprix to Marty Bullock.

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## PITSTOP Future Issue Release dates

	<b>Copy Deadline</b>	<b>Release Date</b>
<b>Issue Three</b>	Friday 30 September	Friday 14 October
<b>Issue Four</b>	Friday 2 December	Friday 16 December

## **PRESIDENT'S REPORT**

Well, things are heating up as all FJ eyes will soon be on the Australia for our Leg of the Diamond Jubilee Tour. Planning is well underway and there are some outstanding activities in the making.



### **THE WEEK BEFORE WE RACE**

Tuesday: The Melbourne Cup

Fortuitously, the Melbourne (Sandown) leg of the Diamond Jubilee is during Melbourne Cup Week. The race that stops a nation is one of the great distance horse races on the global calendar and Victoria, of which Melbourne is the capital, declares a "Bank Holiday" on Tuesday November 1st just for the race! There are numerous entertainment options for the 100,000 that attend that include dining, fashion and mingling with the stars, if that is your want. Flemington racecourse always looks a treat in Spring and for racing followers it is a must do. There is also a well attended "Ladies Day" on Thursday the 3rd of November with around 60,000 people flocking to see the very latest in fashion and more spectacular racing. **BOOKINGS ONLY REQUIRED IF YOU WISH TO PURCHASE ONE OF THE HOSPITALITY OR ENTERTAINMENT PACKAGES ON OFFER DIRECT FROM THE VICTORIA RACING CLUB at [customerservice@vrc.net.au](mailto:customerservice@vrc.net.au)**

Wednesday:

Maybe a drive along the Great Ocean Road  
This scenic road is often quoted as one of the world's best drives. Perhaps hire an exotic sports car and view the 12 apostles among other wonderful views.

**Thursday:**

**The Oaks day at Flemington Racecourse  
(See above)**



### **FRIDAY EVENING**

We have been able to secure a limited number of places on Melbourne's fleet of historic refurbished Tramcars FOR AN EVENING MEAL!. This unique experience captures Melbourne at its best with an excellent on-board menu as the tram traverses some of the City's CBD and inner, interesting suburbs. A very special opportunity for our overseas guests and they will be afforded priority for this special event. The adventure commences in the CBD at 5:30PM for 90 minutes and includes a 3 course meal with an open bar of spirits, wine and beer - all inclusive at AU\$85.00 per person. Advance bookings are essential and need to be received by Kim Shearn at; [classicblue365@gmail.com](mailto:classicblue365@gmail.com) by no later than 23rd September.

Transport to and from the Novotel in Glen Waverley will be arranged for a small extra cost if required - please advise this also. Highly recommended!

### **SATURDAY / SUNDAY AT THE TRACK**

A hospitality suite for drivers and companions will be available and will serve light refreshments throughout the meeting on both days. This unit is located close to the paddock garages and affords a commanding view of the action from the main grandstand on overlooking the start/finish line.



**SATURDAY NIGHT**

A private function for all Formula Junior drivers and partners is planned. This event was a huge success during the Golden Jubilee series and a repeat was deemed well worthy! More detail re timing and location will follow prior to your arrival.

NB: All events are planned to have a dress code of smart casual, other than the horse racing. Dress varies significantly from the sublime (Top hat and tails) to the ridiculous fancy dress costumes worn by some - and many variations in between!.

We're looking forward to welcoming all our visitors to one of the World's most liveable cities - Melbourne - See you soon for some memorable FJ racing and a fun time for all.

Cheers,  
Kim Shearn  
President  
AFJA  
14<sup>th</sup> August 2016

**Roger Ealand**

**10/06/1943-22/03/2016**



Eulogy (30<sup>th</sup> March 2016)

What a crowd!

We needed to take heed of Roger's credo....we're gonna need a bigger shed.

I'm not surprised because we're all here out of respect and admiration for a favourite man.

Plus I've received many, many messages and kind words from people who couldn't make it here today.

But I AM impressed we all found our way here.

Because the email notification sent out referred to - "our beautiful Roger"..... the "beautiful" bit really threw me....

However, there are two other words we definitely attribute to our mate...

BRILLIANT and PERFECT.

These two words were the most constant words we heard from Roger over the past couple of years when we asked how things were going.

His answer was always - "just BRILLIANT" or "absolutely PERFECT".

Well, he lied !

Things were NOT brilliant, or perfect.

But these words DO sum up Roger's attitude, his lifestyle and his influence on those around him.

To many of us here today, His brilliance was evident in our world of historic motor sport.... most recently as a top competitor, car restorer and President of the Australian Formula Junior Association.

It all started, with Margaret by his side, when Roger's race career kicked off about 55 years ago with an MG TC special at Lakeside.

Both here and in the UK, he showed his trademark short attention span, and changed and competed in hundreds of different cars.... from a veteran 1904 Rambler... right up to a McLaren Formula 5000.

He probably had his best successes in the 80's and 90's with sports cars. In fact .....in his Marcos, Roger scored the UK Classic Sports Car Championship.... 8 years running.

There was also time for rallying – again with Margaret literally by his side as navigator – in an E Type Jag, an XK150 Jag and a couple of Volvos.

You'll see his Volvo 123 GT at his home today, being restored to its prime..... just as it was when Roger and Margaret drove the London to Sydney marathon.....their best result was that they managed to stay married !

Over all these years, he never lost his enthusiasm for cars and the sport.

Even up until 4 weeks ago, Roger was hard at work cementing the destiny of Formula Junior racing in Australia. He was gutted when he realised he wouldn't be running alongside us at the Diamond Jubilee world series that started in January. He had prepared over the past couple of years by buying cars and motorhomes in Australia, England and America.....just so he wouldn't miss an event.

His enthusiasm has almost bankrupted a couple of us as we've tried to keep up with him.

Now we'll have to travel and run alone. Our cars will wear black tyres to honour him.

Frankly, we could spend hours going through Roger's Formula Junior and racing adventures - but he was such a media tart, that the world has already read about his exploits, with nauseating regularity.

Despite Roger's love of racing, it was more about participating than winning. A few months ago, he took all his trophies - and there were hundreds of them - and threw them away in the council tip. A few days later, someone had collected them and brought them back home saying.... it appears someone stole these... and we knew you'd want them back"

So racing was more about fulfilling his relentless , competitive nature....rather than the eventual result.

Roger's brave battle with cancer was a bit like his racing style.....with

Jumped start

Ignored warning flags

Cut corners

Performance enhancing drugs

.....and he still couldn't win !

I'll let others remind you of his other, very significant achievements.... In.... horse riding - boat building - sailing - flying - and business - including founding and running an international management and motivational consultancy - and building and running an award winning guest house.

His life was so full and spectacular, there will probably be a book or film about it.

Who will play our Roger in a movie ?

I'm guessing it would be the love child from a tryst between James Hunt and John Cleese.

So rather than list all his good bits, I'd prefer to use this occasion to say some personal things, now that.... at last.... I'm safe from his smart arse comebacks.

I was going to try and be theatrical, and open with the Monty Python song....ALWAYS LOOK ON THE BRIGHT SIDE OF LIFE....but there really is no need for cliché props... because Roger was his own, living, breathing, walking cliché!

We remember him for always speaking in slogans, saying things like...

"I don't do negative"

And

"I'm concentrating on LIVING...not surviving"

Or

"Even sick...I'm better than most others who are well"

For his own amusement....and mental stimulation.... he often told me that his mission in life, was to see how RUDE he could be to someone .... without upsetting or offending them.

And by and large he succeeded. Only occasionally going just that little bit too far.

He got away with it because of his extremely clever and quick brain, his humour, and his affected Pommie manner .... plus a spectacular dash of style and class.

When I tried to copy him, he'd say...

"Bill you do and say things a bit like me .... but you do it with your fly undone"

Everyone here would have - at some time - been victim to his put downs.....or been beaten by him on the racetrack....but I'm certain that everyone here also felt privileged to have spent time with Roger..

One of his excellent skills, was to make everyone he associated with, feel like they were a very good friend.

But, despite being a natural motivator, Roger found it quite difficult to truly open up and dig deep into interpersonal relationships.

Only last year, when I was complaining that my wife didn't understand me, and asking for sincere advice on how to make her happy about my being away motor racing so often....his only contribution was to ask..... if we were still having sexual relations..... and if so, perhaps that was the problem!

Most deep and meaningful subjects were batted away with a witticism or counter jab.

Certainly, it took me many hours and many overseas trips where we were forcibly thrust together, before I could confidently claim a mutual friendship.

It was a friendship that was built on inoffensive rudeness to each other. And a friendship that many onlookers, especially the Americans, did not understand.

We had an absolute ball cavorting with our formula juniors, and with other like minded Junior drivers.....across America, Europe, England, South Africa, New Zealand and the Nullabor.

But in all that time, the only personal positive or compliment I ever got out of Roger was....."Bill, the best thing I can say about you, is that you have an excellent wife".

To be fair, he did know a thing or two about "excellent wives". I don't need to confirm just how devoted Margaret has been to the bugger over the years.

I'm reminded of that joke...where the husband says -"I'm redoing my will, and I'm leaving everything to you" and his wife replies -"you always do, you lazy sod"

But we really do need to acknowledge her devotion and love, especially during his time of sickness.

Marg still found time to be a charming hostess to all Roger's friends who found their way to Duranbah - and usually camped.

She has simply been - outstanding.

I recall sitting around a BBQ in a campsite outside of Barcelona, when after a few sangrias, I asked Roger who he believed was his best friend.

He thought for a few minutes and mumbled something about a few people, then he lit up and said....I'd have to say - Margaret.

This was reinforced only two weeks ago when he was flirting with the nurses who were bathing him and filling him full of drugs. Some of his last words were..."you nurses are wonderful - but not as wonderful as my wife".

Good on you Marg.

Other genuine tid bits I managed to weedle out of the boy..... when pressed, he nominated his home at Duranbah as being his favourite project. And you can experience that special feeling of beauty and happiness in that gorgeous homestead that he and Marg built pretty much with their bare hands.

Aah...the serenity !

We're off to his home after here so you'll see for yourself.

I also believe some of you want to say a few words about Roger when we get there ..... or as our friend Jeff Brown said....hold another drivers briefing. That should stuff up the serenity.

Only last month, I asked him what he wanted seen as his legacy. Roger, without hesitation, nominated his boys Justin and Adam. You guys must realise the pride and the peace your Dad found when he looked at you - and your families - and your lives.

He reckoned he done real good.

I need to read an extract from a letter that was doing the rounds on Facebook recently. This was written by a woman who died from cancer, to be read after her death. Some of the words must surely have been written by Roger himself....

Here goes...

"I'm not in heaven, I'm here. But no longer in the crappy body that turned against me.

So I have some good news and some bad news. The bad news is, apparently, I'm dead. Good news is that you are most definitely not.

Yes this sucks. It sucks beyond words, but I'm just so damn glad I lived a life so full of love, joy and amazing friends.

I am lucky to honestly say that I have zero regrets and I spent every ounce of energy I had - living life to its fullest.

I love you all and thank you for this awesome life."

Well mate...we loved you too.

A significant amount of joy and wonder has gone out of our world.

But Roger would never forgive us if we didn't go back to nature, and back to basics, and remember.... IT'S STILL A WONDERFUL WORLD.

Or....as Roger would say, it may not be quite PERFECT, but it's a BRILLIANT world

So, for his sake, let's celebrate Roger, and continue to enjoy it.

## **TORQUE AROUND THE PITS**

Margaret Ealand travelled to the UK in June for Roger's Memorial gathering held on 8 June. Margaret told Pitstop: "110 family and friends turned up to remember Roger on the 8th - amazing day."





## **AVOID POTENTIAL GRID PENALTIES**

### **AFJA Club Membership**

Our club has about 100 members with a rich mixture of front and rear engine cars from 1958 to 1969. Most cars are in running order and some are under restoration. We also have members who have an interest, but no car – as yet.

The \$50 annual subscription is due each January and whilst most members have paid for 2016, some have not.

This is a reminder for you to check your status ASAP and pay up if you have not already paid.

Members who are not paid up won't receive the soon to be released updated booklet showing photos and profiles of all our cars. Moreover if your membership lapses, you may face a rejoining fee.

You can check your status in **CAMSEventEntry**. Log on to the CAMS member portal at [www.cams.com.au](http://www.cams.com.au), click **CAMSEventEntry** (see below), then select **My Events** and check the payment status of the 'event' **AFJA Membership Renewal**. If you have not already paid, enter the 'event' and pay.

Your username is your CAMS licence number and your password is your CAMS member portal password (which may not be the same as your original **CAMSEventEntry** password).

### **AFJA Car History and Photos**

The soon to be released updated booklet of car photos and profiles will use the information in your **My Cars** in **CAMSEventEntry**.

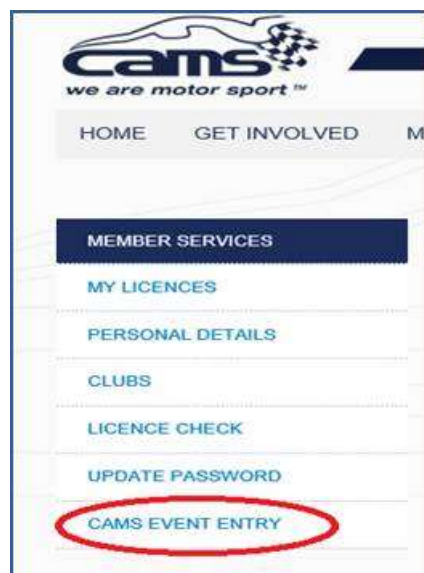
We need you to review your car photos and history by **Sunday night 28<sup>th</sup> August**.

The history should be limited to 120 words and should cover interesting info about your car and not simply a list of owners.

To update your car information, log on to **CAMSEventEntry** via the CAMS member portal at [www.cams.com.au](http://www.cams.com.au), click **CAMSEventEntry** (see above), then click **My Cars**, select your FJ(s) and add / edit the photos and history.

Your username is your CAMS licence number and your password is your CAMS member portal password (which may not be the same as your original **CAMSEventEntry** password).

You can test the outcome by clicking **Create Postcard Print File** on the **My Cars** page (see below)



## **CLASSIFIEDS**

### **1962 LYNX**



One of the 5 original Mk 3 low-profile cars with front disc brakes  
It has a Richardson head / Peter Larnar engine with 125+ bhp (only about 2-3 hours old)  
I have had the rear end re-built/strengthened to cope!!  
It has a strong VW close ratio box; Hewland possible with HTP.  
Includes purpose made enclosed trailer, full set of body and screen moulds.  
**\$A100,000 ono Contact Ian Bailey 02 9230 3290**

### **1962 Gremlin FJ**



Australian Special Set up with desirable 1100cc Ford power, VW box and disc brakes, inboard at the rear. Built on an Ivan Tighe hill climb chassis by Bill Smith for Ron Halpin. A well presented car with alloy side panels and silver fibreglass Lynx nose and tail. Car now in Berry NSW and needs to be sold to someone who will use it. Ideal car to participate in upcoming anniversary events. \$40,000. The Gremlin is in good condition and a great introduction to FJ's. CAMS Logbook, CoD and some period history and documentation. Detailed pics and video available please call Geoff Findlay on 0416 193 142

## Lotus 20/22

- Race ready well known Lotus 20/22
- Full pre-season refresh including fresh engine with its only outing being Phillip Island.
- It is in outstanding race ready condition and has the all important 5 speed Hewland gearbox.
- Many other details available on request.
- Current FIA HTP and Australian C of D etc.
- Asking price: \$160,000 AUD. Kim Shearn. [classicblue365@gmail.com](mailto:classicblue365@gmail.com)



## Cooper T59



Australia's fastest BMC engine FJ. Genuine car with all the right bits. Factory XSP BMC engine, dry sump. ERSA Knight 5 speed Citroen box. Engine reconditioned one meeting ago, has a new billet steel crank. Could do with new tyres and seat belt and then ready for the amazing World Series. \$90,000 firm. Michael - 0419044999

### ***Regalia Sales – contact the Secretary***

Jim Clark Cap	\$30 + \$5 P&P
Pair of Car Stickers	\$ 5 + \$1 P&P
Business Card advertising for 4 Issues	\$50

## **EVENT REPORT PHILLIP ISLAND**

Not a Formula Junior report, but the report from Historic Racing Australia on the event.

A near record 534 entries across 12 racing categories descended on the Victorian coastal island for the 2016 Phillip Island Classic.

Thirty Formula 5000 cars entered the event, 17 from Australia, 11 from New Zealand and the remainder from other parts of the globe. The category chose to forego the first race by making it a second practice/qualifying session. Tom Tweedie from NSW taking pole position in the Racing Team VDS Chevron B24 from NZ Legend Kenny Smith in his Lola T332. The ole lap time – 1:28.1513



**Above:** Kim Shearn – Lotus 18. Photo by Chris Carter

The emergence of Tim Berryman in this field in the ex. Alan Jones / Theodore Racing Lola T332 in his first race meeting in an F5000 car saw him battling it out at the front. Tweedie took the first three races with the veteran Smith providing close racing, but it was in the fourth and final race for the weekend that Berryman got a jump at the start (rolling start) and had a terrific race long battle with Tweedie. The two young-gun New South Welshman taking it down to the wire with Berryman taking his maiden F5000 win by .03200 seconds.



The first of the Victorians in the final being Andrew Robson (Lola T332) from fellow local, Paul Zazryn (Lola T332) – who made his return to racing following a foot injury in late 2015, with Greg Thornton from the UK in his Chevron B24 ran fifth.

**Above:** Joe Riccardo – Brabham BT6. Photo by Chris Carter

The races for the pre-WWII to the end of the 1950's racing & sports-racing cars saw some hard-fought racing. Les Wright from NSW brought down his Dalro Jaguar Special (yes, we usually see Les in his 1985 Benetton F1 car) taking pole position in Friday morning's qualifying session with a very respectful time of 1:58.9141 from fellow New South Welshman, David Reid – who brought the Lukey Faux Pas Special home to Phillip Island again. Grant Craft from Queensland taking third spot on the grid for race 1 in his Sharp Holden Special. Incidentally, Craft had entered two cars for the weekend (the Lotus Super 7 S4 the other – after the Brabham BT2 FJ was not quite ready in time), all to have his truck breakdown at Mittagong in NSW on the 20+ hour long journey down Australia's Eastern coastline. With the parts not available to get the truck back on the road quickly, the abandoned the truck and Lotus, borrowed a trailer and continued on with the Sharp Holden Special for the weekend. The man upstairs had other ideas as Craft promptly destroyed the engine in that afternoon's first race. Nick McDonald (Elva Courier) took home the race 1 win from Wright, Rei, Dick O'Keefe (Proton Sports) and Shane Bowden (PRAD 5). Formula Vee is growing in grid numbers and 11 had entered for the meeting with the group combined with the above field. A great inexpensive way to get into historic racing, this group should be proud of their driving standards and quality of racing. Andrew Grevis-James nearly clean-swept the FVeEs in his 1961 Elfin NG, but it was Doug Angus from Queensland who took home the honours in the final in his 1963 model.

Formula Ford has grown rapidly as a historic category in the past few years and a record 54 cars entered this year's event with the grid extending around the final turn back toward the bridge (well not quite, but fairly close to it!). With so many entrants it's hard to report on everything, but it was interesting to note the depth of seasoned talent within this field. As the weekend progressed so did John Blanchard (Jnr) speed at the wheel of his Van Dieman RF88 – the first time in a racing car seat in 21 years (incidentally the last time he drove was in this particular car).

Current LMP3 driver, James Winslow (UK) was a last minute inclusion to the field in Dimitri Zartaloudis' Van Dieman RF89 (following Dimitri's withdrawal due to a back injury), and with Dave Hardman put on a great display of close hard-fought racing across the 5 races over the three days of the meeting. In each lap and each race they finished within less than half a second, Hardman taking two wins, while Winslow took the other three.

The 1960s Racing & Sports-racing cars (Groups M & O) once again put on a great show, this time with the dazzling inclusion of the 1966 Tasman Series BRM P261 of the UK's Andrew Wereing. The car was driven in the Tasman Series that year by both Richard Attwood and Jackie Stewart. Certainly a spectator favourite it wasn't right at the front of the field though with Richard Carter (Elfin Mono) and Laurie Bennett (Elfin 600B) doing battle at the front of the field with Keith Simpson driving the wheels off the Brabham BT14/16 to get a few thirds and fourth. Creditable third place in the final race to Peter Strauss in the '69 Tasman Series Brabham-Repco Bt31.

**Right:** Andrew Wereing (UK) in his BRM P261 leads our own Norm Falkner – Elfin Mono. Photo by Chris Carter.



Heritage Touring Cars (Groups C & A) put together a huge field; including more than 10 BMWs celebrating the marque's Centenary. Carey McMahon took Pole Position in his Benson & Hedges Ford Sierra on Friday ahead of Richards & Terry Lawlor in the Caltex Ford Sierra, while Jim Richards stole the BMW show with his Group C spec BMW 635 taking it to Tony Alford in the 1992 "Godzilla" Nissan Skyline GT-R and McMahon.

1970s & 1980s Sports-racing cars put on a fabulous show. Unfortunately, Andy Newall (UK) suffered a suspected suspension failure in a US-based McLaren M8F early on, and similarly to Bob Harborow who suffered a similar grief in his newly acquired McLaren M6B coming on to the main straight (believed to be a poorly manufactured suspension component). Duncan McKeller had less issues in his McLaren M8E dominating the category across the weekend, including a convincing win in the final race ahead of the Lola T163 of NSW's Aaron Lewis and Dutton Garage's George Nakas in his ex-Racing Team VDS McLaren M8F. Lewis commenting about the power-to-weight ratio of his Can-Am Lola – "It weighs less than 700kg and produces more than 800 BHP".

John Bowe well and truly dominated the 1970s & 1980s Racing car races in the 1974 March 741 Cosworth (driven in period by Hans Stuck) putting on a masterclass display each race with sub 1 minute 30 times.

## **EVENT REPORT MALLALA**

Historic enthusiasts from the SA Sporting Car Club turned on their usual delightful meeting this Anzac Day weekend.

For us in Formula Junior, the enormous gap left by the passing of Roger Ealand proved impossible to fill. But the combination of perfect weather and a hilarious and insightful Saturday night speech by Colin Bond alleviated the sadness.

Colin Bond must be the most versatile top driver Australia has ever produced. He began his frontline racing in a Lynx MK 2 fitted with a supercharged Peugeot 404 engine. It was a weapon, taking him to three NSW hillclimb championships in the 1960s.

Colin won Bathurst in a Monaro and would have won a second time in a Falcon, but for Moffatt team orders which relegated him to second in 1977. But he is best known for sensational drives in an Escort BDA rallycar, complete with Detroit locker, against the best in the world. Now a youthful 74 and delightfully modest, he speaks for no fee to help raise funds for car clubs around the country. Great guy!

FJ was amalgamated with K L and FVee cars at Mallala, producing a 23 car grid. Bill Norman was fastest in the Lynx MK3, freshly refurbished after he had backed into poor Bill Hemming's Elfin 400 at Phillip Island in March. (As Roger said before he died, mistakes are OK as long as you LEARN from them!) Michael Shearer raced his wonderful Ford A Special instead of his Junior, so the FJs were limited to Bill Hemming's Elfin and Norm Falkiner's Stanguellini, supported by Wayne Hocking in the TAD.

Bill Hemming had mechanical woes all weekend, compounded by some very old, very slippery Dunlops on the rear which made the Elfin abnormally loose, on what was already a slippery track, very bumpy under brakes. Then there was the oil leak and the sticking throttle and even his television didn't work on the TOOLBUS. For Hemming the only bright note was that his favourite Adelaide hills restaurant still offers pizza icecream on the menu! Yes, really.

Bill Norman was kept honest by wonderful driving from young Kevin Kosa in the beautiful Penrite Elfin Clubman 1500. This is a genuine car on proper skinny period tyres, driven with great verve.

Some of the big-engined old specials and supercharged MGTCs were surprisingly fast, but the Lynx ended up with four outright wins and third in the exciting Race 3 Handicap.

Bill Norman was further delighted by being awarded Driver of the Meeting. (Just don't mention Phillip Island).

Bill Norman, 30<sup>th</sup> April 2016

## **GLOBE JOTTINGS AUSSIES OVERSEAS**

Marie and I left for the UK mid-June for a Summer of racing in Europe. Well, that was my plan, however Marie had her own ideas.

First up a two week wait to unload both race cars and prepare for Brands Hatch. Iain Rowley kindly allowed us to use his premises for staging and after a 4 day wait for Peter Barclay to join up and help unload.

Brands was spectacular. 101 Formula Junior racing cars in 3 classes over two days. Duncan Rabagliati, FJ Supremo had planned this event for ages and pulled it off like a treat. Excellent hospitality marquee, good food and efficient organisation all completed the picture.

Safe racing, yet highly competitive and even got dry weather runs too. Yours truly qualified 15th of 34 and finished 13th after a poor start so I was chuffed considering the opposition. The car ran brilliantly thanks to Dave Price's preparation back home.

After Brands, we returned to Iain and swapped cars for the Penny Ford to participate in a Hill Climb event at Chateau Impney, near Birmingham. An old circuit reinstated by the newish owner, Rod Spollen (About 35 years old) and this was the second annual running of this event since 1967.

Rod met us at the gate, showed us about, ensured we had a good campsite, arranged tickets for the black tie dinner on Saturday night and the BBQ on Friday night. The property is amazing in both its size and grandeur. An outstanding weekend, even though Hill Climbs aren't my thing, it was really fantastic to be part of it. Over 200 cars, many of which I've never heard of, let alone seen before. A steam car ran competitively for the first time in the UK since WW2. For the record, "Penny" also ran faultlessly, again due to David Price's hard work over many years to get the car in such good shape from the wreck we bought about 5 years ago!

We then swapped cars again and crossed the channel to head towards Copenhagen for the next FJ race at the end of July. Along the way we got lost several times, got severely bogged on a private property while trying to turn around and had to call the RACV (AA over here) to extricate us. That night, after 4/5 hours messing about, we slept in a petrol station car park. The Princess wasn't all that impressed, let me tell you.

Luckily, as we slowly progressed towards Denmark, we found this terrific hotel from which I'm writing and having a couple of days "off" as it were.

While back in the UK we enjoyed a great night with Matt and Michiko King at their home. Adam Ealand has stored the container racking and he presented trophies at Brands in honour of his late father, Roger who we all miss enormously. Too young and gone too soon.

We renewed contact with numerous racing "mates" and spouses along the way including a few Kiwi's, but bugger them, we won't mention Tony, Nigel and the Crow Eater Marty either. Apologies to all South Australians, Marty is a genuine Sand-Groper not one of you lot!

Also visited Dave Methley and LA at their beautiful home in Chichester and stayed overnight. We really enjoy their company and it was good to see Dave in good health after his bad luck when in Australia earlier this year.

The weather is picking up after 2 weeks of rain every day in the UK and now, in Germany, it is 30c and we're loving it!

**Kim Shearn, 20<sup>th</sup> July 2016**

## LAP RECORDS

Could members please check the following list and if you disagree please send corrections (by means of an email direct to Bill Norman at [lola642@gmail.com](mailto:lola642@gmail.com). These suggested changes can then be checked against Natsoft for inclusion on our web site.

Circuit	Date	Driver	Car	Laptime
Sydney Motorsport Park (Gardner GP), NSW	11/15	Bill Norman	Lynx	1:46.8412
Mallala, SA	4/07	Jonathan Williamson	Lotus 22	1:20.1561
Oran Park (Short), NSW	6/07	Jonathan Williamson	Lotus 22	51:6004
Oran Park (Long), NSW	6/09	Kim Shearn	Lotus 18	1:22.9204
Phillip Island, VIC	2/14	Grant Craft	BT2 Brabham	1:49.4113
Calder Park, VIC	3/08	Peter Strauss	BT6 Brabham	1:07.7408
Wakefield Park, NSW	9/15	Bill Norman	Lynx	1:08.199
Morgan Park (Short), QLD	5/07	Don Thallon	T56 Cooper	1:13.3961
Morgan Park (Long), QLD	5/15	Bill Norman	Lynx	1:29.067
Winton (Short), VIC	5/15	Bill Norman	Lynx	1:08.1028
Winton (Long), VIC	8/15	Melinda Price	Lotus 20/22	1:38.5733
Sandown, VIC	11/13	Grant Craft	BT2 Brabham	1:24.972
Lakeside, QLD	6/12	Peter Boel	Lola 5A	1:01.4081
Barbagallo, WA	11/12	John Dowson, UK	Brabham BT2	1:07.2317

## DIAMOND JUBILEE WORLD SERIES UPDATE

Attendees thus far....

Name.	Aus.	NZ.	USA.	UK.	None
Don Thallon.	👍.		👍		
Jeff Brown.	👍.	👍.	👍.	👍	
Alan Conway.	👍.	👍.	👍.	👍	
Bill Norman.	👍.	👍.	👍.	👍.	
Peter BOEL.	👍.	👍 (with WA group)			
Kim Shearn.	👍.	👍.		👍	
Bill Hemming.	👍.	👍.	👍.	👍	
Peter Barclay.	👍.			👍	
Peter Strauss.	👍.		👍		
David Reid.	👍.	👍.	👍		
Norm Falkiner.	👍.	👍			
Dennis Leslie.	👍				
Tony Simmons.	👍.	👍.	👍		
Robert Buckley.	👍				
Geoff Fry.	👍				
Murray Bryden.	👍.		👍		
Noel Bryen.	👍.				
John Rowe.	👍.				
Michael Rowe.	👍.				
David Watkins.	👍.				



## **NEWS FROM ACROSS THE GLOBE**

Photos from Brands Hatch Superprix...

