

Good Evening Gentlemen Juniors (March 2007)

All can now be revealed - Bruce Carter, Mini peddler extraordinary and father of F3 Wayne - has purchased an Elfin Catalina from the Penrite collection. The car is chassis number 624 and has languished in Invercargill for the past four or five years. Incidentally, chassis 624 is one of the few Catalinas originally constructed as a Junior. The car currently has a "big bore" Ford in it and Bruce is contemplating a change to the original Formula Junior specs. A very warm welcome Bruce.

Four Register members attended the Phillip Island Historics event earlier this month and took the opportunity to meet with five members of the Australian Formula Junior Association committee to discuss in broad terms what we can do to celebrate the 50th anniversary of our formula in 2008. What we decided is summarised ...

- Attempt at least four events, two in each country. Suggested events include HRC Formula 5000 GP and A1 GP in New Zealand, and for Australia Phillip Island Historics, a meeting at either Winton or Wakefield Park with a demonstration at the Australian F1 GP as a remote possibility
- Run to our existing 'championship' classes, ie front engined, rear engined drum brake, rear engined disc brake, with a winner's trophy for each class
- All cars to run to period Formula Junior specifications
- Observe CAMS regulations in Australia and MSNZ regs in New Zealand
- Attempt a minimum of 35-plus entrants
- Request free entry and garage pits for visitors to each country
- Raise sponsorship to offset shipping and personal expenses with the sponsor's advertising to be allowed on competing cars
- Organise social occasions for drivers and supporters

One of the AFJA members has devised a shipping container racking system where nine or even 10 FJ cars can be transported in one high-top 40ft unit. It is anticipated that the cars will be transported to the circuits in the container.

Even at this early stage tentative enquiries have been received from Junior owners in the United States and England and from two of our members

Phillip Island must rate as one of the most picturesque racing circuits in the world, it is truly a beautiful spot. The track itself is superb, very fast with some incredible elevation changes (definitely a track where it would be advisable to run a rev limiter !). The organisation by the Victoria Historic Racing Register aided by the Mini Club is absolutely brilliant. Phillip Island Historics must rate with Monterey Historics and Goodwood as a 'must-do' event.

Please give some thought to what has been summarised, if you have any concerns, questions (rude comments !) or offers of sponsorship please address them to Nigel Russell (nigel@ecpltd.co.nz) or Ian Garmey (garmey@xtra.co.nz).

Now for the present, a reminder that the penultimate event of the season, TACCOC's Autumn Classic, is less than a month away, Sunday, 15 April. Entries (\$135) close 8 April. Entry forms are now available from www.taccoc.co.nz.

We finished up on the wrong side of Dummy Grid Road again at last weekend's Historic Racing Club's event so we would like to make our presence felt by requesting our paddock area earlier this time. If you have entered or intend entering please advise by e-mail or phone (09 294-9310) as soon as possible.

Regards to you and yours

Ian Garmey