



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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"PITSTOP"

Winter 2001 Issue

2002 Special Events

Yes it's possible; in our previous edition of "Pitstop" members were asked to nominate their acceptance to participate in proposed Formula Junior events at Phillip Island and Albert Park next year, to date we have received 51 written acceptances, 41 of the respondents are keen to race at Phillip Island, and the balance assisting with static display and demonstration events. 12 cars are from overseas and 14 have front engine configuration. We therefore have sufficient cars to fulfil the required obligations for both events, WOW!!!!

Nick McDonald will prepare our pictorial presentation to the AGP CORP. for submission mid year, and hopefully we will receive acceptance of our proposal by September/October in time for our next newsletter.

AFJA Membership

Elsewhere in this edition you will note we are still discovering further Formula Juniors in Australia, and to date there are 80 Juniors and 5 Group M F3 cars on our records, another interesting statistic concerns the conversion of ANF1500 cars back to their original FJ specifications, and the increasing number of owners who have realised that Formula Junior are real racing cars with an International identity.

AFJA Stickers

Colin Sullivan, VIC Elfin owner, proposed we accept AFJA stickers from his firm in lieu of advertising, thanks Colin, members will find both in this current mail out of "Pitstop".

Gear

AFJA members should be aware of activities organised by Golden Era Auto Racing Club Inc. from NSW, Jim Madden 02 9949 1697 and owner of T56 Cooper FJ is the key person to contact for mid week events at Wakefield Park near Goulburn with membership at \$25.00, license fee \$27.50 and \$72.50 for a days activity, it's not expensive.

FJHRA

The UK based Formula Junior Historic Racing Association produces a regular magazine, which is posted to members around the World. If you would like more information on how to join, contact the Association at 4 Wool Road, Wimbledon, London, SW20 OHW UK Phone: 020 9846 1730 Email: rabagliati@cableinet.co.uk

AFJA Website

The AFJA website is constantly being refined, and we have plans to make it even more user friendly, the latest addition is the inclusion of recent issues of our newsletter "Pitstop" which should assist those interested in Formula Junior wherever they are to understand what we have achieved here in Australia.

FJ Trophy Series

The third round of our Australian Trophy Series for 2001 will be held at Eastern Creek, west of Sydney on September 8th and 9th with private practice on Friday the 7th. The HSRCA who organise this Historic Race Meeting plan to feature one-off Australian specials with special events, displays etc. Members wishing to contest our series should enter both scratch races in their appropriate group during the weekend where points will be awarded accordingly.



John Medley in Nota BMC (unpainted) with attractive crew

Race Report

Winton Raceway near Benalla in central Victoria hosted the 2nd round of our annual competition series, the weekend of May 26th and 27th is organised by the Austin 7 Club and as usual the event receives support from many interstate drivers, particularly from NSW.

Unfortunately for the 3rd year in succession, the 2.03 km circuit which is full of tight unbanked corners was wet and greasy making it difficult to obtain traction and stay on the circuit.

Unofficial private practice on Friday had better conditions with almost two thirds of the total entry participating, unfortunately AFJA Chairman Ian Bailey had major clutch problems with his rebuilt low line Lynx, but this was the only FJ scratching for the weekend.

An interesting statistic from the weekend involved an unusual entry list with only one of the eight cars entered being built outside Australia, obviously the new "RetireInvest" trophy for Aussie built cars is attracting new entrants.

Our Mr. Consistency Geoff Fry who always drives with caution demonstrated how his Jolus performs a 360° spin in front of the crowd, John Best was also experiencing some difficulty with handling on the MRD/Brabham BT1 leaving the circuit on a couple of occasions.

John Pymble in the Donford is now 3rd in the championship with the remaining events on home turf (NSW) he has to be in contention for a prize. Peter Cooper in Schazum BMC and Mark Esmore driving his Talisman (BT2 look alike) both competed for the first time this year bringing to 11 the number of cars so far in the competition.

The two outstanding cars in both events were Murray Bryden in the MRC and John Medley in the Nota BMC, Murray is now 4 points clear and leading the competition for the Leo Geoghegan Annual Trophy and the RetireInvest Aussie built award.

The 5 lap scratch race on Saturday belonged to Murray Bryden in the MRC Lotus as did the 8 lap event on Sunday morning, Murray won the FJ trophy for the meeting with 2 first placed FJ results, he also gained a 2nd and 3rd outright placing ahead of many superior cars, congratulations Murray

Movement at the Station

In the last edition of "Pitstop" it was reported that Rob Hands had purchased the ex Denny Hulme BT 6 Brabham FJ-4-63, whilst true, in further developments it would appear Peter Strauss has acquired the car, which Rob will restore as a Junior. Welcome Peter.

In our last edition, Adam Berryman advertised his ex Frank Matich Elfin for sale and it is pleasing to note the car was purchased by Ed Holly of NSW who intends to convert the car back to FJ specifications. Ed also acquired another car, an ex Geoghegan Lotus 20 from Ken Hambly, this was one of two Lotus 20's we have been seeking information on. Ed will restore this car also, welcome aboard Ed Holly.

Another great find was the 1962 Australian FJ Championship car, driven by Frank Matich at Catalina Park Katoomba NSW in October 1962, an Elfin Ford currently owned by Charlie Mitchell of WA. This car like many Juniors had various engines in its history and it is hoped that Charlie will restore the car as a Junior, for in this guise the car is an Australian icon.

In a recent magazine report, it was noted that Ean McDowell experienced some circuit driving at Wakefield Park in his Stanguellini. The event was a regular mid week "gear" practice day outing.

At "Historic Winton" in May there were several FJ owners in attendance who did not feature in the results, now some had the wrong car, but most were there to rekindle their enthusiasm, this is necessary when restoring cars, so keep burning the candles Grant Patullo (Golford) Bruce Mansell (22) Rob Hands (Rennmax) Peter Johnson (BT6) Colin Sullivan (Elfin) Don Ballingal (27) Colin Haste (BT2) Pat Ryan (Cameron) and Phil Segat (18) we need you.

Graham and Jan Brown (Lynx) from Queensland live life to the fullest, for after Phillip Island and the AGP in March they sailed to Pearson Island in the Great Australian Bight for a spot of cold water diving, followed by a recent visit to Japan, welcome home.

Another FJ located, this time in SA where Wayne Hocking is currently competing in the "TAD" an Australian built special that started life in 1959 with a Vincent M/C engine, its current group M configuration involves an 1100 CC Ford, welcome Wayne.



John Pymble from NSW in his neat Donford Formula Junior

Technical Talk

At the Australian Historic Commission Meeting held at CAMS offices on 9th December 2000 the minutes recorded the following.

HC 472 Formula Junior

The Historic Commission noted correspondence from Mr. Gary Ryan seeking (essentially) the official recognition Formula Junior as a separate CAMS Historic Category, complying with the FIA requirements.

The Historic Commission determined that there is not a need to write specific Formula Junior regulations, and nor would it necessarily be practical.

The Historic Commission acknowledged the approach confirmed by Mr. Kelvin Prior, Secretary of the AFJA. The Association has determined that Australian Formula Junior shall be run within the 5th category regulations, with if deemed appropriate further restrictions identified in the event supplementary regulations. It is also noted that the Association is seeking to present full grids of Formula Junior and therefore separate races.

At the same meeting Graham Hoinville who represents Australia on the FIA Historic Cars Commission presented a report from Geneva which included details on a review of the FIA Appendix K Regulations which CAMS hope to bring in line with our more stringent rules, refer HC 429.



Overseas News

A recent edition of the UK based FJHRA newsletter produced by Duncan Rabagliati, published details from our last "Pitstop" about the recent FJ events at Phillip Island, Duncan also canvassed our negotiations with the AGP for next years Historic Car Display and demonstration at Albert Park.

Shortly after Duncan's article we received requests from FJ owners in France and California wishing to participate in the planned activities at Phillip Island and Albert Park in 2002.

We have also been discussing the possibility of bringing another car from the USA, and a Scorpion DKW together with a Cooper T56 from South Africa, add to this the distinct possibility of 6 Formula Juniors from NZ and another from Macau, we could have 12 in total, 9 of which are very distinctive front engine cars. Who said Formula Junior finished in 1963.

Our connections with NZ are improving, Geoff Manning wrote a glowing article on his trip to Phillip Island in the local edition of "Bespoke". You will remember his attractive Volpini Formula Junior, which we shipped from Auckland for the event, also of interest are the overseas cars who want to compete in Australia after the NZ Southern Festival of Speed early February. The AFJA believe we can develop a Junior Tasman series and the pieces appear to be falling into place.



Received an email from Bernard Cowdrey in the UK recently, he is the author of a recent publication called "Formula Junior Racing Cars Remembered", it appears that Bernard is about to reprint a revised edition with information on cars from NZ and Australia. The AFJA are forwarding some details predominantly on Australian built Juniors.

Leo Geoghegan Perpetual Trophy Current Scores

Owner/Driver	Car	Group	Phillip Island	Winton	Total
Murray Bryden	MRC	FJ2	6+8	10+10	34
Geoff Fry	Jolus	FJ1	6+8	8+8	30
John Pymble	Donford	FJ2	4+6	8+8	26
Gary Ryan	Lotus 22	FJ2	10+10	-	20
John Medley	Nota	FJ1	-	10+10	20
Gary Ryan	Lola MK3	FJ1	10+10	-	20
John Best	MRD	FJ1	8+1	1+4	14
Peter Cooper	Schazum	FJ1	-	6+6	12
Mark Esmore	Talisman	FJ2	-	6+6	12
Geoff Manning	Volpini	FJ1	4+6	-	10
Graham Brown	Lynx	FJ2	8+0	-	8

RetireInvest Perpetual Trophy Current Scores

Owner/Driver	Car	Group	Phillip Island	Winton	Total
Murray Bryden	MRC	FJ2	6+8	10+10	34
Geoff Fry	Jolus	FJ1	6+8	8+8	30
John Pymble	Donford	FJ2	4+6	8+8	26
John Medley	Nota	FJ1	-	10+10	20
Peter Cooper	Schazum	FJ1	-	6+6	12
Mark Esmore	Talisman	FJ2	-	6+6	12
Graham Brown	Lynx	FJ2	8+0	-	8



Missing Cars

Anyone with information on any of the following cars, all of which raced in Australia during the period as Formula Junior, please advise Secretary Kelvin.

MACER BMC FJ Grey NSW car 998 cc engine in 1961 car owned by B.McEwan/B.Carr

PIRANHA Fiat FJ silver NSW car 1089 cc engine in 1961 car owned by S. Brown, Driver A. Lazich

GILLESPI special rear engine Fiat 1100 built and raced by Wal Gillespi in VIC 1962

AUSPER MK4 ex John Ampt VIC Car last known owner Andy McGregor died recently, current owner unknown

LOTUS 20 owned by Ken Shirvington, possibly from Penrith NSW

TARASCHI Italian FJ similar to Stangullini brought to Australia in 1959 by Rod Carveth.

LAMBKIN Fiat 1100 based FJ built in 1960 by Eric Lambkin, engine developed by Robin Orlando for Eric Marton of Sans Souci, body by Clive Taylor, car entered at Orange NSW by Ecurie Hall (Noel Hall's father Ossie)

Letter to the Editor – from Gary Ryan dated 20th April 2001

It is with some regret that I must confirm that I have specifically withheld entry of my two "Formula Junior" cars from Historic Winton, one of which was to be driven by Mr. John Harvey, and will (Boycott) no longer enter historic events in Australia, until Promoters and the Commission take some more reasonable steps to define and support "Formula Junior" in accordance with the world established FIA "Lurani" class, particularly with respect to the tyre issue.

My views, expectations, and desires have been well documented to the Commission and Promoters, with little positive response or consideration, yes I could probably go through the various protest and procedures, but to what result???. Obviously now all I can do is "Vote with my Feet."

Again I submit the question "Can the Historic scene really afford to ignore multiple entries from a committed competitor because everybody seeks to put their Head in the sand over "Formula Junior."

Editors Note: It is unfortunate that Gary, a co founder of the AFJA feels compelled to take this action over a matter that has been fully debated by the Association and whilst we may not agree with his actions, we should however respect his commitment.



NOTICE BOARD

Ford Anglia steel crankshaft with rear flange to suit 120E seal, 4 Holbay 5" con rods and 109E block, all cracktested, \$2,000 the lot.
Contact: Ken Hastings W 03 9846 2045

For Sale 1961 Lynx FJ CH 108 Original owner Bruce Powell / Driver Peter Wherrett, current log book and C.O.D. with 1500 cc engine and spare 997cc



105E Ford engine \$25,000 **Phone Ben Sellers 02 964 41645**

For Sale via Secretary Kelvin Prior

AFJA T-shirt including postage \$30.00

AFJA cloth badge including postage \$10.00

Business card advertising 4 issues \$50.00



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