



NewsLetter 02/08/13

As the racing season rapidly draws closer, and what a big season it will be, I thought it opportune to fill you in on developments.

Tasman Revival, Australia. Barbagello and Eastern Creek;

Preparations are well at hand for the Kiwi Contingents undertaking the trips to 50th Anniversary Australian GP at Barbagello Perth and the Tasman meetings at Eastern Creek, Sydney. There was at last count Twenty one cars listed as potential entrants, mostly from overseas; being the UK and five FJ cars from New Zealand. Noel Woodford and Jim Barclay in Gemini Mk3A's, Mike Sexton in the Gemini Mk2, John Holmes in Lotus 18 and Tony Olisoff in the Emerson Elfin Mk1. Event organiser, Neil McCrudden and wife Mandy's hospitality which I can attest to is renown, such that they have invited owners to camp on their six acre property which encompasses the Western Australian Racing Museum (WARM) . Only Neil could think to put on a Twenty one seat bus to and from the circuit. It is disappointing that the event did not get better support but family commitments meant that I, and other Kiwis that very much wanted to go, could not attend.

Eastern Creek, a circuit that a number of the Kiwi Juniors have raced at before is better attended with Forty cars and will see John Rapley in his Brabham BT2 and Ian Garmey in his Cooper T56 meeting up with the Kiwi Contingent from Perth, to race here before returning back to participate in the Tasman Revival and Southern Festival races in NZ.

Lake Taupo and Denny Hulme meetings, Hampton downs;

Organisation of the Denny Hulme meetings are progressing well. Its my understanding from Jim Barclay, organiser of the Denny Hulme events that there are so many FJ/F3 cars at The Hampton Downs round; fifty four at this stage, that these will be split into two grids, separated by lap times.

Southern Festival;

For the "Southern Festival" (as we up North still call it) encompassing the Enzed Classic and Historic, The Levels Circuit Scope Classic at Ruapuna and Rick Michels sponsored, Evolution Motorsport Classic Speedfest at Teratonga we have twenty six confirmed Formula Junior cars. If interest from others eventuates, then there could be as many as thirty two Formula Junior competing at the three events in the South Island. Again a big thanks to **Toll**

Transport and Brian Dixon of the Classic Motor Racing Club as organizers of the ENZED Classic and Historic Race meet, at the Levels Circuit for getting this package together. If it is made available to others in future years will go along way to revitalizing the Southern Events

Race dates are;

1 - 3 Feb 2013 **Skope Classic**

Ruapuna (Christchurch); Practice and Qualifying Friday 1st Feb, Racing Saturday 2nd and Sunday 3rd.

Free practice on Thursday 31st Jan,

8 - 10 Feb 2013 **ENZED CLASSIC AND HISTORIC**

Levels (Timaru) Practice and Qualifying Friday 8th Feb, Racing Saturday 9th and Sunday 10th.

No practice Thursday due to resource consent issues.

15 - 17 Feb 2013 **Evolution Motorsport, Classic Speedfest**

Teratonga (Invercargill) Practice and Qualifying Friday 15th Feb, Racing Saturday 16th and Sunday 17th.

Free practice on Thursday 14th Feb,

The Guests;

The FJ cars coming into NZ are primarily from Australia and the UK. Twelve Australian cars expected, many of them returning after the 50th Anniversary celebration back in 2008. The cars from the UK include some old friends. organizer of the UK contingent, Bob Birrell; Peter Anstiss, who will share his Lotus 22 with Gordon Wright . Robin Longdon is back with his Lola Mk 5a, Vern Williamson representing Scotland in the Ausper Mk 3, David Bishop in the front engine Elva 100 and Sir John Chisholm in the Gemini Mk 3a. Sir Johns car will be one of four racing at the Series, as we have Jim Barclays, Noel Woodfords and Allan Conway, from Australia who will be competing in there Mk3A's. A good number considering maximum of nine were thought to have been built and only five cars are known to have survived. Nigel Russell's earlier Gemini Mk3 which is under restoration won't be ready for the series.

New to New Zealand from the UK are George Cooper in his Cooper T59, Malcolm Wishart Cooper T 65, Paul Smeeth Lotus 22, Jonathon Hughes , Brabham BT6, Andrea Guarino from Italy in his Lola Mk 2, whilst Pierre Toneti also from Italy will make his own way to NZ with his Brabham BT6. With two spaces left in the container and 3 possible supplicants it's sure to fill out.

The UK and some Australian contingents are expected to head down to Lake Taupo for the first HRC meeting January 12-14 and as the NZ FJ have not been racing down there for some time lets make an extra effort to support the tourists and the meeting.

The UK/European contingent will be competing in the South Island events and at the moment there is interest from Four Australian FJ in joining us and if they do, will have twenty nine Formula Junior competing at the South Island events.

FJ only races at the Levels and Teratonga and its expected we will be racing with the 1500cc Ford engine Sports Cars; Mistral and Bucklers with suitable period compliant tyres.

At this time we have eleven confirmed cars from NZ that will be at South Island events. The list includes the two JBS F3 cars which will race in the VCC fields, so there is only one space left in the two booked Jenner's containers.

Confirmed cars are.

Tony Olisoff- Emeryson Elfin Mk1 -BMC 1000

Noel Woodford- Gemini Mk3A- Ford 1100

Roger Herrick – Lola Mk2 –Ford 997

Nigel Russell –FMZ Junior -BMC 1100

Paul Halford –Autosud -Fiat 1100

Mike Sexton – Gemini Mk2 -BMC 1070 cc

Neil Tolich – Jocko -Fiat 1100

Len May –Cooper T56 -BMC 1100

Allan Cattle-Volpini -Fiat 1100

Laurie Callender JBS 500 F3 -VCC field

Max Rutherford JBS 500 F3 -VCC field

Peter Boel –Lola Mk5 Ford 1100

and Chris Atkinson Lotus 20/22 will trailer there cars down separately. There to meet us at Ruapuna will be the local cars of;

David Fenton, Lotus 18 –Ford 1100,

Kevin Anderson with the ex Denny Hulme, Roly Levis, Bill Stone Cooper T52- BMC 1000 which he hopes to have replaced the 1500 cc motor with a 1000cc BMC.

New to the paddock will be the ex Roly Levis Lotus 22, chassis 22 J 47 which Levis had purchased back in period from the Jonathan Williams, Piers Courage, Anglo- Swiss Team in the UK. Recent research has shown that 22 J 47 and its sister car 22 J 48 were originally sold to Jean Lucien Bonnet of France. Bonnet was tragically killed in 22 J 48 in a race in Scilly.

See here video of the race in which Bonnet had his fatal accident:

<http://www.youtube.com/watch?v=64KwgdGV1E&list=UUpXbL0n6lymWPzqQsi563sA&index=5&feature=plcp>

47 was sold to Anglo Swiss and soon after, Williams was seen to be racing a Lotus 22 and it is assumed it was this car. Whilst 47 was never raced as a FJ in NZ It has an auspicious history in New Zealand, racing in the Tasman and NZ National Formula series in the hands of Roly Levis, then Kerry Grant when in Southwards Engineering ownership, and then Kelvin Cameron. Having been Formula Forded the car passed into the ownership of Kerry Rout since 1969.

The car is now with our own Noel Woodford and Mark Roberts of Christchurch and is currently under going a rapid restoration by Mark at his company, MacGregor Motorsport, in time for the Southern Series.



Mark Roberts taking time out in 22 J 47	Chassis Stripped
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Mark was so helpful last Southern Festival with the Formula Junior contingent and has the following kind offer.

“Hi Nigel, Just let the FJ guys etc know that my workshop is available to them to use for small repairs etc , I am also able to help out with major work if needed etc. I will ensure I have 3 trailers at Ruapuna to assist with moving cars to my workshop if needed. I will do parts at cost and labour @50% off for all FJ guys that need help and I will be open 24hrs a day if needed to keep the guys on track. mcgregormotorsport@clear.net.nz Tel: +64 (03) 388 383 <http://www.mcgregormotorsport.co.nz/>

Another new car to our ranks will be the 1961 BMC Huffaker Mk2 that was recently for sale on Ebay by Butch Gilbert of California. The Cars at the crating company in preparation for being shipped. The new owner is Terry Collier who has long hankered for a junior. Terry known to us as one of the organisers of the MG Classic Manfield meeting in November and currently races a Sebring spec Sprite and the BMC Huffaker will be at home as its equipped with Sprite front wishbones and uprights and BMC motor.



BMC Huffaker MkII	BMC Huffaker MkII
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With Terry Joining the Junioristor’s, John Rapley will finally have company in Wellington for huis BT2 and we really won’t have any excuses not to support the MG Manfield meetings in

the Future. Complete with a spare body, spare motor and the original BMC Magnesium wheels and car should be a straight forward restoration for Terry by his Race shop, Colliers Motors in Levin.

A timely reminder the **27th Annual MG Classic Race** Meeting is on 10-11 November 2012

Kind offer from Robin Longdon from in the UK contingent;

Thinking ahead to our visit in January, do you and/or your friends want us to bring any new tyres. I recall from the last trip that tyres were an issue for you. If anyone needs them, we can load the container. Best wishes

Robin

Roger Herrick is requiring some tyres and Tony Olisoff mentioned the Emeryson is needing a new set, so I suggest anyone interested, they contact Roger as a starting point to co-ordinate a delivery to the container loading site. Roger; R Herrick [rherrick@ihug.co.nz]
Robins contact; robin@woodcoteauto.co.uk

Highland Motorsport Park announcement;

Opening while we are competing down south will be the New Highlands Motorsport park. For those who have not seen it click on;

[Highlands Motorsport Park – NZ's newest motorsport facility](#)

While we won't be expecting to be racing there when down South and probably not feasible, enquiries are being made.

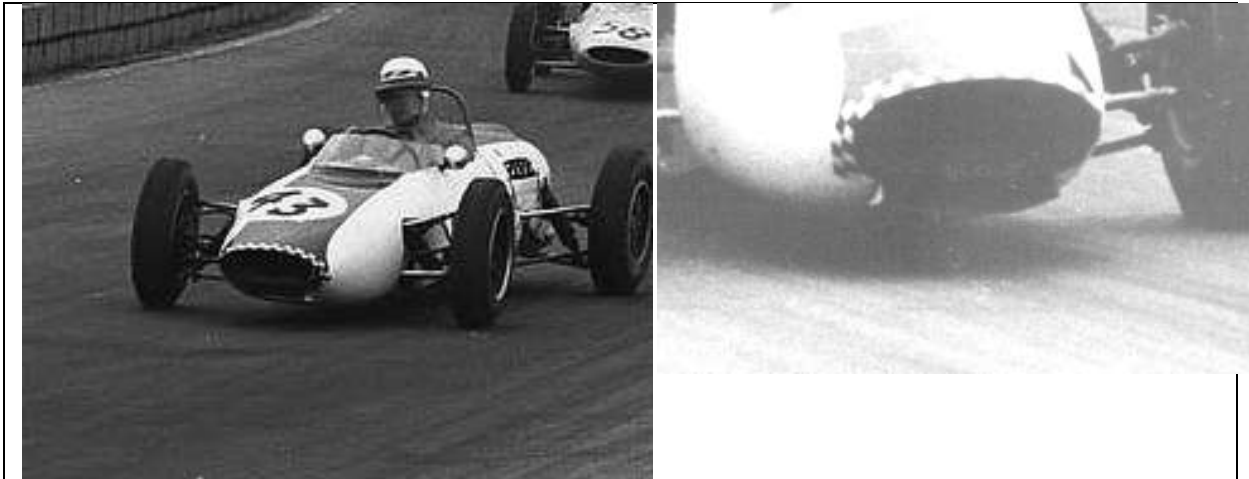
Car Updates;

Autosud. Pauls Halford has been hard at work, having removed the wire wheels fitted when it was racing in the UK. The car is returning to the period type disk wheels it ran when first constructed in 1960..

Stanguellini CS198. Nigel's been hard at work on the Rodriguez Stanguellini having recently fitted the windscreen and re-cast the brakes drums after the machinist kindly machined off the "Brev Stanguellini" wording that Nigel had so carefully re created. grrrrrr. The cars not far off the point of total strip down and painting, but is not expected to be out until late 2013 as he speeds himself thin and simultaneously works on casting up the drums, uprights, and Dauphine gearbox side covers and obtaining other parts for the Gemini MK3, and works on completing one of the Alpine A110's, when he's not on the computer searching car histories. The Gemini section of HRSCC site has recently been updated with further photos of les Redmond, the designer of the Mk2 and Mk3/3A. see

<http://www.hrsc.co.nz/gemini2.html>

Noel Woodford has just completed a superb repaint of his Gemini Mk3A, having included adding the nose louver as was present on the Chequered Flag 1961 Works cars. The car is also being converted back to drum brakes on the front.



Works Nose Louvre

Walter Findlay assures me the ELVA DKW will be out over the Hulme meeting to do battle with the BMC ELVA's of Dave Bishops from the UK and Rob Williams. Hopefully the cooling will have been sorted. I'm assured Walter has the most extensive collection worldwide, of mint, forged alloy DKW pistons for number 1 and 2 cylinders, as it's always the cars number 3 that seizes. The number 3 piston being different from 1 and 2 obviously can't be swapped around and the pistons can only be brought as a set of three. It's normal for the middle piston in the DKW to be the troubling one, so if anybody knows anyone around the world that has the opposite problem, an extensive collection of number 3 pistons, perhaps Walter and they could do some trading. walterfindlay@wfl.co.nz

While on ELVA's, just popped up on Ebay today is an ELVA 100
http://cgi.ebay.com/ebaymotors/1959-Elva-100-Formula-Junior-S-N-49-/221118723533?pt=Race_Cars_Not_Street_Legal_&hash=item337bb3f5cd#ht_500wt_1182
Walter, Perhaps one for Rex? Walters mechanic.

And also on the subject of DKW's, the last foray south the Juniorists visited with Eric MacPherson to view his DKW junior which he has had in his possession for well over ten years. Herein attached rarely seen photos. Not necessarily for sale but hopefully someone may think to make an offer that Eric can't sensibly refuse. Bob Deeming right front, who had just sold his FF looks to be contemplating it.



The JBS Cooper of Ian Garmey is undergoing a comprehensive rebuild after some frenetic completion over the last three or four years with Hoppy at the wheel. The motor recently been received back was said to be so highly polished that Ian burnt his retinas out when he first cast eyes on it.

Chris Atkinson's Lotus 20/22 is well under way to being finished in time for the coming seasons racing after being tweaked in an off at the Leadfoot Festival. Car verses pine tree can only lead to one winner.

Most of you will have read the recent article in Veloce and FJHRA newsletter about the Merlyn Mk5 FJ that came to NZ and mention of four Mk4 Gemini wheels. Well now we are looking for a Gemini Mk4 that came out to New Zealand, slightly modified and with the most NZ of names, the "Kiwi F3". It arrived in around 1969 with Ross Greenville, ex racer of MK4s with George Henrotte team.



No photos exist of the Kiwi to date but we are assured it was 90% Mk4
If anyone finds the car then the wheels can be found with John Holdsworth.

Car For Sale;

The Lynx FJ, resplendent with the recently identified Merlyn Mk5 FJ wheels and NZ history is still available 65K ono ; Wayne Rogers rodgew@xtra.co.nz 09 2382595.

See more on trade me <http://www.trademe.co.nz/motors/specialist-cars/competition-cars/auction-500903149.htm>



The Elfin Catalina of Bruce Carter; \$75,000 carter@ps.gen.nz: 09 2363809



and the Donford of Rob Douglas Euro 39,750, 9 403 8804
/Email: robjanedouglas@xtra.co.nz



For more information see them both on
http://www.formulajunior.com/For%20Sale/FJ_Cars_for_sale.html

All the best

Nigel Russell