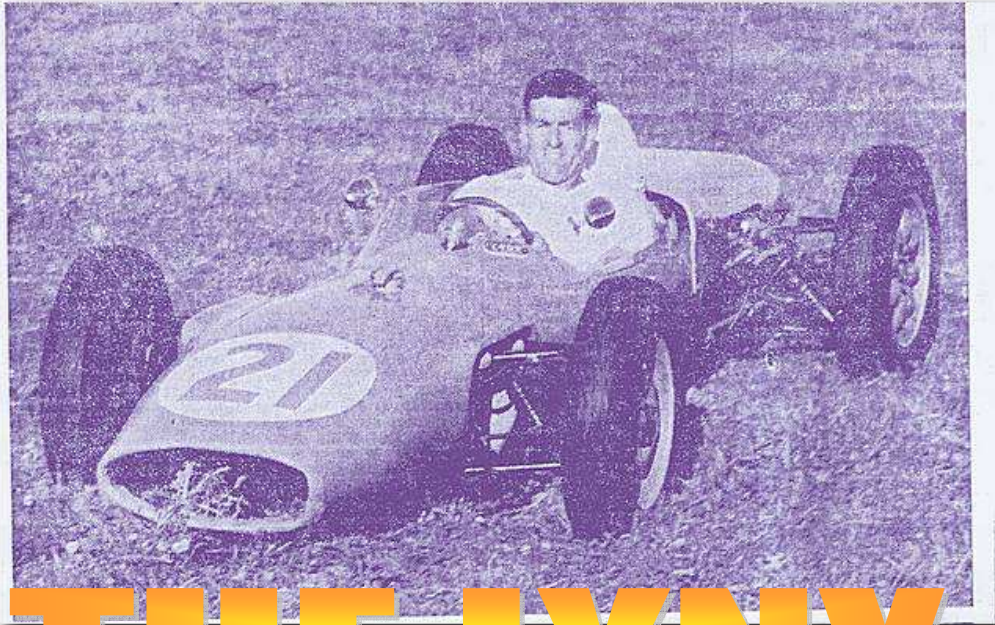


As an apprentice diesel mechanic I was involved in building this race car and here is my story as I remember it. Lou was a family friend and Benny was my foreman. Nelson Lattimer.



THE LYNX

FORMULA JUNIOR RACING CAR 1961-1965

Lou had always been keen on motor sport and thought that this new class being promoted by the New Zealand Motor Sport body offered an affordable entry into single seating motor racing, and when one day in 1961 when Lou was telling Benny of his passion, and Benny offered to build this Formula Junior racing car for Lou, it was all go. Lou would put up the money and be the sole driver and Benny would be the designer. At the time Formula Junior was being promoted most European racing car constructors were still producing conventional single seating racing cars with the driver behind the engine, whilst the English racing car constructors were turning more towards rear engined cars i.e. with the driver seated in front of the engine. Today this may seem an obvious choice, but back then these ideas were quite radical as early attempts at rear engined race cars had resulted in handling problems. It was firstly Cooper and then Lotus paving the way, with very successful forays into the motor racing scene with their rear engined cars, although the critics were still not convinced. However Benny knew this was the way to go, so the next question was where to build the car.

As none of us had a suitable garage it was out to Lou's farm and in the workshop of the truck shed [after a good clean out] the makings of the Formula junior car [to be later known as the Lynx] was laid out. Many nights many days and many hours were spent by the team consisting of Benny Bowman designer/builder, Brian O'Sullivan, and myself as apprentice mechanics, helpers Bruce Haynes, Hank Dirkson and panel beaters, Peter Riley and Jack Lancaster.

To get to the farm resulted in a lot of travelling backwards and forwards during the week, after work, and weekends, so invariably at times it turned into a race with the inevitable rollover of a Ford Prefect, [they weren't too stable at the best of times].

Construction started in September and the car ran for the first time in December with a run up and down the main road outside Lou's property. He had us stationed up and down the road and told to keep an eye out for the law, goodness only knows what we were supposed to do if a cop had shown up. Still to me it was an exciting time, all that hard work finally coming to fruition.

That test run did bring up some issues to be rectified, unfortunately time was running out and items were put on the 'to do' list and this put us behind the eight ball for the rest of the season, as Lou had already booked the Lynx into the motor racing championship series.

It was late one evening that the Lynx was loaded onto the back of one of Lou's top dressing trucks, the paint still wet as the truck was readied for an early morning start on its way to Ardmore and the Lynx's first race.

Taken from a newspaper cutting... Dubbed as 'one of the prettiest little formula juniors' they had seen by top racing drivers Jack Brabham and Stirling Moss at the recent Invercargill international meeting, the Lynx owned and driven by Lou Stonnell of Lepperton, will once again be in action when it competes in two events at Ohakea on Saturday. The crew has gained a lot of experience at various international meetings this season, including Ardmore, Levin, Wigram and Invercargill, but has not met with a great deal of success. They are very satisfied with the way the car is running, however, despite some mechanical trouble. The car has been completely built by the local crew with the wheels and back assembly on loan from Sid Jensen until these parts can be obtained permanently. Powered by a much modified 997cc 105e Ford Anglia motor, the machine lapped Teretonga at around 74 m.p.h. and can touch 136.6 m.p.h.

One of the early problems that showed up with the car was the use of Amal carburettors, these carburettors designed for use on motorcycles did not allow for fuel surge when cornering and when installed on the lynx it suffered from fuel starvation. This resulted in some frantic quick fix solutions and while there was some improvement we were dogged with this problem for the rest of the season until it was discovered that we also had a partial blockage in the fuel tank pick up tube, some swarf had found it's way into the tank or it had not been cleaned out properly, who knows! and when the pressure is on, these are the things that are missed.

You may ask why use Amal carburettors in the first place, well these were advantages, they were readily available, and by using four we had an efficient intake system, they were affordable and tuning bits readily procured. Cost-wise we would have loved to have had DCOE Weber carburettors, the ultimate at the time, but you make do with what you can get, and as the Weber's had to be bought in from overseas, were expensive, and you needed overseas funds to purchase them, it's quite possible the racing season would have been over by the time they arrived. [Later Lou did purchase some DCOE's but to this day they have not arrived]

In one of the early photos, the four stubs from the exhausts are quite noticeable, this is not an intended performance feature but rather again the lack of time to make the much more desirable extractor system.

I guess it was a feature of this car that the lack of money and time plus the unavailability of performance parts in NZ showed. The front brakes were the small drum brakes as fitted to the Triumph Herald and although disc brakes would have been available in England, it was not so here, [it was Lou's insistence that all parts had to be available in NZ] the only exception being the spigot shaft bearing, necessary to unite the Ford engine to the VW gearbox. Another example was the rear wheel assembly that was borrowed because there was nothing suitable in the car market that could have been used, but given more time... well that is another story.

An engine over rev saw a conrod go through the side of the engine block in Christchurch and an all night vigil by Benny and a team of helpers had the car ready for racing the next day. It was quite common then for competitors and helpers to band together to help in these situations when doors were opened and parts procured when previously denied, and repairs carried out more for comradeship than profit, as all had empathy for a

fellow competitors misfortune.

I was with the car when it arrived in Invercargill still dogged by a fuel starvation problem which I thought was caused by the Amal carburettors and was resigned to making the best of what we had.

There was a good build up to these races by the press and the public and a good turnout on the day was expected. It was again a disappointing race and the last race of the season before Lou and the car returned home. I lost contact for a while with both Lou and Benny as I took a job out of the area but I was present to see this result, as shown in the newspaper cutting.



Lou Stonnell, New Plymouth [extreme left] looks at his damaged Lynx after smashing into a bank at the end of his third run up the 7/10th of a mile course in the North Island championship gold star hill climb at Kaipikari Road, Urenui, Saturday [Lou later told me [Nelson] that he had the tyre pressures too high and had lost control on the last corner]

It was shortly after this that the car was sold to Mr. Tony Rutherford who at the time was living in Stratford. *Footnote from Lou*;- We may not have collected trophies, but we achieved more than we originally set out to do in so much as being recognised for our design and persistence in 'having a go'.

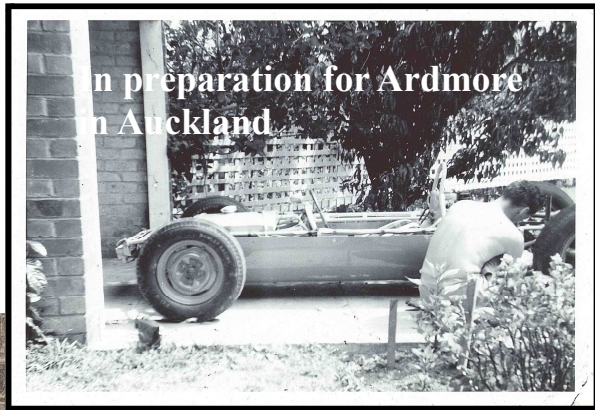
Copyright - Nelson Lattimer



NELSON IS KEEPING HIMSELF OCCUPIED



BENNY IS SECURING THE STEERING COLUMN



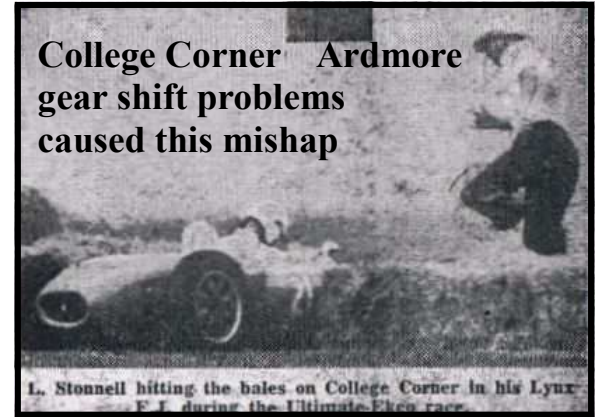
In preparation for Ardmore in Auckland



HANK IS CONNECTING THE BRAKE PIPES

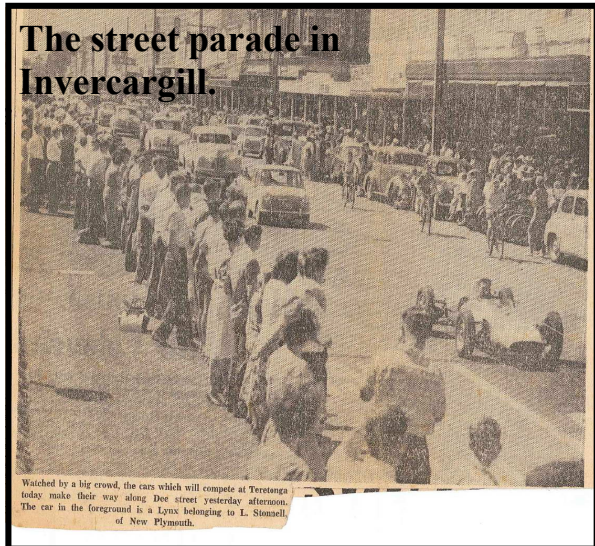


It's the big race tomorrow at the GP held at Ardmore.



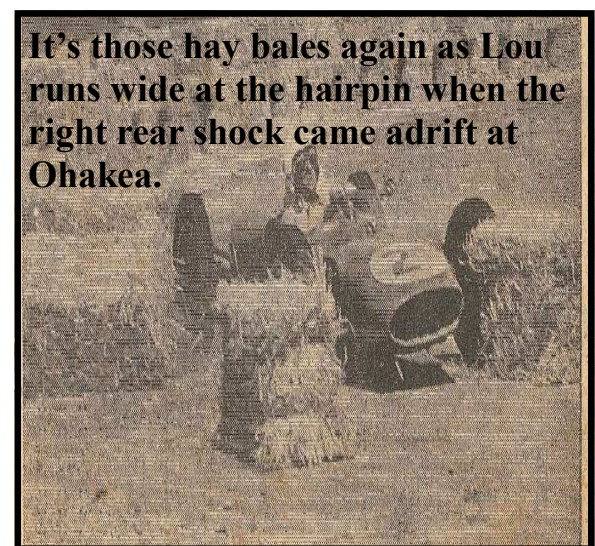
College Corner Ardmore gear shift problems caused this mishap

L. Stonnell hitting the bales on College Corner in his Lynx F.I during the Ultimate Edge race



The street parade in Invercargill.

Watched by a big crowd, the cars which will compete at Teretonga today make their way along Dee street yesterday afternoon. The car in the foreground is a Lynx belonging to L. Stonnell, of New Plymouth.



It's those hay bales again as Lou runs wide at the hairpin when the right rear shock came adrift at Ohakea.

8th International Lady Wigram Trophy Race

SATURDAY
20th JANUARY 1962
FORMULA JUNIOR

The popularity of Formula Junior racing overseas is well-known and now a number of these little racers, which were primarily introduced to provide nursery training for future Grand Prix drivers, are making their appearance in New Zealand. Three examples have been entered in the Trophy Race, the Lola of the Auckland driver J. C. N. Histed, the Gemini of Wellington driver R. J. Flowers, and the Lynx of L. Stannell, of New Plymouth. Although these cars must inevitably be outclassed by the larger machinery, they should provide an interesting race within the race.

LAP SPEED TABLE
One Lap of the Wigram Circuit equals 2.118 miles.
To ascertain the speed of any individual car, time it for one complete lap of the circuit and read off the speed from the following table:

Time	Speed	Time	Speed
1 min. 12 secs.	105.80 m.p.h.	1 min. 37 secs.	78.40 m.p.h.
1 min. 13 secs.	104.35 m.p.h.	1 min. 38 secs.	77.50 m.p.h.
1 min. 14 secs.	102.94 m.p.h.	1 min. 39 secs.	76.50 m.p.h.
1 min. 15 secs.	101.57 m.p.h.	1 min. 40 secs.	75.50 m.p.h.
1 min. 16 secs.	100.23 m.p.h.	1 min. 41 secs.	74.49 m.p.h.
1 min. 17 secs.	98.92 m.p.h.	1 min. 42 secs.	73.50 m.p.h.
1 min. 18 secs.	97.66 m.p.h.	1 min. 43 secs.	72.50 m.p.h.
1 min. 19 secs.	96.43 m.p.h.	1 min. 44 secs.	71.50 m.p.h.
1 min. 20 secs.	95.21 m.p.h.	1 min. 45 secs.	70.50 m.p.h.
1 min. 21 secs.	94.04 m.p.h.	1 min. 46 secs.	69.50 m.p.h.
1 min. 22 secs.	92.90 m.p.h.	1 min. 47 secs.	68.50 m.p.h.
1 min. 23 secs.	91.77 m.p.h.	1 min. 48 secs.	67.50 m.p.h.
1 min. 24 secs.	90.67 m.p.h.	1 min. 49 secs.	66.50 m.p.h.
1 min. 25 secs.	89.60 m.p.h.	1 min. 50 secs.	65.50 m.p.h.
1 min. 26 secs.	88.56 m.p.h.	1 min. 51 secs.	64.50 m.p.h.
1 min. 27 secs.	87.55 m.p.h.	1 min. 52 secs.	63.50 m.p.h.
1 min. 28 secs.	86.56 m.p.h.	1 min. 53 secs.	62.50 m.p.h.
1 min. 29 secs.	85.59 m.p.h.	1 min. 54 secs.	61.50 m.p.h.
1 min. 30 secs.	84.65 m.p.h.	1 min. 55 secs.	60.50 m.p.h.
1 min. 31 secs.	83.73 m.p.h.	1 min. 56 secs.	59.50 m.p.h.
1 min. 32 secs.	82.83 m.p.h.	1 min. 57 secs.	58.50 m.p.h.
1 min. 33 secs.	81.95 m.p.h.	1 min. 58 secs.	57.50 m.p.h.
1 min. 34 secs.	81.09 m.p.h.	1 min. 59 secs.	56.50 m.p.h.
1 min. 35 secs.	80.25 m.p.h.	1 min. 00 secs.	55.50 m.p.h.
1 min. 36 secs.	79.43 m.p.h.		



No.	Name	From	Car
1	J. Surtees	U.K.	Cooper
2	R. Salvadori	U.K.	Cooper
3	R. Fleckhart	Scotland	Lola
4	J. Brabham	Australia	Cooper
5	A. Hyslop	Widlings	Cooper
7	A. Moss	U.K.	Cooper-Lola
9	A. Glass	Australia	B.R.M.
11	L. Bandini	Italy	Cooper Maserati
14	C. A. Amos	Bulls	Maserati 250 F.
15	F. Cardon	Auckland	Ignominy
16	R. J. Coppins	Masereva	Tea Mar
17	J. Mansel	Masereva	Cooper Maserati
18	T. Shelly	Wellington	Cooper
19	P. M. Hoare	Christchurch	Ferrari
20	J. C. N. Histed	Auckland	Lola
21	L. Stannell	New Plymouth	Lynx
23	W. R. Eade	Grey Lynn	Maserati
25	R. J. Flowers	Lower Hutt	Gemini
26	H. Green	Christchurch	F.A.
31	H. Prescott	Auckland	Nagami
41	J. Palmer	Wellington	Lola
43	H. Greenville	Ha'ara	Lola F. 2
47	B. McLaren	Auckland	Cooper
48	R. A. Lewis	Palmerston	Cooper
51	W. Thomas		

★ LIST OF CAR COMPETITORS ★

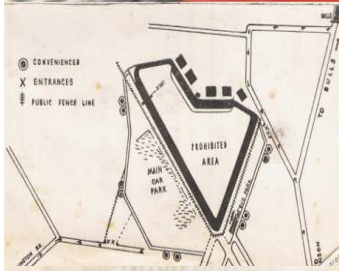
1	J. Surtees	London, G.B.	Cooper	2500
2	R. Salvadori	London, G.B.	Cooper	2500
3	L. Davidson	Australia	Cooper	2500
4	J. Brabham	Australia	Cooper	2500
5	A. Hyslop	Hastings	Cooper	2500
6	S. Moss	Gt. Britain	Lotus	2500
8	S. Taylor	Te Awamutu	Jaguar D	3800
9	R. W. Hansen	Ohakune	Lotus	1172
11	C. Amos	Hunterville	Maserati	2500
12	P. J. Scott	Tauranga	Daimler Dart	2500
14	S. Black	Morrinsville	Mistral TR2	1991
15	F. Cardon	Auckland	Lycorning	5238
16	B. R. Webster	Havelock N.	Cooper Porsche	1900
17	J. Mansel	Auckland	Cooper	2500
18	A. Shelly	Wellington	Cooper	1960
19	A. Shelly	Wellington	Austin Mini-Cooper	650
20	P. Naimuth	Auckland	Morgan	1991
21	J. C. N. Histed	Auckland	Lola	997
22	L. Stannell	New Plymouth	Lynx	1200
23	W. R. Eade	Auckland	Perrini	3000
24	W. Crichton	Auckland	Maserati	2473
25	R. J. Flowers	Eastbourne	Jaguar XK150	3442
26	R. J. Coppins	Wellington	Gemini Junior	998
27	H. S. Wiseman	Auckland	Tea Mar	4600
28	A. Buchanan	Napier	Austin Mini	4900
29	A. Buchanan	Masterton	Buckler 90	1172
30	A. G. Marshall	Taukaka	Buckler 90	948
31	A. McDonald	Whakatane	FMZ Junior	948
32	B. Prescott	Balmoral	Maserati	2500
33	A. B. Van Thiel	Auckland	Austin-Healey	2800
34	M. W. Brown	Te Awamutu	M.G.A.	1439
35	J. H. V. Bickers	Tauranga	Ford 10 Special	1172
36	J. M. Turner	Rotorua	Volkswagen	1192
37	D. G. Currey	Auckland	Morris Mini	948
38	E. L. Thomas	Auckland	Buckler 90	1200
39	H. Gansley	Hamilton	Lotus II	1098
40	F. A. Buckingham	Hawera	Mini Minor	948
41	Jim Palmer	Hamilton	Lotus 20	1476
42	A. McBeath	Hamilton	Jaguar	3781
43	H. Greenville	Hamilton	Lotus Junior	998
44	B. Jones	Hamilton	Ford Zephyr	2533
45	D. Marwood	Hamilton	Humber	1494
46	D. R. Simmons	Morrinsville	Zephyr	2533
47	B. McLaren	Auckland	Mini Cooper	950
48	H. J. Blackburn	Christchurch	Mini Cooper	950
49	R. D. Harrington	Auckland	Morris Minor	950
50	D. I. Radomski	Auckland	Hillman	1494
51	B. Miller	Wanganui	Otton	1992
52	W. Thomas	Auckland	Cooper	2000
53	B. Macdonald	Christchurch	Zephyr	2533
54	R. Lyons	Rotorua	Morris Minor	950
55	I. Franjevic	Auckland	Humber 80	1502
56	R. B. Langley	Napier	Humber 80	1508
57	C. B. Miles	Pukekohe	Austin	850
58	K. Grant	Palmerston N.	Austin A40	870

OHAKEA MOTOR RACES

OFFICIAL PROGRAMME — 2/-



SATURDAY, 24th FEBRUARY, 1962



LAP SPEED TABLE

ONE LAP OF OHAKEA CIRCUIT EQUALS 2.16 MILES
 To ascertain the speed of any individual car, time it for one complete lap and read off the speed from the table.

Time	Speed m.p.h.	Time	Speed m.p.h.	Time	Speed m.p.h.
1.16	100.21	1.04	81.0	1.52	68.0
1.17	98.96	1.51	80.1	1.53	67.4
1.18	97.62	1.95	79.2	1.54	66.9
1.19	96.40	1.97	78.4	1.55	66.3
1.20	95.24	1.98	77.6	1.56	65.7
1.21	94.06	1.99	76.9	1.57	65.1
1.22	92.85	1.40	76.2	1.58	64.5
1.23	91.80	1.41	75.4	1.59	64.0
1.24	90.89	1.42	74.6	2.00	63.5
1.25	89.82	1.43	73.9	2.01	63.0
1.26	88.88	1.44	73.2	2.02	62.4
1.27	87.36	1.45	72.7	2.03	61.9
1.28	86.26	1.46	71.9	2.04	61.4
1.29	85.09	1.47	71.2	2.05	60.9
1.30	84.4	1.48	70.6	2.06	60.5
1.31	83.7	1.49	69.9	2.07	60.0
1.32	82.8	1.50	69.25	2.08	59.6
1.33	81.9	1.51	68.6	2.09	59.1

New Zealand Drivers Ohakea Championship

Of 4300 for Racing and Sports/Racing Cars Only, 23 LAPS
 (Approx. 30 Miles).

CLASSES: Under 1400 c.c., 1501 c.c. to 2000 c.c., 2001 c.c. and Over.

The overall winner to receive a Canteen of Cutlery.

Price Money: 1st, £30; 2nd, £20; 3rd, £15; 4th, £10; 5th, £5 in Each Class.

CLASSES: UNDER 1500 C.C.

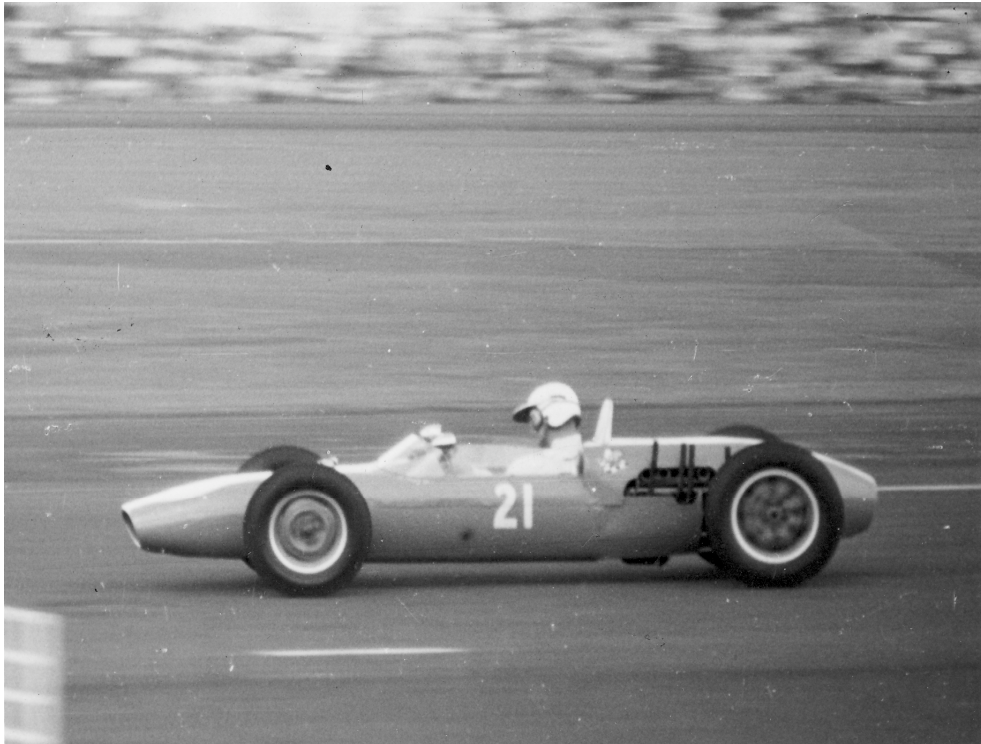
1. D. M. SMYTH, Kaponga, Buckler	1172
2. L. STONNELL, New Plymouth, Lynx F.J.	997
3. D. LAWRENCE, Wangarei, Lola Climax	1168
5. R. FLOWERS, Lower Hutt, Gemini	895
6. I. GREEN, New Plymouth, Cooper Climax	1220
7. B. L. THOMAS, Auckland, Barden F.J.	897
9. C. JUDD, Thames, Buckler	1172
15. J. C. N. HISTED, Auckland, Lola F.J.	897
16. A. G. MARSHALL, Tnakuu, Buckler ME. 60	1172
17. G. NGAN, Lower Hutt, Cooper Climax	1007

1501 C.C. — 3000 C.C.

21. P. McLOUGHLIN, Thames, Austin Healey	2912
22. B. PRESCOTT, Auckland, Pirelo Maserati	2497
25. P. HOARE, Christchurch, Ferrari	2855
26. J. A. MALCOLM, Huntly, Cooper	2838
27. B. WEBSTER, Havelock North, Cooper Porsche	1660
28. C. AMON, Bulls, Maserati	2488

3001 C.C. AND OVER

29. S. TAYLOR, Te Awamutu, Jaguar	3781
30. R. J. COPPINS, Manurewa, Tee Mee	4090
31. R. H. SMITH, Auckland, Ferrari	3481



The Lynx competing in the New Zealand Grand Prix at Ardmore 1962



Lou at home with wife Anna shortly before he passed away in 2009