

**AUSTRALIAN FORMULA JUNIOR  
ASSOCIATION**



Email: [afja@iprimus.com.au](mailto:afja@iprimus.com.au)  
[www.australianformulajunior.com](http://www.australianformulajunior.com)

**Executive Committee**

**Chairman** *Ian Bailey SC 02 9411 4251*

**Secretary** *Kelvin Prior 03 9707 1652*

**Vic. Rep.** *David Reid 0418 352 182*

**NSW Rep.** *Peter Johnson 02 9699 4372*

**SA Rep.** *Mike Shearer 08 8370 9333*

**Q Rep.** *Graham Brown 07 5447 1200*

**WA Rep.** *Neil McCrudden 08 9364 7467*

**PITSTOP**

**WINTER 2005 EDITION - NUMBER 31**

In Australia, historic racing cars are mainly grouped into periods of manufacture irrespective of the cars design, power or speed capability, and Formula Junior are spread between Groups L and M, which is not a major problem until they are required to race against Formula 1 cars.

It is interesting to note that similar restrictive Formulas Ford and V are separated from Group O cars of similar age, which juniors are required to race against in typical mixed grids.

This is not sour grapes, as most Formula Junior drivers will tell you it's not about winning it is about compatibility of car and driver. Historic racing is about the similarity of car that draws people together to form enduring friendships at a racetrack.

Maybe it is time Formula Junior extracted itself from the hoch poch groups we are currently aligned with, and demand a separate entity for these international formula cars with safety being the number one consideration, so that when a race promoter is considering an event program, our needs can be treated independently of other groups and formulas.

Naturally we would need to establish our credentials with consistent grids to justify such a privilege, but if you look at recent history, perhaps the time is now when so far this year there were 13 cars entered at Phillip Island, 10 at Mallala, 15 at Morgan Park, and we expect 15 at Willowbank, 19 at Eastern Creek, 16 at Winton and 25 at Wakefield Park in November, which is an increase of over 40% since last year, with more to come.

**KELVIN C. PRIOR SECRETARY/TREASURER AFJA**



*Happy group of drivers at Morgan Park.*

*Rear L to R*

*Don Thallon, Geoff Fry, Peter Johnson, Jonathan Williamson, Mike Gosbell*

*Front L to R*

*Dick Willis, Graham Brown*

---

HRCC QLD. 2005 HISTORIC WILLOWBANK NEAR IPSWICH

ROUND FOUR AFJA TROPHY SERIES

CIRCUIT: Queensland Raceway 55 km south west Brisbane

PROGRAM: Private practice on Friday August 5th Racing Saturday and Sunday August 6th and 7th

EVENTS: We have requested FJ only events for our Trophy Series, which shall be granted subject to the number of entrants

ENTRIES: All documents including sup. Regs will be available on [www.hrcc.org.au](http://www.hrcc.org.au) or contact Bill Westerman. Bus. 07 3262 2768 Priv. 07 3262 2726 Email [airgard@mgard.com.au](mailto:airgard@mgard.com.au).

ACCOMMODATION: Contact Ipswich Tourist Info. Centre 07 3281 0555 or [www.ipswichtourism.com.au](http://www.ipswichtourism.com.au).

---

## HRCC NSW 2005 ALL HISTORIC EASTERN CREEK

### ROUND FIVE AFJA TROPHY SERIES

CIRCUIT: 3.93 km anti clockwise track west of Sydney

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

EVENTS: Subject to the number of entrants, the AFJA are negotiating FJ races for the Trophy Series

ENTRIES: Documents will be available from Fax. (02) 9988 4277 Email [race@HSRCA.org.au](mailto:race@HSRCA.org.au) Or download from [www.HSRCA.org.au](http://www.HSRCA.org.au)

DISPLAY: Cars not racing this weekend are needed for AFJA Static Display in the pit area. Please contact Peter Johnson (02) 9699 4372 to arrange pit passes and tickets.

---

## WINTON VIC. 2005 MOTOR RACING FESTIVAL

### ROUND SIX AFJA TROPHY SERIES

CIRCUIT: 3 km clockwise long track 200 km north of Melbourne near Benalla

PROGRAM: Labour Day long weekend NSW & SA Voluntary private practice on Friday September 30th Racing Saturday and Sunday October 1st & 2nd

EVENTS: Dependant on numbers there will be FJ only events otherwise combined with FF cars

ENTRIES: Documents will be available by Fax (03) 5766 4249 or download from [www.wintonraceway.com.au](http://www.wintonraceway.com.au)

GARAGES: All FJ cars together in pit area

ACCOMMODATION: List with entry documents

---

## EVENTS FOR 2005 TROPHY SERIES



**Aon  
Perpetual Trophy**

Round 1	Feb 25-27	Phillip Island, Vic
Round 2	March 26-27	Mallala Historic, SA
Round 3	April 30-31	Morgan Park HRCC, Qld
Round 4	Aug 6-7	Ipswich Historic, Qld
Round 5	Sept 9-11	Eastern Creek, NSW
Round 6	Oct 1-2	Winton Festival, Vic
Round 7	Nov 26-27	Wakefield, NSW

---

## AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2005

The AFJA Annual Trophy Series is all about participation and to date after 3 rounds of the expanded series, 24 different cars have contested at least one event. Last years winner Jonathan Williamson ex UK/WA Lotus 22 driver has caught most by surprise with 60 points so far.

There are 4 more events this year, and the trophies are still available to the driver with the highest score over any 4 events.

---

## AFJA AND AON TROPHY SERIES CURRENT SCORES FOR 2005

Driver	Car	Group	Phillip Island	Mallala	Morgan Park	Ipswich	E/Creek	Winton	Wakefield	Total
Jonathan Williamson WA	Lotus 22	FJ2	10 + 10	10 + 10	10 + 10					20
Murray Bryden VIC	MRC	FJ2#	8 + 8	6 + 6	-					16
Don Thallon QLD	T56	FJ1	-	10 + 10	8 + 0					

Graham Brown QLD	BT2	FJ2	6 + 1	3 + 1	8 + 2					7
Terry Perkins QLD	Lotus 18	FJ1	-	-	10 + 10					
David Reid VIC	T59	FJ2	1 + 1	1 + 4	8 + 4					2
Geoff Medley NSW	Nota	FJ1#	-	8 + 8	-					
Ian Ashford SA	Tad	FJ2#	-	8 + 8	-					
Peter Strauss VIC	BT6	FJ2	4 + 6	4 + 0	-					10
Dick Willis NSW	Ausper	FJ1	-	-	6 + 6					
Peter Boel QLD	Lola	FJ2	-	-	4 + 6					
Mike Gosbell NSW	Donford	FJ2#	3 + 1	-	3 + 2					4
Peter Johnson NSW	BT6	FJ2	-	-	6 + 3					
John Medley NSW	Nota	FJ1	1 + 0	-	0 + 8					1
Ian Bailey NSW	Lynx	FJ2#	2 + 1	2 + 3	-					3
Geoff Fry NSW	Jolus	FJ1#	-	-	4 + 3					
Alan Conway QLD	Gemini	FJ1	-	-	3 + 2					
Roger Ealand NSW	Lotus 18	FJ1	-	-	0 + 3					
Ken Ward NSW	Rennmax	FJ2#	1 + 1	-	-					2

Nick McDonald VIC	BT6	FJ2	DNQ	-	-					
Roy Best VIC	MRD	FJ1	DNQ	-	-					-
Frank Hook VIC	Cooper	FJ3	DNQ	-	-					-
Ed Holly NSW	BT15	FJ2	DNQ	-	-					-
Colin Haste NSW	BT2	FJ2	DNQ	DNQ	-					

**# Denotes Australian built car with points towards the Retireinvest Perpetual Trophy.**

---

#### RACE REPORT - MORGAN PARK - ROUND THREE - AFJA TROPHY SERIES.

Morgan Park circuit is located at Warwick 160 km southwest of Brisbane Qld. and is ideally suited for Formula Junior with close racing from similar powered cars on the weekend of April 30 and May 1st. The track was dry with temperature in high 20's and the odd kangaroo.

There were 15 juniors entered, and the program featured Formula Junior with two 7 lap AFJA Trophy Races won by Jonathan Williamson (Lotus 22) who also established a new lap record of 1.11.76, closely followed by Terry Perkins in a very quick Lotus 18.

Don Thallon (T56) would have achieved two 3rd places, but for a damaged gearbox. Dick Willis (Ausper) and David (Cooper) Reid (T59) were swapping positions, and Graham Brown (BT2) appeared to have sorted the brake bias for the 2nd race. Peter Boel (Lola 5A) lost time learning off track routes and Roger Ealand (Lotus 18) rebuilt the clutch at home on Saturday evening, racing Sunday with little sleep. John Medley (Nota) blitzed the earlier group of cars and Dick McArthur-Onslow (Lotus 20) unfortunately had faulty oil cooler problems and did not feature in any results.

The following report by Graham Howard in a recent issue of Auto Action sums up a wonderful weekend for Formula Junior.

#### ***HISTORICS WITH GRAHAM HOWARD***

***FORMULA JUNIOR starred at the recent historic weekend with good racing and a marvellous variety of cars fully justifying historic racing car clubs decision to give the little cars races entirely on their own. Making it even better, more than half the 15 juniors entered came from well south of the border.***

***The whole field was rear engined and space-framed, using push rod engines no greater than 1100 cc- yet the variety was remarkable. Only two cars were Australian built, Geoff***

*Fry's Jolus, and Mike Gosbell's Donford. The rest were a catalogue of early - 60's UK manufacturers - Brabham, Lola, Lotus, Cooper, Ausper and Gemini.*

*Main FJ race countered as the second round of the FJ Associations annual points score and was another win for the West Australian Jonathan Williamson, UK ex pat who brought his Lotus 22 out with him.*

*Local Don Thallon, in his ex Tim Mayer 1961 T56 Cooper BMC, beat Williamson in an earlier race, but later had gearbox bothers. Also going hard was Terry Perkins in Wybe Geertsma's very well prepared 1960 Lotus 18. This is a car with a long Queensland history, being the 18 in which Vince Carsburg went so well in the late 1960's.*

*Another Queensland connection involved David Reid, who brought his T59 1962 Cooper Junior up from Melbourne. David's father Frank was the Queensland Castrol rep back in the Lowood days, and David still owns a Queensland built racing car from the 1950's, the Norton powered Duck Anderson Special. The Reid Cooper, originally raced in the UK by Charles Crichton-Stewart, is a departure from the usual junior specification of BMC engine and Citroen gearbox case, and from new ran 105E Ford with a Hewland gearbox.*

*The tight Warrick layout seemed to suit not only the juniors, but most of the other smaller cars, whereas some of the bigger machinery seemed to find it hard work. The weekend ran without major incident, the weather was fine and mild, there was strong interstate support and lots of opportunity for regularity competitors.*

*One veteran observer said the meeting reminded him of the informal, casual atmosphere of Lakeside historic meetings in the 1980's*

---

## **SOME EXTRACTS OF EMAILS RECEIVED AFTER MORGAN PARK WHICH CERTAINLY JUSTIFIES DON THALLON'S CONFIDENCE IN PROMOTING THIS NEW EVENT ON OUR CALENDAR**

### **FROM DICK WILLIS**

Hi Kelvin,

No doubt your spies have already filled you in on the weekend's events, but I thought I should put in my two bob's worth-----

You would have been proud of the field, the racing and the way we were received by everyone. After what must have been a low for you at Winton Oct. '03, this was a high which must repay the faith you have always had in the category.

I doubt that our races were boring from a spectator's point of view as there was action everywhere, especially in the first few laps of each race. I thought that David Reid went very well in his Cooper which must give you renewed enthusiasm for your car. So did Mike Gosbell, still in early days with his car, pity Murray Bryden couldn't make it. Richard Carter certainly opened a few eyes with his laps in Brownie's car, he would be a potential race winner, and I even managed to finish all my races!

Can't wait for the next round, but it is nearly three months away so still some time for some more improvements.

Regards, Dick.

**FROM JONATHAN WILLIAMSON**

Kelvin

Hope all is well with yourself and Bunny. Just returned from an excellent weekend at Morgan Park. Car was delivered without incident to Don Thallon's beautiful home in Brisbane. After loading onto Peter Harburg's truck we made the 2 hr trip to Morgan Park with Don's Cooper and Corvette.

FJ was the featured marque, and we were given prime garages and plenty of exposure in the program - although there were not many spectators. The track, although fun (as opposed to fast) is not spectator friendly, with few good vantage points. It has some good fast sections, but there is one particular series of endless tight bends, where it is a matter of 'follow-the-leader'. Top gear is certainly not required.

I am sure you have seen or been informed of the results already. I enjoyed good scraps with Don and tried to keep out of the way of Terry, who was on 3 wheels for most of the time. Had to work particularly hard to keep ahead of Richard Carter - Graham's new 'guest driver'... I did also finally see my first kangaroo on the track - fortunately only on the warm-down lap of the Sunday morning race. Only hope someone captured it in camera!

Car will reside in Don's museum until Ipswich.

More news then,

Regards, Jonathan



...Mmmm... errrr... Jonathan he was just thumbing a lift

---





***Congestion at Mallala - Murray Bryden (MRC Lotus) leads the ever charging Don Thallon (Cooper T56), followed by Peter Strauss (Brabham BT6), then Graham Brown (BT2), an MG, then Ian Bailey (Lynx) and David Reid (Cooper T59)***

#### **RACE REPORT - MALLALA ALL HISTORIC - ROUND TWO - AFJA TROPHY SERIES**

Another fantastic Easter weekend in South Australia where the locals and the weather were both very hospitable. The temperature was high 20's with a cooling afternoon breeze that helped many of the cars with overheating problems.

Two thirds of the mixed grid of cars for our events were Formula Junior, and they represented all states of Australia except Tasmania. Jonathan Williamson (Lotus 22) after discovering a punctured carby float gained maximum points in both Trophy Series races followed by Ian Ashford in the locally built TAD with improved handling. Murray Bryden (MRC) Lotus was next with a car slightly off song, followed by Don Thallon (T56) the first of the early juniors. Peter Strauss (BT6) bent a push rod, Graham Brown (BT2) had excessive rear brake bias and waltzed around the circuit, Ian Bailey (Lynx) nursed an overheated car and David Reid (T59) continued to improve in his new car.

Geoff Medley drove the ex Joe Bosworth Nota very consistently in his first race with this recently rebuilt car, and gained 2nd position for early juniors, whilst Col Haste driving his BT2 twin cam took home all the silverware. Well-done Colin.



***Racing at Mallala - Ian Bailey (Lynx) followed by David Reid (Cooper T59) and Geoff Medley driving his recently restored front engined Nota BMC sandwiched between two early L cars.***

---

## TORQUE AROUND THE PITS

Don Thallon (T56) and Peter Strauss (BT6) both own more than one historic racecar and both enjoy Formula Junior racing in preference to their other cars. It appears that FJ cars offer more enjoyment, are better balanced and the competitors are friendly. So much so that Don and Peter are planning to ship their juniors to Europe next year and contest the famous Lurani Series (World Championship) for Formula Junior during 2006.

Jonathan Williamson (Lotus 22) from the UK and currently living in WA is on secondment to Woodside Petroleum till mid next year when unfortunately for us, he and his car with Australian Trophies will return home. Some of his competitors could say there will be more room at the pointy end of the grid, but most will miss the ever-cheerful guy in the green overalls.

Under bought and sold the Lynx BMC FJ104 advertised in Pitstop has found a new home in NSW. The car was acquired by Robert Ingram who hopes to race it later this year. Welcome Robert to membership of the AFJA.

Graham Brown (BT2) recently enlisted the assistance of well-known driver Richard Carter who incidentally once owned the FJ Lynx Works car driven by Kevin Bartlett, and currently owned by Dennis Neal. Richard drove Grahams Brabham at Morgan Park with a view to sorting out certain handling problems experienced by Graham.

Like Graham, David (Cooper) Reid recently travelled many km with his new T59, starting in Vic. At Phillip Island to Mallala SA, to Wakefield Park NSW, then back to Melbourne to fix an oil pump, then Morgan Park Qld. Approx. 4500 km in 2 weeks.

Mark Esmore who owns the Talisman BT2 copy has put the car back on the market. Now with trailer and CAMS paperwork. This would be a great car for your friend to own.

## TECHNICAL REPORT

In the last issue of Pitstop we addressed various eligibility matters concerning Formula Junior cars and in particular the AFJA requirements regarding tyres. Then the bombshell dropped with advice that Japanese M Profile Dunlop tyres were no longer in production, affecting all of our cars using 13" wheels.

In canvassing the alternatives, all four CAMS approved suppliers for Group M cars wanted us to use formula ford tyres, but the AFJA committee had already rejected these as being unsuitable to our early cars, and so it was unanimously decided we should adopt the FIA Control tyre if we could arrange a satisfactory supply at a reasonable price.

The proposal being negotiated at present with Dunlop is for an agreement between Dunlop and the AFJA whereby they will sell the FIA Control Tyre at a competitive price, provided we make regulations to enforce their use by 2008.

We have advised Dunlop that the majority of juniors use 13 and 15 inch wheels, and that tyre sizes needed would be 4.50/5.50 L 13" and 4.50/5.00 L 15" to suit our rims. Dunlop has indicated what their price structure could be, and it seems there will be a considerable benefit to members hip pockets.

The AFJA Committee were concerned that their arbitrary decision to instigate a control tyre would be seen by members as our only alternative. One influencing factor was the desire to maintain our cars appearance and specifications to the international standard, and another was the benefit in adopting a level playing field, not only for Australian cars, but overseas juniors that may wish to compete in this country.

What of the future? Well between now and 2008 there will be a gradual transition as existing stocks of M Profile deplete and the L Profile is taken up by owners who wish to continue to race in our Trophy Series after that date. Lap records at different circuits will need to be re-established using the control tyre, as there is a performance difference between sticky M Profile and L tyres with regulation 204 compound.



*Through the esses at Mallala*

*Graham Brown (Brabham BT2) leads Ian Bailey (Lynx) followed by David Reid in his recently restored Cooper T59*

---

## NOTICE BOARD



### For Sale via Secretary Kelvin Prior

AFJA caps including  
postage \$30  
AFJA polo shirt including  
postage \$35  
AFJA cloth badge including  
postage \$10  
Business card advertising 4  
issues \$50

# AON

**Aon Financial Planning  
& Protection Limited**

*Australian Financial Services Licence No. 239183  
Life Insurance Broker*

### Geoff Fry & Associates Pty Ltd

*Corporate Authorised Representative No. 280152*

### Geoff Fry CFP, Dip FP

Authorised Representative No. 265144

89 Rankin Street Bathurst NSW 2795

PO Box 1789 Bathurst NSW 2795

Phone: (02) 6332 3677 • Fax: (02) 6332 3699

E-mail: [gfry.aon@bigpond.net.au](mailto:gfry.aon@bigpond.net.au)



## CARS FOR SALE



### 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) 9874 2436



### 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



**For sale 1961 Lotus 20J959**

This car originally owned by Lionel Ayers Qld. Full restoration near complete (like new).

Genuine enquiries only with offers in excess of \$60,000

Contact Murray Bryden B.H. (03) 9357 9969



**For sale 1963 Talisman**

BT2 copy using Brabham parts, full alloy body, all steel dry sump Ford engine by Ian Tate. 4 speed CR VW trans, regular FJ competitor. Current CAMS Log Book & C of D. Includes trailer.

Price \$30,000

Contact Mark Esmore W. (03) 5495 1466 M.  
0418 380 662

**MISC. FOR SALE**

- Simpson 2 layer Nomex driving suit. Royal blue, good condition, suit 5' 10" to 5' 11" 73 to 83 kg. Cost \$1700 when new, little use, yours for less than half. Contact Peter Johnson 02 9699 4372 or 0411 195 937
- Lotus 20 windscreen pattern/mould. Available for hire. Contact Dick McArthur-Onslow H. (02) 6777 6523

**STICKERS**

For Clubs, Shops, Businesses, Machinery.  
Printed on Long Lasting, Light Fast,  
P.V.C. Polyester, Metallic or Reflective.  
We also Print Corflute.

For a Quote Ring Colin Sullivan

**AEL (03)9570 6699**  
Screenprinting 0419 31 22 99  
22 / 993 North Road Murrumbidgee, Victoria.