

From: [FJHRA](#)
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Subject: FJHRA Newsflash 2011/22
Date: 25 August 2011 17:36:15
Attachments: [Dyrham Spirit flyer.pdf](#)
[2011 Bridgehampton Days.pdf](#)
[R7 Algarve Entry List Master.pdf](#)

Dear FJHRA,

Chris Lawrence

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Chris Lawrence died peacefully watching the cricket on TV last Saturday. His exploits are legendary, and much connected with Morgans. Firstly there came Lawrencetune, followed by the Deep Sanderson marque. There were four Formula Juniors, which he ran for himself and others, but, only DS 104 survives, now owned by Chris Wilks, and which Duncan rescued as a rusty wreck, last used on the Speedway Midget circuits, and was restored by Tony Steele and Keith Roach, and then raced himself. DS 102 was sold to Rodney Cummings to North London and disappeared without trace: the other two were scrapped.

Later Chris built rear BMC engined GT cars, one with a Martin V8, and took them to Le Mans, but the more remarkable project was DS 105, the "twinni mini" single seater. Again, Duncan rediscovered this and had it reassembled. Chris himself then completed the project and it ran again at Goodwood in 2009.

Chris was also involved in the Monica GT project, with Martin V8 engine.

Coming back from Le Mans, a serious road accident changed his life, and his businesses disappeared. He recovered, but left for America where he stayed many years, subsequently returning to the UK and living in a little caravan at the Morgan works where I first saw him. Life improved with much involvement with the new Morgan Aero 8 and for several years he had been living in a lovely house in Herefordshire with his wife Carrie.

A private family funeral is next Wednesday, but Morgan's will be holding a commemorative event in Malvern in his memory later this year. We hope Chris Wilks will be able to take the Formula Junior there.

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UK Championship Round 11 - Brands Indy

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This year we have 2 grids for the Brands Indy HSCC meeting, one for front and one for rear, so although the closing date has passed, there is likely to still be room in both grids. [Click here](#) for the entry form.

This round will be filmed, and show on Motors TV. The plan is for the coverage to go out within 2 weeks of the meeting. The plan is to mix coverage of the racing with interviews with drivers about their cars together with archive footage of historic racing in the appropriate period. The final film will have a semi-documentary feel.

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FIA Lurani Trophy Round 7 – Algarve Historic Festival

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We have a great entry for our final round of the year, but there's still room for more if anyone is still undecided. Entry list to date attached.

Transportation to the Algarve from the UK

Option 1;

Vern Williamson has up to 2 places in his truck heading to the Algarve. It will start in Edinburgh, before heading south to Dover via Preston. Likely to be quite a bit cheaper than going with a preparer.

The truck will leave on Friday 14th Oct and back on Friday 28th. Email Vern on vmw@byways11.com or phone 01316632965

Option 2;

Alan of AWS Engineering currently also has spaces to fill for a few cars at £1600/car inclusive. They could arrange collection from Calais but this would be a special trip a week or so before the leave date,

Contact details; 01608 644445 /www.aws-engineering.co.uk

Oil Containment

Quite a few 500cc F3 cars have been having oil containment problems, which may also affect FJ's and James Gray has been using the following product very successfully;
<http://www.spill-kits-direct.co.uk/section.php?xSec=149>

Crosthwaite and Gardiner to produce Jack Knight Imp gear sets.

We have been informed by Crosthwaite and Gardiner that they are to start re manufacturing Jack Knight gears as used in the Hillman Imp gearbox and fitted to many F3 cars. Numerous FJ competitors already rely on products from Crosthwaite and Gardiner and these gears will be a useful addition to their already comprehensive range of parts.

Anyone interested should contact them on 01825 732240 or sales@crosthwaiteandgardiner.com

Formula Junior 1958 – 2008 Book

Although Ben Cowdrey has sold the entire stock of his FJ book which celebrated 50 years of FJ racing, he held back a very small number of slightly defective books as some of the pictures were printed in a sepia colour. If anyone is interested in buying one of these last remaining books, do please contact Ben either by e-mail ben.cowdrey@btinternet.com or telephone 07785 706181. The price is £15 plus £1.50 p & p, if in the UK.

12" and 14" Alloy Wheels

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For some time it has been almost impossible to source 12" alloy wire wheels as the original manufacturer no longer makes them in this size. They are used on the front of Stanguellinis and some other Italian FJs.

Gordon Wright has been in touch for some time with SAS (Turrino Wheels) Ltd. about this problem and they informed him at the Silverstone Classic that they had now altered their tooling to enable 12" rims to be manufactured. They have quoted £750 +VAT per wheel, which seems quite steep. They are, however, keen to supply the Formula Junior market and would be prepared to offer a more competitive price if a number of sets were ordered.

Gordon would like to gauge the level of interest.

Gordon is happy to coordinate this if members want . Please contact Gordon at gjrwright@yahoo.com.

Turrino can also supply 14" rear rims for Stanguellinis etc. at the same price. Again a price reduction would be negotiable depending on numbers ordered.

John Venner-Pack

Sadly, another ex FJ driver has died, albeit aged 91 !!

John Venner-Pack raced a Sprite in 1959/60 ,and had a particularly good day at the Goodwood Members meeting 24 Sept 59, being 1st in the 1000/1200sv race ,and 1st in the Handicap race. In 1960 he was entered by Team Speedwell and was part of the Speedwell team that set records with a Sprite on the Anterwep-Liege Auto route in April 60 (see Autosport 22/4/60 p533)

His races that year included the Trophee Auverge at Clermont Ferrand ("Charade" – where FJ go next month) with Len Adams & Keith Spellman.

He made two Formula Junior outings, on 2 April at the Oulton Spring National meeting in the Team Speedwell Cooper-BMC, finishing a more than respectable 5th behind Jim Clark, Trevor Taylor, Mike Mckee and Henry Taylor, and ahead of Mike Spence in a similar Cooper. However, two weeks later he crashed at the Goodwood Easter meeting in the Junior. Finally came a crash at the August Bank holiday Monday International meeting at Brands, in the Sprite, which seems to have ended his racing career.

Dyrham Park Revival

The National Trust invited the Bristol Motor Club to put on a revival of the 1960s speed hillclimb at Dyrham Park as part of their celebrations of 50 years running the Dyrham estate. Unfortunately, the cost of providing the safety measures necessary to acquire a track licence has proved to be prohibitive, so on Sunday 2 October 2011 they are instead putting on a display in the Park under the title "Spirit of the 60s".

The BMC want to attract as many cars as possible like those that were used competitively in the 60s, together with their drivers, where possible. All invited participants will be offered the rare opportunity to drive up this legendary hill (behind a pace car), which for those who took part 50 years ago will be a powerful nostalgic experience.

They have not been given a lot of time to organise this, so are contacting owners' and drivers' clubs, that may represent the kind of cars we would like to see, and have asked us to circulate the attached flyer to encourage people to take part in this golden one-day opportunity.

Applications and entries are being handled by Phil Rumney, whose details are shown on the flyer.

Kind regards,

Sarah

FJHRA Comp Sec

www.formulajunior.com

Skype: formula.junior

Naujoji g.15, Zagare, Joniskis, Lithuania, LT84326

Tel; (0044) (0)208 144 0460

Fax; 00370 42653031