

# AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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## PITSTOP

### AUTUMN 2009 EDITION NO. 46

The AFJA had four representatives at a CAMS Historic Commission Forum in Sydney on April 8<sup>th</sup> to discuss matters affecting Historic Motor Sport in the future, and it was great to hear how productive our guys were during the debate, and how well received were the opinions of AFJA members in a National forum

The AFJA Committee has attempted to implement the necessary action required by the positive responses to the membership questionnaire from last year, and in particular those matters relating to car development, also State Rep communication and assistance to owners who need our support and encouragement to help build our grids at National race meetings.

There is considerable interest from overseas, and within Australia to develop a permanent international path for cars wishing to enjoy our hospitality during the northern winter, similar to that which we achieved last year during the Junior Tasman Series, and possibly on a biennial basis in conjunction with NZ who have made the first move.

There are nine local cars currently on the return journey from South Africa, and it is doubtful they will be home in time for Round one of the AFJA Trophy Series at Mallala during Easter, so lets all make an effort to enter Winton for round 2, as we need to also support our AGM that weekend, see details elsewhere in this issue.

Kelvin Prior – AFJA Secretary



*East London circuit in South Africa where Don Thallon (MRC) car 92 is in 2<sup>nd</sup> position, David Reid (Cooper) No. 16 in 3<sup>rd</sup>, and Neil McCrudden (Lotus) bringing up the rear*

## EVENTS FOR 2009 AFJA TROPHY SERIES

- |    |             |                    |
|----|-------------|--------------------|
| 1. | April 11-12 | Mallala SA         |
| 2. | May 30-31   | Winton Vic.        |
| 3. | June 27-28  | Oran Park NSW      |
| 4. | July 25-26  | Morgan Park Qld.   |
| 5. | Sept. 19-20 | Wakefield Park NSW |
| 6. | Nov. 7-8    | Sandown Vic.       |



*LeoGeoghegan  
FJ Trophy*



*Aon Aussie  
FJ Trophy*



*Nereo Dizane  
F3 Trophy*



*Peter Boel driving  
his Lola MK 5A at  
the Zwartkops circuit  
in South Africa*

### 33rd VASC VIC. HISTORIC WINTON 2009

#### ROUND TWO AFJA TROPHY SERIES

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

**PROGRAM:** Voluntary private practice 29<sup>th</sup> May  
Racing Saturday & Sunday 30<sup>th</sup> & 31<sup>st</sup> May  
Minimum 4 lap events

**ENTRIES:** To obtain entry contact Noel Wilcox BH (03) 9318 5000 or download from [www.historicwinton.org](http://www.historicwinton.org).  
**Entries close April 27th**

**ACCOMMODATION:** Most entrants find suitable locations at Benalla or Wangaratta

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## HSRCA NSW – HISTORIC ORAN PARK 2009

### ROUND THREE 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 26th June  
Racing Saturday & Sunday June 27th & 28th

**ENTRIES:** To obtain entry contact Noel Bryen H. 02 9913 3662 or email nbryen@optusnet.com.au  
or download from [www.hsrca.org.au](http://www.hsrca.org.au)

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



*Formula Junior race at East London in South Africa where Don Thallon (MRC) car 92 is in 3<sup>rd</sup> position. The Australian Lotus 18's of Roger Ealand and Kim Shearn are visible in the background*

## HRCC QLD. MORGAN PARK AT WARWICK 2009

### ROUND FOUR AFJA TROPHY SERIES

**CIRCUIT:** 2.11 km clockwise track 160 km south west of Brisbane

**PROGRAM:** Voluntary private practice Friday 24<sup>th</sup> July (interstate cars free)  
Racing Saturday and Sunday July 25<sup>th</sup> and 26<sup>th</sup>

**EVENTS:** Formula Junior races subject to number of cars entered

**ENTRIES:** All documents including Sup. Regs. Available at [www.hrcc.org.au](http://www.hrcc.org.au) or contact Race Secretary on 0448 946 637 or email [alan.don@epa.qld.gov.au](mailto:alan.don@epa.qld.gov.au)

**ACCOMMODATION:** See Warwick yellow pages

## FORMULA JUNIOR GOLDEN JUBILEE WORLD SERIES

The 50<sup>th</sup> year celebration of Formula Junior involved a series of eight events in various countries around the world, they commenced in New Zealand last year, and finished in South Africa recently where Ned Spieker from the USA won the Series driving his BT2 Brabham and Lola MK2 with a total of 31 points gained from 5 of the 8 events.

Congratulations to Bill Hemming who in his first year driving a Formula Junior, took his Australian built Elfin into 3<sup>rd</sup> outright position with 29 points, whilst the next highest Australian score was Don Thallon in 11th from an overall 267 contestants world wide, 29 of whom were Australians.

Following the Springbok tour, Bill stated in an article in part *“After a year of sensational events, I’ve got to say that this Formula Junior category has provided the best racing experience I’ve ever had. Great cars, full grids, great people, and great racing. We can only hope the momentum can be maintained as a stand alone category”*

It is worth noting that Bill Hemming who is now the #3 Formula Junior driver in the world, has a recent history in historic racing that is worthy of note, and in particular the investment he has made in preserving the Elfin marque for posterity, by creating the Elfin Heritage Centre with permanent museum, and facilities for the 400 odd Elfin club members, also the general public interested in historic sports and racing cars.

When the Elfin founder Garrie Cooper died some years ago, the existing stock and manufacturing equipment was sold to a guy in Tasmania who subsequently on sold it to Murray Richards in Victoria. Murray endeavored to further develop the marque till failing health forced him to part with it to Bill and his partner, who invested even more into the marque’s continued development.



*Three Aussies enjoying the hospitality at the East London circuit in South Africa, and wearing very colorful shirts to impress the locals.*

*L to R Bill Hemming, David Reid and Roger Ealand*

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## Formula Juniors in South Africa

By Peter Boel

After commencing early in 2008 with races in New Zealand, and including races in Australia, USA and Europe, the final round of the global Formula Junior Golden Jubilee Series was concluded recently with three rounds in South Africa. The nine Australian competitors were joined by competitors from the UK and USA to take on the locals at Zwartkops (Johannesburg), Killarney (Cape Town) and East London.

Rain greeted the competitors on arrival in Johannesburg and put a dampener on the Friday practice but the sun showed its face on the weekend to give us good racing conditions. The 2.4 Km Zwartkops circuit, opened in the early 1960's, is a modern technical undulating circuit with a mixture of fast and slow corners and good runoffs well suited to the agility and modest power of the Formula Junior. However at an altitude of 2000 metres getting the carburetion right was a challenge for us coastline dwellers. Peter Boel's engine oil pump failed in the morning practice session and he was sidelined for the afternoon qualifying fitting the spare engine. Roger Ealand and Don Thallon were the best of the Australian qualifiers and subsequently in the Sunday races with Roger just pipping Don for 7<sup>th</sup> in the first race and Don reversing the order in the second. David Reid was competing energetically in a midfield group of cars while Peter Boel having fitted his spare engine was afflicted with a bad misfire in both races at the back of the field.

With the racing finished the cars were reloaded into the container ready for their trip down to Cape Town for the next weekend meeting at Killarney. Meanwhile the competitors dispersed in all directions to check out the tourist attractions and view the wildlife. That is with the exception of myself who having lost the argument with an olive stone spent the time at the dentist repairing a broken tooth. The only bright side of the episode was that the South African dentist was excellent and significantly cheaper than in Oz.



*Formula Juniors leaving the pits and preparing to race at Killarney circuit in South Africa where the Australian contingent can be seen in the background.*

The Killarney circuit just north of Cape Town was opened just after WW2, although the modern 3.3Km circuit was not completed until the early 1960's when Formula 1 races were held there. The circuit has two longish straits straddling the paddock making that area a seriously noisy place when racing is in progress. This meeting was also a round of the international Piper Knight sports car series with Porsche 917's, Lola T70's, Ford GT 40's and various V8 McLarens competing making a set of ear protectors a necessary fashion accoutrement. There doesn't appear to be any noise restrictions at SA circuits as the local cars certainly weren't sporting any mufflers. Don Thallon was the best of the Queensland qualifiers ahead of Roger Ealand, Peter Boel, and David Reid. That order was maintained in the first race with Don taking a creditable sixth place and Peter again suffering serious engine problems forcing him to retire the Lola from further South African action. Don Thallon suffered a similar fate in the second race when a broken crank put paid to his racing leaving Roger Ealand to uphold Queensland honour ahead of David Reid. Once again the now somewhat battered collection of cars was loaded into the container for their trip to East London.

Most of the competitors elected to drive from Cape Town to East London along the very picturesque south east coast of South Africa. This coastline has some magnificent beaches and beautiful coastal towns. Judging by the proliferation of very posh houses along the coast this is where the South African upper crust holiday and live. B&B's abound along this route making accommodation both cheap and interesting. However we had been warned that the city of East London was a bit of a dump and

in that we weren't disappointed. The city looked as though it had been locked in the 1960's without a dollar having been spent on it since. The circuit however is something else. While the facilities are as dilapidated as the town the 3.9Km track is challengingly fast possibly the fastest track in the southern hemisphere. Interestingly Jim Clark's fastest time at this circuit in 1965 in his Lotus 33 F1 car was 1.27.2 not that much faster than the 1.35's the fastest FJ's were lapping in 2009. Perched on the coast it has similar views to Phillip Island and like PI is a joy to drive on.

We were told the townsfolk are seriously religious and wouldn't countenance such frivolous activities as car racing on the Sabbath so the practice was held on the Friday with qualifying and 2 races on the Saturday. Don Thallon having burnt the midnight oil and with the help of a UK mechanic and a local welder/machinist had his spare engine fitted. Neil McCrudden from Perth very generously offered to share his Lotus 20/22 with Peter Boel with each competing in one of the races. With Don Thallon's spare engine not delivering the power of his prime, Roger Ealand was easily the fastest Queensland participant in qualifying and races with David Reid, Don Thallon and Peter Boel not far behind in that order. A boisterous prize giving and brai (bbq to you and me) put on by the local club at the circuit fittingly brought the series to an end although the festivities continued well into the night at the hotel as, with the help of the odd local sherbet, the FJ steerers recounted their tales of derring-do at the famous East London circuit to anyone who would listen.

So what are my parting impressions of historic racing in South Africa? Firstly the officialdom is refreshingly relaxed but the events nevertheless are efficiently and competently run. The locals at all levels were friendly and very helpful. When my engines died numerous local competitors came up to offer help. The circuits are fast, interesting, and challenging – certainly fun to drive on. As to South Africa itself it is certainly confronting. In Jo'burg and East London we were advised with good reason not to wander about the streets alone for fear of being mugged. The shopping centre car park was patrolled by armed guards. In Cape Town and along the south east coast however we frequently ventured out without any fear of violence. We visited Soweto on a tour and saw how apartheid had so sadly blighted the country and everywhere there are shantytowns with their inherent poverty. However although the problems are huge there is a sense of optimism among the locals.

The cars are presently on the high seas on return to Australia. I am impatiently waiting to get at those pesky engines and take them around the back for a serious thrashing for letting me down.



*David Reid (Cooper T59) car 16 on the inside corner position, leading Neil McCrudden (Lotus) at Zwartkops circuit in South Africa*

## **TORQUE AROUND THE PITS**

Mike Goodfellow from Qld is progressing with the necessary repairs to the Talisman damaged at a recent Historic race meeting, and he is confident the car will be ready for Morgan Park in July if everything goes according to plan.

Spoke to Charlie Mitchell from WA at Phillip Island recently, where he advised the long awaited Elfin restoration of the 1962 Formula Junior Championship winning car driven by Frank Matich, should be completed when the engine is finally assembled.

Jonathan Williamson will move back to WA after spending 12 months in SA with his new employer, ah well, that's life, at least he is familiar with the suburbs of Perth, and the Lotus will remain in Vic for convenient access to historic racing.

Rob Hands had a lucky escape from the recent bush fires in Vic. considering he lives in the most affected town in the state, and historic racing is also lucky that none of the cars in his workshop were damaged, especially the MRD – BT1 which he hopes to finish restoring shortly.

Spoke with John Ampt recently about Formula Juniors, and my memories of seeing his Ausper at Calder in the early sixties, and how I had marvelled at the advanced design incorporated in this car that he had brought from the UK following a stint overseas.

You may recall we reported in the last issue of Pitstop that Roger Ealand had bought the front engine Gemini recently advertised for sale. He has totally rebuilt the car, and but for a small mechanical malfunction, would have raced it at Phillip Island, so now it seems we will need to wait till after Goodwood to witness the new car on our turf.

Geoff Fry has been restoring another of the 3 Jolus cars built in the early sixties, this being the latest and most advanced version built, and all things being equal Geoff believes he will complete this project later this year.

Peter Johnson had a knee op last year, and has been in the recovery mode since. It was all good news when he advised that he had sat in the Brabham, and operated the clutch without any difficulty, and we look forward to seeing him back on the track soon.

Caught up with Murray Bryden recently and I was pleased to see he is recovering well from his episode with the medical profession. He assures me that he will have the Lotus 20 race ready in the near future, and to help fill in his time, he is also restoring a Brabham, Now that's typical Murray.

Talking with Ed Holly in Sydney recently, I was interested to hear how he enjoyed racing in the Brabham F3 so much at Eastern Creek last November, that he has decided to remove it from the market, and is looking forward to the next event.

Had an interesting talk with Phil Segat and son Brett at Phillip Island regarding their respective cars, one of which is the very attractive Lotus 18 prepared by Ken Williams, and the other yet to appear is the ex Ray Boys Brabham which Brett assures me will reappear on the circuit very soon.



*Lance Carwardine from WA driving the McEntee FJ at Killarney circuit in South Africa*

## **Saving Our Engines by Peter Boel**

The decision was taken at the last annual general meeting to investigate how to better preserve our race engines given their age and our trying race conditions. I was given the enviable task of coordinating this effort but due to other pressures on my time I have only recently given the matter much attention. However the time is now right to commence this process and I am open to suggestions as to how this objective may best be achieved.

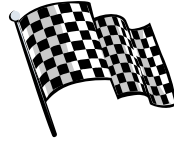
For my part I am currently constructing a questionnaire (yes another one) which will ask you all to divulge your sources of spare parts, good machine shops, good engine builders, processes you use to prolong engine life and any other information relating to this matter that may be of use to your fellow members. The intention is to put together a database of useful tips and sources we all can use when we need parts or are reassembling our engines so that we don't have to finger through the Yellow Pages to find suppliers of unknown quality. The idea is to learn from our collective experience rather than everyone making the same mistakes in isolation. The answers to the questionnaire will be totally voluntary so if you have some secret method of getting another say 50 HP out of your engine which you don't for competitive reasons want the rest of us to know that's fine (but contact me privately!!).

The method by which the information will be made available to the members is yet to be decided and again suggestions are welcome. I hope to have the questionnaire ready in a few weeks so that Kelvin can email it to all on his return from overseas.



## 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 1963 Koala FJ ex John Joyce of Bowin FF fame

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## PARTS FOR SALE

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Murray Bryden in Vic. has an assortment of Anglia engines and parts suitable to create racing engines for Formula Junior, and would like to clean out the shed should anyone be interested. Murray can be contacted on 0418 332210



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