



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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PITSTOP

WINTER 2009 EDITION NO. 47

There were 22 members and guests at the recent Annual General Meeting of the Association, when we met during Round 2 of the Trophy Series at Benalla, and the minutes of that meeting are attached to this issue. Allan Conway and Norm Falkiner are to be congratulated on being elected to the AFJA Committee.

As a direct result of those AGM elections, retiring committee members Peter Boel, Peter Strauss, and Jonathan Williamson are hereby thanked for their contribution to the Association, and special mention regarding Peter Johnson who had served the AFJA as NSW Rep from inception till late last year, when health problems dictated that Geoff Fry take over his position on committee.

Bunny and I spent April in England celebrating our 50th Wedding Anniversary with our youngest daughter Sally. Her accommodation just happened to be round the corner from Duncan Rabagliati who controls Formula Junior activities in Europe. Luckily we were able to meet on three occasions to discuss common interests, and we would like to record our sincere thanks to both Duncan and Mair for their warm hospitality.

Unfortunately we seem to have fewer cars entering the Trophy Series so far this year, and whilst we anticipated this might happen due to member's overseas activity, we thought the shorter time frame between events would assist. For those going north for some sunshine in July, the HRCC have advised they are keen to promote FJ/F3 racing at Morgan Park near Warwick, and will endeavour to make this an enjoyable experience for entrants.

KELVIN PRIOR – AFJA SECRETARY



“Unofficial dinner meeting in Wimbledon UK”

L to R- AFJA Secretary Kelvin, Nev McKay from Macau, and our host Duncan Rabagliati.

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.



*Leo Geoghegan
FJ Trophy*



*Aon Aussie
FJ Trophy*



*Nereo Dizane
F3 Trophy*

AFJA FJ/F3 TROPHY SERIES POINT SCORES FOR 2009

Driver	Car	Group	Rnd.1	Rnd.2	Rnd.3	Rnd.4	Rnd.5	Rnd.6	Total
Peter Strauss Vic.	BT6	FJ2	10+10	10+10					40
Geoff Medley NSW	Nota	FJ1#	10+10	8+6					34
Ed Holly NSW	BT15	F3	-	10+10					20
Roger Ealand NSW	Lotus	FJ1	-	10+8					18
Kim Shearn Vic.	Lotus	FJ1	-	0+10					10
Norm Falkiner Vic.	Stang.	FJ1	-	6+4					10
Mike Shearer SA	T59	FJ2	8+1	-					9
Mike Gosbell NSW	T52	FJ1	-	4+3					7
Derek Smith Vic.	Lynx	FJ1#	-	3+2					5
Wayne Hocking SA	TAD	FJ2#	0+0	-					DNQ
Frank Hook Vic	T76	F3	-	0+0					DNQ

Denotes Australian built car with points towards the Aon Perpetual Trophy

(?) Where points are in brackets they apply to events in excess of 4 contested, or are subject to the provision of a suitable CAMS C of D to the secretary.

2009 AFJA ANNUAL TROPHY SERIES

Following the conclusion of Round two at Winton in May, Peter Strauss driving his immaculate BT6 Brabham has a clear lead with outright maximum points, and little opposition within the FJ2 group of cars, whilst Geoff Medley in the Nota from the earlier group has the legs on his competition, and Ed Holly has a clear advantage in the F3 Group with no opposition to date.



“JUNIORS IN CLOSE COMPANY” Mike Shearer driving his Cooper T59 leading Peter Strauss in his Brabham BT6 at the Easter Mallala Historic Meeting. Photo courtesy John Lemm.

**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 24th July (interstate cars \$60)
Racing Saturday and Sunday July 25th and 26th

EVENTS: Formula Junior races available subject to 15 cars being entered

ENTRIES: All documents including Sup. Regs. Available at www.hrcc.org.au or contact Race Secretary on 0448 946 637 or email alan.don@epa.qld.gov.au

ACCOMMODATION: See Warwick yellow pages. **NOTE:** Camping is available at the circuit



*“Lotus 18’s at
Historic Winton”*

*Roger Ealand
leads Kim Shearn
into the corner.*

*Photo courtesy
Neil Hammond*

**HSRCA NSW – WAKEFIELD PARK AT GOULBURN 2009
ROUND FIVE AFJA TROPHY SERIES**

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

PROGRAM: Voluntary private practice Friday 18th September
Racing Saturday and Sunday September 19th & 20th

EVENTS: Subject to there being sufficient entrants, the opportunity exists to repeat previous years
FJ/F3 only races, two of which will count towards the AFJA Trophy Series

ENTRIES: Documents may be requested from the race secretary Noel Bryen on (*02) 9913 3662 or email
nbryen@optusnet.com.au

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

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AFJA TROPHY SERIES – ROUND 1 RACE REPORT – MALLALA SA – BY MIKE SHEARER

The 33rd Historic Winton was held May 30-31 on the short 2.03 km clockwise circuit near Benalla in country Victoria, just 200 km north of Melbourne, where the weather was unusually dry with blue skies, and dry but oily track.

There were 9 cars contesting the Trophy Series, and as this is a popular event on the National calendar, the AFJA had insufficient cars to warrant separate races, and were therefore involved in mixed grids relevant to age, rather than performance. The programme provided for two scratch races and a handicap during the weekend, and whilst Peter Strauss in his BT6 Brabham, and Ed Holly both gained maximum points in their respective groups in both scratch races, clearly the car to beat was last years AFJA Trophy winner Kim Shearn in his Lotus 18, Kim unfortunately had some gearbox problems in the first race, but blitzed the field in the final race, furthermore, he set a new FJ lap record of 70.0808 sec. during the weekend.

Roger Ealand in his Lotus 18 was very close to the front running cars, however, Geoff Medley was not that far behind in his front engine Nota BMC lapping in the 73 sec. bracket and sounding great. Norm Falkiner in his Stanguellini, and Mike Gosbell who is still sorting out a new engine in the T52 Cooper kept close company during the weekend, whilst Derek Smith in the Lynx experienced some problems due to a faulty coil that unfortunately spoils his weekend.

Perfect weather, fantastic hospitality, 5 events, what more could you want – besides a few more competitors. The Easter Malalla races were once again a magic event commencing on the Thursday night with the dinner held at the impressive Sporting Car Club of SA rooms. Friday was a private practice session, or for some just a chance to set up the tent city in the pits. It certainly has a different atmosphere and adds to the uniqueness of the Malalla meeting by being able to camp alongside your car.

Saturday morning saw the first practice session after a hassle free scrutineering, documentation and drivers briefing where the relaxed but efficient atmosphere of the meeting was very evident. Peter Strauss – Brabham BT6, Geoff Medley – Nota, Michael Shearer – Cooper T59 and Wayne Hocking in the TAD, represented the juniors.

Strauss was the early pace setter with Hocking getting back into the groove of things after a spell. Medley had the Nota cranked up in the K & L field after some fine-tuning of the suspension.



Peter Strauss in Brabham BT6 No. 26 leads Ed Holly in Brabham BT15 No. 16 at recent Historic Winton event. Photo courtesy Neil Hammond

Peter Strauss was the first junior across the line in the first event and finishing a commendable third outright. Shearer missed the first two laps sorting out a mysterious sticking accelerator, which gave intermittent problems all weekend. In the K & L race Medley had a great David and Goliath race against Kevin Shearer in the Model A Ford.

In the second race, Hocking continued to improve finishing 3rd outright and narrowly in front of Strauss. Shearer managed a DNF after knocking the ignition switch off (what more can go wrong?) In the K & L race Medley caught the sticking accelerator bug, which saw him exit the circuit a few times over the course of the weekend.

On Sunday, the first event was a handicap, with Strauss catching Shearer coming into the esses on the last lap. They continued side by side through the esses and Strauss out sprinted Shearer to the line to capture second place by 0.2 seconds. Medley again plagued by the accelerator issue in his handicap.

Cont.....next page

The main feature race of 8 laps saw Shearer as a non-starter. Upon checking the gearbox oil level, it was found to have more fluid in it than when it started. A suspect head gasket filled the catch tank up, which the gearbox breather shares. The gearbox being a lower point subsequently filled with water and required an oil change. (Note to oneself – don't have a shared water catch tank and oil breather!) Strauss and Hocking had an excellent race with Strauss the first Junior home, second outright in front of Tony Burrage - Renmax 23B and Hocking third with very little between the three. Shearer sorted the Cooper out in time for his father to take it for a spin in the Regularity. This was the first time Kevin had driven the car and upon his return commented on what wonderful well balanced cars the Juniors are to drive.

Medley finally had a clean run in the final handicap with his times getting down to a 1.30 which is great for a front engine Junior. Hocking and Shearer finished 5th and 6th respectively in their event. Shearer spent the first lap chasing a fire extinguisher



Peter Strauss driving Brabham BT6 No. 26 leading Wayne Hocking in the TAD at Easter Mallala event.

Photo courtesy John Lemm

AFJA TROPHY SERIES – ROUND 2 RACE REPORT – WINTON VIC.

The 33rd Historic Winton was held May 30-31 on the short 2.03 km clockwise circuit near Benalla in country Victoria, just 200 km north of Melbourne, where the weather was unusually dry with blue skies, and dry but oily track.

There were 9 cars contesting the Trophy Series, and as this is a popular event on the National calendar, the AFJA had insufficient cars to warrant separate races, and were therefore involved in mixed grids relevant to age, rather than performance. The programme provided for two scratch races and a handicap during the weekend, and whilst Peter Strauss in his BT6 Brabham, and Ed Holly both gained maximum points in their respective groups in both scratch races, clearly the car to beat was last years AFJA Trophy winner Kim Shearn in his Lotus 18, Kim unfortunately had some gearbox problems in the first race, but blitzed the field in the final race, furthermore, he set a new FJ lap record of 70.0808 sec. during the weekend.

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*Derek Smith in the Lynx
Borgward at Historic Winton*

Photo courtesy Neil Hammond



TORQUE AROUND THE PITS

The AFJA has spent 12 years tracing FJ cars in Australia, and recently we were alerted to another car not on our files, namely the “Gard BMC Junior” built by Jamie Gard in WA during the period, and currently resting in a shed belonging to Peter Bail from SA, where it will require considerable restoration works. Welcome to the AFJA Peter.

Peter Johnson from NSW is looking forward to climbing back into his Brabham in the near future now that his leg is nearing normality following the operation, and especially as the BT6 will have a new more powerful engine he has developed in recent times.

Peter Strauss is continuing his overseas sojourns into Historic racing in Europe, where during June he will drive his sports car and a borrowed BT6 in some major events like Le’ mans. Roger Ealand is also travelling to the Northern Hemisphere shortly to hopefully race his front engine Gemini at Goodwood, where we wish him well “back in the old country.” We understand that David Reid could also be in the same location, but as a spectator.



*Frank Hook seen here full of
concentration driving his
Cooper at recent Historic
Winton event.*

Photo courtesy Neil Hammond

PETER ARUNDELL – Message from Duncan Rabagliati

We were sorry to hear the sad news that Peter Arundell died yesterday morning. (16/6/09)

Peter Arundell, proclaimed as the “King of Formula Junior” by *Autosport*, dominated Formula Junior in period, driving for the Lotus factory team.

He won more than twice as many major Formula Junior races as any other driver, taking the British Formula Junior Championship in a Lotus 22 (now owned by Martin Walford) in 1962, and again in 1963 in a Lotus 27 (now Mike Hibberd.) Peter also won the Formula Junior race in Monaco in 1961 and 1962. Subsequently, Peter went on to drive in Formula One for team Lotus.



REPORT BY AFJA NSW REP GEOFF FRY

CAMS –Historic Strategic Planning Workshop held March 8th 2009

I attended this workshop on behalf of President Mike Shearer. Our Secretary Kel Prior, Peter Boel, and Ed Holly were also there to wave the flag for Formula Juniors.

There was also input from Dick Willis representing series J, K & L.

The best thing about the day was that it actually happened, being the very first time, to my knowledge, CAMS has asked for input outside of the executive area.

It was not a day for solving problems; basically it was a chance to compile a list of problem areas that need to be addressed, and subsequently the Historic Commission have produced a report for further consideration. What they need next is input to help solve these areas of concern.

The main issue I raised was the 130 % Rule on safety grounds. Apparently it is not a fixed rule, only a guideline. I stated that with mixing groups M & O etc the 130 % rule is a problem, and if juniors could field their own events these problems would be eliminated. How come at last year's Wakefield meeting I was lapped twice without the rule being applied. Not sure about other drivers, I didn't feel very safe under those conditions.

JOLUS 2

This project is nearing completion after fifteen long years, and I would like to have it ready for Oran Park; however I will need time to sort it out, so maybe looking good for NZ 2010.

Thanks to Frank Hook for motor bits, and Graham Brown for the drive shafts, and to others like Noel Tuckey for their technical advise. That's the advantage of our association.

A BIT OF HISTORY:

There were originally three Jolus cars built during 1961-62, and a spare chassis was supplied to Harry Budd in 1964, who at that time owned my existing No1 and the remains of No 2. My new car has all the original bits from the No 2 car and the original No 4 chassis.

Paul Bolton originally owned the very successful No 2 car and in about 1963 broke it down to build the Sterling (Lotus 23 look alike) however there is no record of what happened to its chassis. Have painted it the same as the ex John Davies No4 car (1500cc) as it appeared at the very first event for the HSRCA at Amaroo in 1982.

Unfortunately, Jolus 1 is currently in bits, as I'm finally converting it from the unreliable VW split to tunnel box, and after I come up with the right gearing for the new No 2 car, I will do the same to the No 1 car.



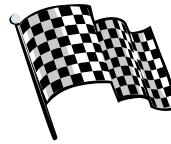
JOLUS ONE



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Terms of sale – All reasonable offers considered



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