

**AUSTRALIAN FORMULA JUNIOR
ASSOCIATION**



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PITSTOP

SUMMER 2004 EDITION - NUMBER 25

During the past year 2003 there were 20 cars that participated in the AFJA Trophy Series of Events. Nearly double that of 2002 and hopefully 2004 will be even better. We continue to find further cars and have currently identified 93 with several others we are trying to locate in peoples sheds.

It would seem from our records to date there are 40 cars, which could be considered race ready. A further 19 are due to appear during 2004 after total restoration works, many never seen in recent times, and include John Best's BT1, Phil Segat's BT6R, Peter Strauss's BT6, David Reid's and Mike Shearer's T59's, Elfin's belonging to John Medley, Charlie Mitchell and Colin Sullivan, Tony Caldersmith's Gemini, Geoff Fry's 2nd Jolus, Paul Charels's Koala, and Lotus cars of John Harnett 18, Murray Bryden's and Neil McCrudden's 20's, Michael Millers and Bruce Mansell's 22's, Don Ballingal's 27, Geoff Medley's Nota and Graham Russell's Schazum. Now we know its not likely, but how embarrassing it would be if all 59 cars attempted to enter the same race?

If you have access to the internet you may care to look at our website, and in particular the section on Australian FJ History. This now includes details on FJ Events held here during the period ending 1963. The database is a draft only, and incomplete. However we hope to fill in the gaps from peoples records, so if you have information like programs or reports on Formula Junior races during the period, we need your assistance. When complete the data on these Historical FJ Events will assist members who are researching the history of their car. It has already identified cars that raced as Formula Junior in the period that we were unaware of.

AFJA merchandise is improving thanks to Peter Johnson who is the person responsible for an increasing array of useful clothing. We currently have cloth badges in stock, and Peter is working on a more subtle T Shirt to your size. The latest innovation being a very attractive cap with Logo for your head.

KELVIN C. PRIOR SECRETARY/TREASURER AFJA



Lotus 20 J 908 ex Geoghegan works car recently restored by current owner Ed Holly and raced at Wakefield Park

VHRR PHILLIP ISLAND CLASSIC 2004 - ROUND ONE AFJA TROPHY SERIES

PROGRAM: Voluntary private practice Friday 27th February Racing Saturday & Sunday 28th & 29th February

ENTRIES: To obtain an entry phone Sandra Caffin (03) 9744 1807 or fax (03) 9470 5769 or download from www.vhrr.com Entries close 31/1/04

DISPLAY: Cars not racing during this weekend are required for the AFJA Static Display in the pit area. Please contact Secretary Kelvin (03) 9707 1652 to arrange pit passes and other details.

MALLALA ALL HISTORIC 2004 - Round 2 of AFJA Trophy Series

PROGRAM: Voluntary private practice on Friday 9th April Racing Saturday & Sunday 10th & 11th April

ENTRIES: If you have not received any forms please contact secretary of the meeting Joan Shearer (08) 8390 1609. Entries close 4th March 2004

EVENTS: There are 5 races in total, 2 of which where points will be awarded for our Trophy Series.

The SCCSA have stated there will be FJ only events if we can achieve at least 10 entrants, and this is possible.

HOSPITALITY: The Sporting Car Club of SA provide the best social event on our calendar with Dinner at the club Thursday evening. Saturday evening BBQ and Sunday breakfast in the pits, and if you are so inclined even the locals camp at the circuit for this Easter weekend event.

NOTICE OF 7TH ANNUAL GENERAL DINNER MEETING

DATE: 7 pm Saturday 28th February 2004

VENUE: Charmandene Cottage 27-31 Osbourne Avenue, Cowes, Phillip Island Vic.
Licensed carvery style restaurant Fixed price menu. BYO wine acceptable

AGENDA: Yet to be finalised. Contact Secretary Kelvin if you would like something discussed

GUEST SPEAKER: We have invited a very experienced overseas competitor to address the meeting

NOTICE OF MOTION: To amend rules by Kelvin Prior

That in the future, points for the Annual Perpetual Trophies be awarded to the competitor and not the car, as currently provided, and where the owner/entrant is not the driver, they shall both be recognised. FURTHERMORE, to maximize the opportunity for all members, the points achieved in one car, shall not merge with those of another.

REASONS

The AFJA Committee recently responded to a questionnaire and agreed with Robert Hands that a car by itself cannot win a trophy, as currently exists in our rules. Most agreed it should be the driver or a combination of car and driver. So by recognising the owner/entrant, and the driver (where different), the fact that the driver is not a member of AFJA in some circumstances, is then acceptable.

The original arrangement was designed to prevent domination of our series by multiple car ownership. So by now tying the points to a particular car, we encourage owners with more than one car to field a team to maximise their opportunity and expand our race grid.

ACCEPTANCE: All AFJA members and their guests are encouraged to attend. Dress is neat casual. However, we need to confirm numbers to the caterers so please advise secretary Kelvin whether or not you can attend asap.



Lotus 18 J 796 ex Bruce Coventry and currently owned by Roger Ealand and raced at Wakefield Park

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2003

The final round at Wakefield Park in November was hotly contested by 14 cars, three of which were capable of winning the coveted AFJA Leo Geoghegan Perpetual Trophy for 2003. Murray Bryden from Vic, Graham Brown from Qld and Peter Johnson NSW each needed a reliable car to be in with a chance, and it was Murray in his MRC who led both races and collected maximum points to win. Murray also won the Retireinvest Perpetual Trophy for the first Australian built car in the competition.

Murray won both Trophies in 2001, so to repeat the performance in 2003 is no mean feat when you consider this year there were 20 cars competing for the grand prize. Murray again proved that consistent reliability combined with reasonable performance will produce the required combination to succeed.

Owner/Driver	Car	Group	Phillip Island	Mallala	Ipswich	Easter Creek	Winton	Wakefield Park	Total
Murray Bryden VIC	MRC	FJ2#	8 + 10	8 + 6	-	-	10 + 10	10 + 10	72
Peter Johnson NSW	BT6	FJ2	4 + 4	-	10 + 8	6 + 8	-	0 + 8	48
Graham Brown QLD	BT2	FJ2	-	-	-	-	8 + 8	-	46
Dennis Neal NSW	Lynx	FJ1#	-	-	-	8 + 10	-	6 + 6	30
John Pymble NSW	Donford	FJ2#	-	-	-	8 + 10	-	8 + 0	26
Geoff Fry NSW	Jolus	FJ1#	-	-	-	-	8 + 10	4 + 3	25
Roger Ealand NSW	Lotus	FJ1	-	-	-	-	-	10 + 10	20
Grant Patullo VIC	Golford	FJ2#	6 + 60	4 + 4	-	-	-	-	20
Graham Brown QLD	Lynx	FJ2#	1 + 8	-	1 + 10	-	-	-	20
Dick Willis NSW	Ausper	FJ1	-	-	8 + 0	-	10 + 0	-	18
Ed Holly NSW	Lotus	FJ1	-	-	-	-	-	8 + 8	16
McArthur Onslow NSW	Lotus	FJ1	-	-	-	10 + 0	-	1 + 4	15
Hocking/Ashford SA	TAD	FJ2#	-	6 + 8	-	-	-	-	14
Prior/Smith VIC	Lynx	FJ1#	-	-	-	-	6 + 8	-	14

Doug Bradhurst NSW	P/Ford	FJ2#	-	-	-	6 + 3	-	4 + 1	14
Geertsma/Perkins QLD	Lotus	FJ1	-	-	10 + 1	-	-	-	11
Pymble/Pymble NSW	BT6	FJ2	-	-	-	10 + 1	-	-	11
Ian Bailey NSW	Lynx	FJ2#	-	-	-	-	-	6 + 0	6
Lynn Cowan NSW	Lynx	FJ1#	-	-	-	-	-	3 + 2	5
Philip Venables Fr.	Nota	FJ2#	3 + 1	-	-	-	-	-	4

Denotes Australian built car with points towards the Retireinvest Perpetual Trophy

EVENTS FOR 2003 TROPHY SERIES



**Retireinvest
Perpetual Trophy**

Round 1	Feb 28-29	Phillip Island, Vic
Round 2	April 10-11	Mallala Historic, SA
Round 3	July 24-25	Ipswich Historic, Qld
Round 4	Sept 11-12	Eastern Creek, NSW
Round 5	Oct 2-3	Winton Festival, Vic
Round 6	Nov 27-28	Wakefield, NSW

RACE REPORT - WAKEFIELD PARK - SIXTH AND FINAL ROUND FOR 2003

Wakefield Park is 10 km south of Goulburn NSW and approximately 200 km south west of Sydney. The track is 2.2 km in a clockwise direction with modern facilities.

The HSRCA National Historic Event was held in warm 30-degree heat on November 29 and 30. 15 Formula Junior cars entered four split start scratch races with 14 Formula Fords. Results from the first two races counting towards the AFJA Trophy Series.

The first race on Saturday was nine laps with 14 FJ cars presenting themselves; unfortunately Ken Ward had problems with the Rennmax engine and withdrew the car from the event. Peter Johnson BT6 failed to start due to his carburettor induction cover blocking the air intake, and the Nota BMC of John Medley to be driven by new mum Julie Bowen could not compete for health reasons. The race was red flagged when a Formula Ford fell off the track at the first corner and with the restart Graham Brown BT2 broke a drive shaft yoke precluding him from further competition during the weekend.

Dick Macarthur-Onslow (Lotus 20B) had gearshift problems mid race and returned to the pits. Otherwise the remaining contestants were enjoying the competition with individual duels between similar performing cars. I.e. Murray Bryden (MRC22) was dicing with Jim McConville in Frank Hooks (T75 Cooper) as was Ian Bailey (Lynx) and John Pymble in the Donford. Also Roger Eland (Lotus 18) and Ed Holly (Lotus 20) were enjoying each other's

company. The remaining cars of Dennis Neal (Lynx BMC), Geoff Fry (Jolus), Doug Bradhurst (Penny Ford) and Lynn Cowan (Lynx Borgward) all improved their lap times during the event won by Murray Bryden.

The second race on Sunday morning was 7 laps duration, and this time Peter Johnson (BT6) removed his carbie cover, and Dick McArthur-Onslow (Lotus 20B) was also on the grid with repaired gear shift.

Unfortunately, John Pymble (Donford) stalled on the grid at the start and was unable to restart due to starter motor damage on Friday in practice. Ian Bailey (Lynx) retired during this event with transmission problems after improving lap times by over 3 seconds; maybe it was the new tyres.

Murray Bryden (MRC22) again proved to be the winning combination of car and driver after a close battle with Jim McConville (Cooper T76). Peter Johnson (BT6) gained some extra points with a faultless drive to be second FJ in the race. Ed Holly (Lotus 20) was still learning about his new car and found it difficult to make any gain on the flying Lotus 18 of Roger Ealand who finished with maximum points in our early FJ1 class during the weekend.



Lynx FJ 112 ex Keith Wightley as restored by Herb Neal for current owner Ian Bailey and raced at Wakefield Park

TECHNICAL TIPS - New Roll Bar Regulations

Formula Junior was the first to require a roll bar in a racing car, but unfortunately the original rules did not describe what constituted this new innovation. When officials asked Colin Chapman where was the roll bar on his Lotus 18 Junior, he pointed to the hoop beneath the leading edge of the cars tail cone? Obviously this was not what was intended.

In 1962 CAMS produced a description of the design and dimensions required for Formula Junior cars, but I don't recall anyone changing or installing a new bar at the time to comply with the new regulations.

From 2004 you will now need to comply with the 1962 roll bar regulations as they were basically the same as adopted for all cars in 1973 which is now the minimum requirement for Formula Junior in Australia. See CAMS manual 2003 and 2004 for details.

MOVEMENT AT THE STATION

Received a call from Rex Jolly in NSW to say he had brought the ex Bert Bartrop Lynx type 3 Formula Junior CH No. 111 from Terry Hayter, and he informs us that he plans to return the car to its original specification. Welcome Rex Jolly to Formula Junior.

Whilst researching period events for the AFJA website an Elfin FJ entered and driven by A. J. Reynolds at Sandown and Calder during 1963 was not on our list of cars. Well it is now. For it seems that a Tony Reynolds (Vic) purchased car 621 from Roy Morris (Qld) with climax engine, then fitted a 105E replacement in 1963. The current owner Derry Greeneklee (SA) was aware the car had an 1100 cc engine, and was pleasantly surprised to learn more of its history. Derry intends to restore the car to its 1963 Formula Junior specifications.

Spoke with Jonathan Williamson recently regarding his Lotus 22. Jonathan was transferred by his work from the UK to WA last year complete with car, and is currently organising to store it in Victoria where it will be transported to events in the eastern states so he can fly and drive his Formula Junior.

OVERSEAS NEWS

In the last issue of Pitstop No. 24 we reported on the then current position of the overseas Formula Junior Trophy Series. The most recent publication from Duncan Rabagliati in England illustrates the current score after 5 rounds of the European FIA Lurani Trophy Series, and has Erik Justesen of Sweden driving a Mallock U2 MK2 Junior with 48 points, 18 clear of his nearest rival in a Lotus 27.

The UK Series sponsored by Miller Oils has Edwin Jowsey driving a Lotus 22 Junior with 80 points after 11 rounds, and 20 clear of Derek Wacker in a Terrier T4.

Also in Duncan's newsletter some interesting details on recent changes to FIA documents. It seems that historic racing cars will receive a Heritage Certificate with their C of D provided it passes all authenticity tests and the FIA database manager Jeremy Hall is satisfied there are no other cars with the same chassis number.

Obviously, cars with FIA Heritage Certificates will be worth more than those without, and it would appear that this certificate should be available through CAMS, and could be the only way that AFJA members can obtain a certificate of title to their car especially if it was built overseas.

David Reid (Vic. Rep.) has a copy of the current book by Bernard Cowdrey called "Formula Junior the complete A to Z" which is more comprehensive than the first edition with information on Australian built cars including Ausper, Elfin, Jolus, Lynx, Nota and Rennmax.

There are photos of Ian Bailey's and Lynn Cowan's Lynx Juniors. Also Geoff Fry's Jolus. The publication has 136 pages of cars worldwide and is available from the FJHRA at 20 pounds plus postage. Contact Duncan by email at formulajunior@rabagliati.com

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For Sale 1963 Donford Formula Junior

All steel 1098 cc dry sump Ford engine by Peter Moloy. VW type transmission, disc brakes. Immaculate condition, full history. Current CAMS log book and C of D
Price \$29,000
Contact John Pymble (2) 9817 5528 (H) (02) 9740 6011 (W)



For Sale Golford Aust. Special

All steel 1040 cc Ford 105E Engine. Close ration 4 speed VW Transmission. Car fully restored by current owner. Current CAMS Log Book and C. of D.
Price \$19,000 with trailer
Contact Grant Patullo (03) 9484 2253



For Sale 1960 Essenkay Formula Junior

Attractive Australian Special with history. 1089 cc Skoda engine, 36 hp VW transmission, drum brakes, alloy body, unused since 1992. Price \$18,500 ono Contact Philip DeGruchy (03) 9898 3677 or 0408 398 624



Generic

For sale 1961 Lotus 20J959

This car originally owned by Lionel Ayres Qld. Full restoration near complete (like new). Genuine enquiries only with offers in excess of \$60,000 Contact Murray Bryden (03) 9438 3237



For sale 1962 Lynx Type 3 Ch. 113 ex Ern Tadgell

Very competitive Formula Junior maintained by Noel Tuckey. Raced consistently by current owner past 24 years. Ford engine VW transmission, current log book and C of D. Price \$34,000 Contact Graham Brown (07) 5447 1200