

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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PITSTOP

WINTER 2006 EDITION NO. 35

The AFJA are endeavoring to negotiate special events in 2008 to celebrate the 50th year of Formula Junior, but for discussions to continue we need to know now which cars in Australia will be available.

To wet your appetite, there are continuing discussions regarding a World Cup. We are currently supporting the idea of sending our Trophy Series winners in 2008, to possibly Macau, where they would represent Australia in an event with the winners of similar race series for Formula Junior from other countries

We have also made application to the Grand Prix Corp. in Melbourne for the historic demonstration and display in 2008, where 50 or so cars with CAMS Level 2 drivers could be considered.

This year, between December 1 to 3 the HSRCA Tasman Revival Meeting will be held at Eastern Creek NSW, and on Sunday of this three day event, there will be an 8 lap race for Formula Junior, provided we can field in excess of 25 cars, four more than our previous best last year.

Then came the call regarding our friends in NZ who advise they are considering the possibility of making this a real Tasman contest with two large containers of Formula Juniors to swell the grid and give us some competition. So it is now up to us to defend our nations honor against the arch-sporting rival by advising the HSRCA that you require an entry ASAP.

The final event for the AFJA Trophy Series at Wakefield Park will be held three months before the Tasman Revival. On the Saturday evening our AGM in Goulburn will be held where there are some important issues to discuss. These will include the control tyre implementation, if only to conclude what has previously been discussed and agreed to. There are also some important issues regarding eligibility being discussed by the AFJA committee, and it is hoped that some form of recommendation can be put to the members at this meeting for resolution.

KELVIN C. PRIOR
SECRETARY/TREASURER



Murray Bryden Driving his MRC Lotus for maximum points in the AFJA Trophy Series at Winton.

Photo courtesy of Neil Hammond

TECHNICAL REPORT

In the previous edition No 34 of this publication, it was reported that Dunlop had ordered a small quantity of the control tyres from England, unfortunately the shipment arrived without any 13:" front tyres, and after some urgent calls, Dunlop have produced some which hopefully will arrive in Australia on August 6th. Regrettably, this is the weekend of our 6th round at Ipswich, and the tyres wont be unloaded in time, so entrants will need to beg, borrow or steal front tyres for this event, as was done for Oran Park in June.

When purchasing new tyres please advise the Dunlop agent in your state that your car is a Formula Junior, and the recommended prices for the control tries are: 4.50 x 13 \$314, 5.50 x 13 \$325, 4.50 x 15 \$382, 500 x 15 \$403 each



Mike Gosbell (Donford) with narrow lead over Dick Willis (Ausper) at Historic Winton.

Photo courtesy of Neil Hammond

OVERSEAS NEWS

There are two Australian drivers currently racing their Formula Juniors in Europe, Peter Strauss is fly/driving his BT6 Brabham, whilst Peter Larnar tows it behind the motorhome to each event, and Don Thallon is also travelling by motorhome towing his T56 Cooper.

Don has informed us via his website of his early success in the European Lurani Series for Formula Juniors where he was 2nd in class. He states that Brands Hatch UK was a survival event; Hockenheim in Germany was great when the distributor fault was rectified, but Monaco and Pau in southern France were disastrous when the oil filter seal blew out and washed both circuits in oil. Needless to say, this did little to improve international relations, and his fellow competitors now refer to him as "Red Adair Racing".

According to Peter, both he and Don experienced major engine problems at Dijon, which is a circuit not unlike Phillip Island. It appears that Peters engine exploded, and Dons had coolant in the wrong places, but everyone is supporting their crusade with advice and spare engines to keep them in the competition.

The real test for our Australian drivers will be at the very demanding high speed circuits of Spa, Nurburgring, and Silverstone where these cars literally fly, that is provided their engines can withstand the continuous full throttle and high revs required.

Formula Juniors at Historic Winton

Dick Willis (Ausper) leads Frank Hook (Cooper) and Mike Shearer – partially hidden (T59 Cooper) and Mike Gosbell (Donford)

Photo courtesy of Neil Hammond



EVENTS FOR 2006 TROPHY SERIES



Round 1 February 11-12
 Round 2 April 15 - 16
 Round 3 April 29 - 30
 Round 4 May 27 - 28
 Round 5 June 10 - 11
 Round 6 Aug. 5 - 6
 Round 7 Sept. 9 - 10

Phillip Island Vic.
 Mallala Historic SA
 Morgan Park HRCC Qld
 Historic Winton Vic.
 Oran Park NSW
 Ipswich Historic Qld.
 Wakefield NSW

*Aon
Perpetual Trophy*



*LeoGeoghegan
Perpetual Trophy*

AFJA AND AON TROPHY SERIES CURRENT SCORE FOR 2006

Driver	Car	Group	Phillip Island	Mallala	Morgan Park	Winton	Oran Park	Total
Geoff Medley NSW	Nota	FJ1#	-	10 + 10	8 + 10	6 + 8	8 + 10	70
Murray Bryden Vic.	MRC	FJ2#	10 + 10	10 + 10	-	10 + 10	-	60
Graham Brown Qld	BT2	FJ2	8 + 8	4 + 8	6 + 6	-	8 + 8	56
Dick Willis NSW	Ausper	FJ1	-	-	10 + 8	10 + 6	10 + 8	52
John Medley NSW	Nota	FJ1#	10 + 10	0 + 0	-	8 + 10	-	38
David Reid Qld.	T59	FJ2	4 + 4	6 + 6	0 + 0	-	10 + 6	36
Alan Conway Qld.	Gemini	FJ1	8 + 8	-	4 + 6	-	6 + 4	36
Peter Boel Qld	Lola 5A	FJ2	-	-	8 + 10	-	6 + 10	34
Mike Gosbell NSW	Donford	FJ2#	-	-	10 + 8	8 + 8	-	34
Geoff Fry NSW	Jolus	FJ1#	-	8 + 8	6 + 0	-	-	22
Michael Shearer SA	T59	FJ2	-	3 + 3	-	6 + 0	-	12
Jonathan Williamson WA	Lotus	FJ2	6 + 6	-	-	-	-	12
Wayne Hocking SA	TAD	FJ2#	-	8 + 4	-	-	-	12
Frank Marshall Qld	Golford	FJ2#	-	-	4 + 4	-	-	8
Dennis Neal NSW	Lynx	FJ1#	-	-	-	-	0 + 6	6
David Reid NSW	Elfin	FJ2#	DNQ	-	-	-	-	-
Ken Ward NSW	Rennmax	FJ2#	DNS	-	-	-	-	-
Colin Haste NSW	BT2	FJ2	-	DNQ	-	-	-	-

Denotes Australian built car with points towards the Aon Perpetual Trophy\

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2006

After five rounds so far and with two to go, there is still no clear winner identified, even though some drivers have completed four events and the series only requires results from the best of four. The current leader Geoff Medley in the Nota in one of the slower front engine cars with 70 points from 4, followed by Murray Bryden with a perfect score of 60 from 3 in his MRC, closely followed by Graham Brown with 56 from 4 and Dick Willis with 52 from 3, all of which could easily take the series trophy with a high score in either of the remaining rounds

RACE REPORT – HISTORIC WINTON – ROUND FOUR AFJA TROPHY SERIES 2006

The 30th Historic Winton was held May 27-28 on the short 2.03 km clockwise circuit near Benalla in country Victoria 200 km north of Melbourne, and for a change the weather was brilliant sunshine around 15 deg. max. However, the icy cold evenings and oily track did take its toll.

The Austin 7 Club did organise an excellent array of cars rarely seen in current competition for their anniversary, and made pit walks an enjoyable experience.

There were 7 FJ cars entered predominately from NSW, which meant that we were involved in mixed grids relevant to age, rather than performance. The program provided for two scratch races and a handicap with local driver Murray Bryden gaining maximum points and a trophy for winning the handicap race in his MRC Lotus. Dick Willis qualified well in the Ausper, and could have achieved full points, but for a poor start in the 2nd scratch race. Mike Gosbell (Donford) drove very well, and his car is proving to be consistently fast and reliable, which unfortunately cannot be said for Mike Shearer (Cooper T59) who is still experiencing the usual bugs after total restoration work to his car. A broken rocker arm disabled the engine during the final race; he did however receive a trophy for the best-presented car at the meeting.



Through the corner at Morgan Park Warwick Qld.

Mike Gosbell (Donford) #35 leads Peter Boel (5A Lola) #5 and Graham Brown (BT2 Brabham) #2

RACE REPORT – MORGAN PARK – ROUND 3 - AFJA TROPHY SERIES by Peter Boel

Morgan Park at Warwick in southeast Queensland is ideally suited to Formula Junior with the tight undulating 2.1 Km circuit providing close exciting racing. As always in Queensland, the weather of course is beautiful one day perfect the next – particularly if you like a little rain in your racing!! Ten FJ's were entered for the meeting, a little down on last year's number, but enough to get a FJ feature race on both Saturday and Sunday. Sadly John Medley (Nota FJ) failed to appear and our number was further depleted during the Friday practice when David Reid's Cooper T59 had a front upright failure which brought his weekend to a premature if exciting end. His car was luckily not too badly damaged considering what may have resulted.

Saturday qualifying on a bright sunny morning had Graham Brown (Brabham BT2) leading the group, closely followed by Peter Boel (Lola Mk 5A) and Mike Gosbell (Donford). Geoff Medley (Nota BMC) next, led the front-engined group, followed by Dick Willis (Ausper Type 2), Frank Marshall (Golford), Allan Conway (Gemini Mk 3A), and Geoff Fry (Jolus).

The fast starting Mike Gosbell led the way from the second row in the afternoon feature race from Peter Boel while pole setter Graham Brown was engulfed by the remainder of the field before he got going. By lap 2 Peter had latched on to the tail of the Donford with a fast charging Graham catching up the leading pair shortly after. Graham and Peter swapped places a couple of times but Mike drove a beautifully judged defensive race to come home first by a fraction of a second from Peter and Graham. Dick Willis came in fourth followed by Geoff Medley, Geoff Fry, Alan Conway and Frank Marshall.

The Sunday morning race was a combined K,L, and M groups race. Dick Willis failed to line up due to problems with his car which reduced the FJ group to 6 contestants. Graham Brown made up for his poor start in the previous race by easily leading the FJ contingent taking out third place behind two more powerful Group M cars from Peter Boel, Mike Gosbell, and Geoff Medley. Frank Marshall was the next FJ to finish in 13th followed by Allan Conway and Geoff Fry failed to finish with car problems.

Clouds had been gathering during the morning but it had been largely dry until, wouldn't you know it, just before the start of the FJ feature race. So the race was started on a wet, and in places very slippery, track. Several cars almost spun on the warm up lap as drivers tried the track surface for grip but luckily all got to the start. Peter Boel with lots of wheel spin this time made the best start to lead the pack cautiously into the first corner followed by Mike Gosbell and Graham Brown. Mike and Graham swapped places several times and Graham made it alongside Peter a couple of times who managed to keep his line to retain the lead. Most of the drivers had their car pointing at odd angles in the slippery conditions at times but all managed to stay on the black stuff to finish the race. Peter took out first place from Mike who had managed to relegate Graham to third on the last lap as Graham had a sideways moment, the three cars separated by less than a second. Geoff Medley finished next followed by Dick Willis, Allan Conway, and Frank Marshall.

The final race for us at the meeting was a combined K, L, and M groups handicap race and with deteriorating conditions all the FJ's decided to call it quits and head for home.

We may have been few in number but several in the crowd were heard to exclaim how good it was to see such close racing in real racecars. Imagine how much enjoyment we could provide with a full grid.



Cars line up for race at Morgan Park. Graham Brown (BT2 Brabham) leads Peter Boel (5A Lola) followed by Mike Gosbell (Donford) Dick Willis (Ausper). To the right Geoff Medley (Nota) #90

RACE REPORT – ORAN PARK – AFJA TROPHY SERIES by Peter Boel

The Oran Park Historic Meeting was held on June 10 – 11 in mixed weather. Mother Nature perversely chose to rain on our weekend during what was obviously a long drought period judging by the brown parched surrounding area. The concern about racing on a wet track was further heightened by the recent Dunlop tyre dramas, which had most competitors sporting at least some tyres with only minimal tread. However everyone who needed them had managed to beg borrow or steal some previously retired tyres from fellow racers to allow them to at least compete. Eight Juniors were entered for the meeting with Geoff Medley (Nota) running with the Group L cars and the remainder running with the combined Group M and O racing cars. This had us running with such illustrious company as the Dawson-Damer Lotus 49 F1 and a number of other large engined Group O open wheelers – a privilege I would have happily forgone. However the racing was clean with no mishaps. Four FJ's from the Sunshine State plus, with Peter Johnson (Brabham BT6) a late scratching, two local entries made up the field. Where have all the NSW based FJ's gone?

Qualifying on Saturday morning was held in dry conditions with just some wet track in the area leading up to the bridge from some overnight showers. Peter Boel (Lola Mk 5A) set the best lap time, marginally ahead of Graham Brown (Brabham BT2) and David Reid (Cooper T59) followed by Dick Willis (Ausper T2), Alan Conway (Gemini Mk 3A) and Dennis Neal (Lynx).

Steady rain had set in by the time of the Saturday afternoon race, which was reduced from 8 to 5 laps because of lost time due to the mayhem that had been happening in earlier events on the wet track. With a dozen or so Group O cars ahead of us on the grid the rush into the first corner in a dense cloud of spray was exciting in a frightening sort of way. Dick Willis (Ausper) made a lightning start from several rows back and emerged from the gloom as the leading FJ with Peter Boel (Lola) next several cars back followed by Graham Brown (BT2), David Reid (T59), and Alan Conway (Gemini). Peter eventually latched onto the tail of Dick's car only to lose it on the far side of the circuit. Graham then took up the chase only to repeat the performance in the same place leaving David to pursue and eventually pass Dick to win the event with Dick holding on to second and Graham third. Alan Conway who had been battling with other Group M/O cars further down the field was next followed by Peter Boel who'd managed to restart his car to complete the race.

The overnight rain had abated by sun up, and a freshening wind quickly dried out the track for the Sunday morning 8-lap feature race. Peter Boel (Lola) led the FJ contingent into the first corner but was baulked by a slower car to allow David Reid (T59) to pass into the FJ lead. Graham Brown (BT2) was third several cars back followed by Dick Willis (Ausper), Dennis Neil (Lynx) and Alan Conway (Gemini). After some close action Peter managed to take David on the inside into the final turn on to the straight and Graham disposed of the non FJ competition to close on the leaders eventually also passing David and giving rapid chase for first place. However Peter Boel hung on to take the checkered flag first followed by Graham Brown and David Reid. Dick Willis followed a short distance behind after a close battle with a Group O Elfin and was followed by Dennis Neal and a fast improving but frustrated Alan Conway who was being held up by a slower but more powerful Elfin Mono.

Despite the mixed weather and only a small FJ contingent, some close and exciting racing was enjoyed by all. For those of us new to Oran Park it was great to come to grips with an interesting and challenging circuit whose friendly staff were a joy to deal with compared to the less than helpful officialdom of Eastern Creek last year. Long may the circuit last.

HRCC QLD – HISTORIC IPSWICH (WILLOWBANK)

ROUND SIX AFJA TROPHY SERIES

CIRCUIT: Queensland Raceway 55 km south west of Brisbane

PROGRAM: Voluntary private practice Friday August 4th
Racing Saturday & Sunday August 5th & 6th

EVENTS: As this is Queensland's main historic event, and subject to entries, FJ cars will possibly be incorporated in a pre '65 racing car grid as in previous years

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

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



Peter Boel on track at Oran Park in his attractive 5A Lola Formula Junior

Photo courtesy of Bill Forsyth

NOTICE OF 10TH ANNUAL GENERAL DINNER MEETING

DATE: 7 P.M. SATURDAY 9TH SEPTEMBER 2006

VENUE: Main Function Room
Goulburn Soldiers Club
15 Market Street, Goulburn NSW

MEAL: 2 course, 2 choice main menu and desserts plus coffee
Fixed price \$24.50 per person
Bar facilities at competitive prices

AGENDA: Yet to be finalized, but will include

- * Election of Office Bearers for 2007
- * Confirmation of previous meeting minutes
- * Presentation of 2006 Trophies
- * 2006 Annual Report
- * Discussion regarding 2007 Trophy Series events

Contact Secretary Kelvin regards any matter to be included on Agenda for discussion.

ACCEPTANCE: All AFJA members and their guests are encouraged to attend this meeting, and indicate their intention prior to the weekend as we are required to confirm numbers for catering arrangements in advance.

HSRCA NSW – ALL HISTORIC WAKEFIELD PARK 2006

FINAL ROUND SEVEN AFJA TROPHY SERIES

CIRCUIT: 2.2 km clockwise track 200 km south west of Sydney near Goulburn

PROGRAM: Voluntary private practice Friday September 8th
Racing Saturday & Sunday September 9th & 10th

EVENTS: Subject to there being sufficient entrants the opportunity exists to repeat previous years Formula Junior only races, two of which will count towards the AFJA Trophy Series.

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

Please indicate on your entry form that your car is eligible to race in Formula Junior events.

ACCOMMODATION: Contact Goulburn Visitors Centre Phone (02) 4821 5343

DISPLAY: Anyone unable to race this weekend is encouraged to bring their car for our regular static display promoting Formula Junior. Please contact Peter Johnson (02) 9699 4372 to make arrangements.

TOURQUE AROUND THE PITS

There are a number of bought and sold cars to report since our previous newsletter, and it would seem that Queensland is the main recipient with two further cars going north. One to Alan Telfer who has acquired the Lotus 20 advertised by the Dick Macarthur-Onslow estate, and will be garaged with other pedigree cars like a Lotus 7, and an early Bugatti. Congratulations Alan, and welcome to Formula Junior racing.

A similar welcome to Mike Goodfellow also from Qld., as he also has contracted to purchase a car advertised in this newsletter, namely, the Talisman from Mark Esmore in Victoria, and we hope to see Mike in action possibly at Wakefield in September.

Another car has changed hands recently in NSW. Noel Bryen, Race Secretary for the HSRCA and good friend of the late Ken Ward, will become the new driver of the ex Kingsley Hibbard BN1 Rennmax Formula Junior. Welcome Noel to the AFJA.

Unfortunately, the ex Geoghegan Lotus 20 works car advertised for sale in Australia over the past 12 months has now been sold to the UK due to lack of local interest. Perhaps the vendor Ed Holly from NSW should have advertised extensively in Qld. based on recent history. The good news is that Ed has now purchased the ex Denny Hulme BT6 Brabham works car from Ian McDonald in Victoria, and he intends to return the car to its Formula Junior specifications in 2007.

There were three T59 Cooper Formula Juniors shipped to Australia from the USA in 1981 for restoration by the late Rob Kirkby, one is with Mike Shearer, another with David Reid, and the last to be restored is with Secretary Kelvin, and it is hoped that all three will be at Sandown Park Historics in November for the 60th year celebration of this marque.

Congratulations to our learned scholar and Formula Junior driver Jonathan Williamson from WA (ex UK) who has just completed his masters degree. Unfortunately, this required his full concentration at the expense of his racing career in the Lotus 22. However, with fresh engine and full concentration, he could be a contender for pole position at Wakefield and Eastern Creek later in the year.



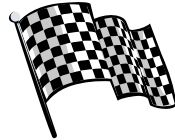
Formula Juniors at Oran Park. Dick Willis (Ausper) #36 followed by Peter Boel (5A Lola) David Reid (T59 Cooper) and Graham Brown (BT2 Brabham). Photo courtesy of Bill Forsyth



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



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 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



Cooper 1962 T59 Formula Junior FJ-24-62

Complete history fully documented from new, original owner Suzy Dietrich of Ohio USA
Car sold to Aust. in 1981 for restoration recently completed.
Ideally suited to Aust. or overseas FJ series. Original XSP – BMC factory dry sump racing engine. Jack Knight 6 speed ERSA trans. with spare ratios.
Cams log book and C of D applied for.
Contact Kelvin Prior with expressions of interest
Phone (03) 97071652, email afja @ iprimus.com.au



For sale Lotus 18 Formula Junior 1960

Chassis 766. CAMS logbook and C of D
Full history. Race ready.
\$65,000 incl. Closed in trailer
Contact Wybe Geertsma (07) 3812 3137 or 0418 717 535



For sale 1962 Gremlin Formula Junior

Original car (photo) built by Biull Smith and Ron Halpin using 105 E Anglia/VW trans, car currently modified but suitable for restoration minus engine.
Offers around \$10,000 to Jim Pidgeon (07) 4685 2366

FOR SALE

New Ford 105E steel crankshafts ex USA with lip seal rear main. Fully counterweighted. \$3200. Contact Bruce Mansell Work (02) 9417 4755

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