

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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PITSTOP

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Regrettably, fellow AFJA member Ken Ward from NSW died from illness on March 16th and on behalf of all members we convey our condolences to his family. Ken purchased his Rennmax Formula Junior 40 years ago from its first owner Kingsley Hibbard and even though he was very involved with the Morgan Car Club he loved that little blue car, and raced it in our series at every opportunity. He will be sadly missed.

Another member to hang up his helmet was Dick (Old Dog) McArthur-Onslow who succumbed to his illness on April 10th after many years involvement in NSW motorsport. The last 20 of which he enjoyed historic racing in his Lotus 20 FJ. Dick was a real character in the sport, and AFJA Committee are considering a Perpetual Trophy in his memory to be awarded annually by the HSRCA in NSW. We express to his family our sincere sympathy in the loss of Dick.

The AFJA was originally established in 1998 to assist owners of Formula Juniors and other similar acceptable cars, then in 2004 it was decided that the driver of a members car could win trophies in our series and not necessarily be a members of AFJA. More recently we have been approached by 2 people wanting to join our organisation without owning a suitable car, and after some discussion the committee are debating future directions and the possibility of incorporation.

Peter Johnson has for some years now bought AFJA merchandise and sold it direct to members or via the Secretary which required Peter to outlay capital on members behalf. Recently this changed, and in future the AFJA will own the stock and supply it to members via the Secretary.

KELVIN C. PRIOR SECRETARY/TREASURER



Murray Bryden recently finished a major restoration of the ex Lionel Ayers Lotus 20 just in time for it to be featured at the Melbourne Motor Show

EVENTS FOR 2006 TROPHY SERIES



Round 1	February 11-12	Phillip Island Vic.
Round 2	April 15 - 16	Mallala Historic SA
Round 3	April 29 - 30	Morgan Park HRCC Qld
Round 4	May 27 – 28	Historic Winton Vic.
Round 5	June 10 - 11	Oran Park NSW
Round 6	Aug. 5 - 6	Ipswich Historic Qld.
Round 7	Sept. 9 - 10	Wakefield NSW



*Aon
Perpetual Trophy*

*Leo Geoghegan
Perpetual Trophy*

AFJA AND AON TROPHY SERIES CURRENT SCORE FOR 2006

Driver	Car	Group	Phillip Island	Mallala	Total
Murray Bryden Vic.	MRC	FJ2#	10 + 10	10 + 10	40
Graham Brown Qld	BT2	FJ2	8 + 8	4 + 8	28
Geoff Medley NSW	Nota	FJ1#	-	10 + 10	20
John Medley NSW	Nota	FJ1#	10 + 10	0 + 0	20
David Reid Qld.	T59	FJ2	4 + 4	6 + 6	20
Alan Conway Qld.	Gemini	FJ1	8 + 8	-	16
Geoff Fry NSW	Jolus	FJ1#	-	8 + 8	16
Jonathan Williamson WA	Lotus	FJ2	6 + 6	-	12
Wayne Hocking SA	TAD	FJ2#	-	8 + 4	12
Michael Shearer SA	T59	FJ2	-	3 + 3	6
David Reid NSW	Elfin	FJ2#	DNQ	-	-
Ken Ward NSW	Rennmax	FJ2#	DNS	-	-
Colin Haste NSW	BT2	FJ2	-	DNQ	-



Ken Williams has restored and driven Phil Segat's Lotus 18 at the Australian Grand Prix Historic Demonstration. It was the first 18 in Australia and was originally driven by Paul Samuels

RACE REPORT – PHILLIP ISLAND 2006 – ROUND ONE AFJA TROPHY SERIES

The first round for the 2006 Trophy Series was held at magical Phillip Island 130 km south east of Melbourne. The circuit is 4.45 km anti clockwise with long down hill straight. The current FJ lap record being under 110 seconds. Unfortunately, the weather was wet Friday and early Saturday with an excellent 25-degree day on Sunday 12th February, 3 weeks earlier than usual due to the Commonwealth Games in Melbourne at that time.

This popular event had record entries again and the organizers decided to put Formula Junior into a 51 car composite grid comprising 30 FF and 21 Group M & O (sixties) racing cars that included a F1 Gurney Eagle from the USA. Each race was split into 2 groups starting behind 2 pace cars designed to spread the field around the circuit or that was what was supposed to happen.

Murray Bryden proved again how superior he and his MRC Lotus were during the weekend and Graham Brown (BT2) finally got the better of last years series winner Jonathan Williamson (Lotus22) that is with the exception of the final race on Sunday when due to a cramped program or whatever, competitors were not called to the grid and Graham subsequently became a spectator.

There were 8 juniors entered for the weekend. David Reid continues to improve in his T59 Cooper that debuted 12 months earlier at this circuit, and Alan Conway (Gemini 3A) had some performance problems, but the car looked great with new paintwork. As they say if it looks and sounds good, who cares!

RACE REPORT – MALLALA 2006 – ROUND TWO AFJA SERIES

The Annual Historic Race Meeting at Easter is organised by SCCSA at Mallala 55 km north of Adelaide SA. The circuit is 2.6 km clockwise and flat. The weather on both Saturday and Sunday was in the mid 20's ideally suited to motor racing, unfortunately, Friday practice was wet. After official qualifying on Saturday competitors enjoyed 5 races 2 of which were 8 lap feature events for points in the AFJA Trophy Series. The grids however were a mix of FJ and Group M cars from the early 60's.

Competition between the juniors was quite fierce with braking duels and various off track excursions by some cars. The crew of one car produced a sign attached to the cars dash reminding the driver to stay on track. All in good fun, and this was the tenor of the meeting.

Murray Bryden (MRC) gained maximum points with a flawless result in the post 61 group, and Geoff Medley (Nota) did likewise in the earlier pre 62 group. Graham Brown (BT2), Wayne Hocking (TAD) and David Reid (T59) with new engine were swapping position, followed by Michael Shearer in his recently restored Cooper T59 with teething problems, but loads of promise in future events.

Geoff Fry (Jolus) gained 2nd place in the early group, but unfortunately John Medley (Nota) experienced mechanical difficulties and was unable to score points towards the series trophy. It was also unfortunate that Jonathan Williamson was unable to contest due to unfinished restoration work on his Lotus 22.



Mike Shearer has recently given his T59 Cooper BMC a full freshen up in time to display it at the Clipsal 500 in Adelaide and as shown racing at historic Mallala

30TH VASC VIC. HISTORIC WINTON 2006

ROUND FOUR AFJA TROPHY SERIES

CIRCUIT: 2.03 km short clockwise track near Benalla 200 km north of Melbourne

PROGRAM: Voluntary private practice 26th May
Racing Saturday & Sunday 27th & 28th May
Minimum 4 lap events

ENTRIES: To obtain entry contact Noel Wilcox BH (03) 9318 5000 or download from www.historicwinton.org. **Entries close April 24th**

ACCOMMODATION: Most entrants find suitable locations at Benalla or Wangaratta

HRCC NSW – HISTORIC ORAN PARK 2006

ROUND FIVE AFJA TROPHY SERIES

CIRCUIT: 2.62 km anti clockwise GP circuit 45 km southwest Sydney, cnr Cobbitty and Northern Roads, Narellan

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

ENTRIES: Documents will be available from Fax (02) 9988 4277 or email race@hsrca.org.au or download from www.hsrca.org.au

ACCOMMODATION: Camden Valley Golf Resort (02) 9606 6211 or contact circuit (02) 4646 1004 for advice



Recent photo of the ex Glynn Scott Lotus 27 purchased by Don Ballingal in 1999 from Max Warrick. Current owner hoping to complete restoration this year.

TECHNICAL REPORT

A small quantity of the Dunlop control tyres have now been ordered from England, and members would be advised to order their size from their state supplier as we will require further shipments before years end when the new regulations take effect.

Dunlop has advised us that they made an error in costing the control tyres, and the new price could be 25% higher than that quoted on 3 previous occasions during the past 10 months.

The AFJA have confirmed to Dunlop the quantity and size of tyres state by state that members will require by years end, and we trust that the formal agreement will be available from Dunlop in the near future to secure the deal.



Dick Willis has completed his restoration of the ex Dave Kirby Lynx 103 purchased recently from Bernie Leimeister in Qld.

LETTERS TO THE EDITOR

Just received my copy of the American monthly magazine Vintage Racecar, April 2006, were my Jolus is the feature car with a great shot on the front cover, taken at Wakefield last year. Pat Quinn, who is the South Pacific Editor of the magazine, is driving the car. I have known Pat for many years and he will be well known to readers of "Australian Classic Car". I'm actually driving the photographer's car around the track in his station wagon; he's hooked up to a harness out the back.

It's a good yarn about early motor racing in Australia and the Editorial and other items in the magazine promote Juniors throughout the world. Also a good promotion for GEAR. Kel has enclosed a subscription form for the magazine and at \$79, via Pat Quinn this is a real bargain as I pay locally around \$19. for each issue.

As you can imagine I'm absolutely wrapped, as my aim was always to promote Juniors, so others can have fun like I do. If you do subscribe make sure Pat gets you the April 2006 copy.

Geoff Fry CFP.Dip FP

Anyone wishing to subscribe to "Vintage Racecar Journal" can obtain 14 monthly issues for just \$75 which is approx. \$5 each incl. Postage. To arrange please contact Pat Quinn on 0417 673 065 or email pquinn@vintageracecar.com



Murray Bryden MRC Lotus No. 7 leads an SA Elfin No. 50 and Wayne Hocking (TAD) No. 76 through the esses at Mallala



NOTICE BOARD

For sale via Secretary Kelvin Prior

- AFJA Caps including postage \$25
- AFJA Polo Shirt including postage \$30
- AFJA cloth badge including postage \$10
- Business Card advertising 4 issues \$50



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OVERSEAS NEWS

We have not heard from either Peter Strauss or Don Thallon regarding their Formula Junior exploits in Europe as yet. We have been advised there are 64 entries for the prestigious Monaco FJ event in May and both Peter & Don will be vying for one of the 30 available positions. The locals call it Lotteria De Monaco.

Our friends across the Tasman in NZ are continuing to find and restore cars for their popular Formula Junior Trophy Series on the north island, and as their numbers increase, they become more attractive to race promoters who see their potential as they did in the early sixties as a class worth promoting.

Received advice recently regarding a revival of interest in Formula Junior on the west coast of America with special events of these cars at circuits in California. This information was reinforced by various articles on Formula Junior in the April 2006 edition of Vintage Racecar, the publication referred to in the letter from Geoff Fry elsewhere in this newsletter.

TORQUE AORUND THE PITS

For some years we have endeavored to find the missing “Wren” Formula Junior built and raced by the late Bill Reynolds from Vic. in 1963. Noel Tuckey who helps Graham Brown with his BT2 has an interest in our quest having worked on the car in the late 60’s. Well Noel found the Wren in Canberra with a new owner Brian King who will consider the possibility of returning the car to its 1963 specifications.

During investigations regarding the “Wren” FJ it was also noted that Bill Reynolds not only built a series of Formula Ford cars, but also built another car we seek namely the “Sasin” FJ raced by Maurice Dinn in Vic. From 1963, it’s a small world we live in.

Received advice from Phil. De Cruchy that he has sold the “Essenkay” Australian Special to someone in England who saw it advertised in our newsletter on the AFJA website.

Haydon Mills believes that the restoration of his Lola MK5A BRJ51 will commence shortly, and hopes to complete the project 2007 in time for the 50th year celebration of Formula Junior.

Received a note recently from Doug Bradhurst who is recovering from an illness and hopes to be back racing the Pennyford in the not too distant future.

During the Phillip Island Historic meeting this year John Best agreed to sell the “MRD” to AFJA member Rob Hands for an undisclosed considerable sum. This car, which is really the Brabham BT1 test bed that Ron Tauranac and Jack Brabham built during 1960/61 is probably, one of the most important Formula Juniors ever built and there is only one such car. Rob hopes to complete a very comprehensive restoration by years end with all the correct specifications.

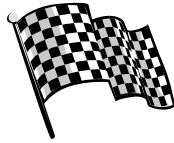
Dick Willis renowned historian and restorer of historic racing cars now finds himself with 2 operational Formula Juniors. The recently restored Ausper and the more recently restored Lynx. The question now is which car will he drive, and will he take both cars to a race meeting?

Recently received an email from NZ regarding the Australian built Gillespie Fiat that raced in Victoria in the early sixties, and is one of the cars we have been looking for. It appears it is alive and well.



Current photo of the ex Bill Reynolds 1963 Wren Formula Junior in its Formula Ford guise

CARS FOR SALE



For sale 1961 Lotus 20J959

This car originally owned by Lionel Ayers Qld
Full restoration completed (like new)
Genuine enquiries only.
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. Current CAMS Log Book & C of D. Includes trailer.
Price \$30,000
Contact Mark Esmore W. (03) 5495 1466 M. 0418 380 662



For sale 1961 Lotus 20J908 Formula Junior

Ex Geoghegan works car fully restored.
Full history available, CAMS Log Book and C of D.
Price \$77,000
Contact Ed Holly 02 9522 6845



For sale 1960 Nota FJ "BMC" One of only 2 front engine Australian built FJ's.
This is a ground up rebuild, everything is new or overhauled with no expense spared.
1000 cc BMC engine with lots of BHP, Needham C/R smooth gearbox, BMC rear end, diffs of various ratios all overhauled. Many Spares. Log book, C of D history fully detailed. Incl. New lightweight trailer. Talking around \$42,500.
Contact Geoff Medley 0419 620 266 A/H 02 9791 6138



For sale 1961 Lotus 20B 20J965.

Chassis LC XX1 originally raced by Ken Milburn (Kent Price) and restored by Bryan Miller. Inc. many spares & moulds etc. Current CAMS Log Book & C of D full documented history.
Price \$75,000 firm
All enquiry via secretary Kelvin Prior



For sale 2001 Mercedes Benz Turbo Diesel Sprinter 313 van

With ramps, electric winch etc. to suit Lotus 20. Perfect Condition. 19,000 km, 12 month NSW registration. Air conditioning.
Price \$40,000
All enquiry via secretary Kelvin Prior



For sale Replica Lister Jaguar "Knobbly 1958"

Recently rebuilt 3.8 x K engine on triple webers. All Jaguar running gear, 5 spare wheels. Suit regularity. "Sont" & gear events, club rego 20374H.
Price \$67,500
All enquiry via secretary Kelvin Prior

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