



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

Incorporated in Victoria A0049958Z

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PITSTOP

SPRING 2010 EDITION NO. 52



PRESIDENT'S REPORT

If you ever hear me mention Heads or Richardson, can you please knee me hard in the groin till I plead forgiveness! Thank goodness that matter is behind us and we can concentrate on the most important thing, which is getting our cars out, enjoying them and growing the ranks of enthusiastic FJ owners.

Fortunately we have the Tasman Revival to concentrate our energies on. The biggest single seater event in our part of the world and a fabulous opportunity for our Association to show case our growing strength.

Our aim is to make our race the best supported at the meeting and we can do it. We will be joined by one Pom, 3 Japanese and six or seven Kiwi's to make a field of over 40.

Does that sound good or what?

We plan a Reception to welcome everyone, our own room upstairs for our exclusive use for relaxation and refreshments and a Marque for presentation of our cars. We will have our promotional brochure/flyer ready by then, so we will have something for people to take away.

If you haven't entered yet, do it soon, this is too good to miss.

Then we will have to turn our minds to next year - but that is getting ahead of myself.



Kim Shearn driving his Lotus 18 and current leader of the AFJA Trophy Series leading Don Thallon (MRC Lotus) and President Roger Ealand (Lotus 18) at the recent Wakefield Park Round 6 of the AFJA Trophy Series.

Photo courtesy Patrich Ilufi

EVENTS FOR 2010 AFJA TROPHY SERIES

1. March 20-21 Lakeside Qld.
2. April 3-4 Mallala SA
3. May 1-2 Eastern Creek NSW
4. May 29-30 A7 Winton Vic.
5. July 24-25 Morgan Park Qld.
6. Sept. 18-19 Wakefield Park NSW
7. Nov. 5-7 Sandown Vic.



*Leo Geoghegan
FJ Trophy*



*Aon Aussie
FJ Trophy*



*Nereo Dizane
F3 Trophy*

AFJA FJ/F3 TROPHY SERIES CURRENT POINT SCORES FOR 2010

Driver	Car	Group	Rnd.1	Rnd.2	Rnd.3	Rnd.4	Rnd.5	Rnd.6	Rnd.7	Total
Kim Shearn Vic	Lotus	FJ1	10+8	(0+0)	-	10+8	10+8	10+10		74
Roger Ealand NSW	Lotus	FJ1	8+10	(0+0)	-	8+10	8+10	8+8		70
Peter Strauss Vic	BT6	FJ2	6+0	10+10	(0+0)	10+10	-	10+10		66
David Reid Qld	T59	FJ2	10+10	8+8	-	-	6+1	-		43
Mike Gosbell NSW	T52	FJ1	6+6	-	10+10	-	3+4	0+0		39
Murray Bryden Vic	Lotus	FJ1	-	0+10	-	4+6	-	6+6		(32)
Allan Conway Qld	Gemini	FJ1	4+0	-	8+8	-	2+1	-		23
Don Thallon Qld	MRC	FJ2#	-	-	-	0+0	0+8	8+6		22
Robbie Nicholls SA	Lola	FJ1	-	10+8	-	-	-	-		(18)
Bill Norman NSW	Koala	FJ2#	8+8	-	-	-	-	-		(16)
Bill Hemming Vic	Elfin	FJ2#	-	-	-	-	10+6	-		16
Graham Brown Qld	BT2	FJ2	0+0	-	-	-	0+0	6+8		14
Geoff Fry NSW	Jolus	FJ1#	-	-	6+0	0+0	4+3	-		13
John Medley NSW	Nota	FJ1#	-	-	-	2+3	-	4+4		13
Dick Willis NSW	Ausper	FJ1	-	-	-	-	6+6	-		12
Norm Falkiner Vic	Stang.	FJ1	-	-	-	6+2	-	0+3		11
Mike Goodfellow Qld	Talisman	FJ2#	-	-	-	-	4+6	-		10
Peter Boel Qld	Lola	FJ2	-	-	-	-	8+1	-		9
Jon. Williamson WA	Lotus	FJ2	-	-	-	8+0	-	-		8
Geoff Mcinnes Vic	Lynx	FJ1#	-	-	-	3+4	-	-		7
Geoff Medley NSW	Nota	FJ1#	-	-	-	-	-	3+0		3
Noel Bryen NSW	Rennmax	FJ2#	-	-	-	-	-	0+0		0
Tony Simmons NSW	BT6	FK2	-	-	-	-	-	0+0		0
Colin Haste NSW	BT2	FJ2	-	0+0	-	-	-	-		DNQ
Ian Ashford SA	Tad	FJ2#	-	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.

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2010 AFJA ANNUAL TROPHY SERIES

After six rounds have been run, and with one more to go before the trophy winners can be identified, there have been 25 contestants who have entered the competition so far, and it would appear that whilst Don Thallon is leading the chase for the aussie car AON Trophy, there is every chance that Bill Hemming could claim this title should he enter his Elfin for the final at Sandown.

The AFJA Leo Geoghegan perpetual Trophy is another matter where there are three members who can currently win this prestigious annual award, namely, Kim Shearn, President Roger, and Peter Strauss, but then there is a limitation as to what scores are available to these contestants where only the best of four events are counted, and according to the current score, the maximum points available to each should they win their final races are 74 for Roger, 76 for Kim, and 80 for Peter, so car reliability will be a major factor at Sandown in November.

VHRR VIC. – SANDOWN PARK AT SPRINGVALE 2010 ROUND SEVEN AFJA TROPHY SERIES

CIRCUIT: 3.1 km anti-clockwise circuit 25 km SE of Melbourne

PROGRAM: Voluntary private practice Friday 5th November
Racing Saturday and Sunday November 6th & 7th

EVENTS: As the required minimum grid size is 30 cars, obviously our cars will be in a mixed grid. All 3 events will be scratch races, two of which will provide points towards the final score for the AFJA Trophy Series

ENTRIES: Documents will be provided by the race secretary Wayne Hunter Phone 03 9800 0132
Email – waynehunter@bigpond.com or download from www.vhrr.com
Entries open August 16th and close 25th October.

SOCIAL FUNCTION: AFJA members and guests are invited to a \$10 BBQ with BYO drinks at the Elfin Heritage Centre, 29 Capella Crescent, Moorabbin from 6.30 p.m. on Saturday 6th November courtesy of Bill Hemming.

NZ FESTIVAL of MOTOR RACING
CELEBRATING Chris Amon
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WWW.NZFMR.CO.NZ
EMAIL JIM@NZFMR.CO.NZ

AFJA members are inviting to enter Formula Junior events in NZ next year where Jim Barclay and his crew expect to improve on similar events held this year. Anyone planning to visit NZ with their car should register an interest by emailing Jim asap.

The AFJA are advised by the organisers that Australians, and cars from other countries may use Richardson cylinder heads on their Anglia engines whilst in New Zealand, and that the organizers will provide our members with free use of AMB transponders for our cars

AUSTRALIAN FESTIVAL of MOTORSPORT
TASMAN REVIVAL 2010
EASTERN CREEK INTERNATIONAL RACEWAY
26-29 NOVEMBER 2010

To date there are over 40 FJ/F3 cars, including cars from NZ and Japan, that have indicated their interest in entering the Tasman Revival Historic Meeting. The HSRCA organising committee have requested that all interested participants should now lodge their entry to receive regular emails on progress etc. by visiting www.tasmanrevival.com for details.

WAKEFIELD PARK - 18/19 SEPTEMBER

ROUND 6 OF THE AFJA TROPHY SERIES

Views, comments and report from Don Thallon

Wakefield Park was planned and developed by Paul Samuels and John Carter about 12 years ago – both historic racers, and Paul in particular was very prominent, and at one time owned and raced a Lotus 18 FJ. Their initial plan was drawn on a paper serviette at the Paragon Cafe in Goulburn – looked good on paper but after many wriggles and tight corners were ironed out, the short tight layout flows well, and is ideal for our small low powered racing cars.

The weekend for some started on Friday with private practice/testing followed by a banquet at the local Goulburn Chinese cafe attended by 12 jolly racers & partners/associates. Much banter and frivolity led by our new Ring Master who announced he was “expecting” – a huge (up to 40) entries for the Tasman meeting at Eastern Creek – a mighty promotional effort for which he is renowned.

Saturday Qualifying saw 9 x FJs on the grid – 7 in MO&V and 2 in JKL, the normal low numbers, which meant, we had combined grids. I can only report on the Group M cars combined with O & V. This combination created a huge speed differential, and would you believe it, five of the FVs attempted to position themselves at the head of the queue, and were quite miffed when several Group Os and yours truly slotted in front of them on the dummy grid. FVs were the slowest category and should be marshaled at the rear of the grid in qualifying to avoid unnecessary hold ups on the track.

Peter Strauss and Kim Shearn were clearly the quickest, followed by Thallon, Graham Brown, Roger Ealand, Murray Bryden and Noel Bryden who only completed one lap for the weekend. He was running the show and it is a big ask to race and organise at the same time.

The Baron von Straussenberg has just come back from racing in Europe and was in fine form and his Larner prepared Brabham BT6 was in top condition. Kim’s older Lotus looks great and with his “no holds barred” style, is a fierce competitor.

Saturday afternoon saw two M, O, FJ & FV combined races.

Race 1

Strauss got away well and led from start to finish. Thallon got by Shearn on Lap 2 but Shearn slipped by along the back straight on the second last lap. All six FJs took up positions 6 to 11 at the finish, so we were having our own race mid field with no interlopers. Fourth was Ealand followed by Brown and Bryden. 20 seconds separated all 6 cars – a good tight pack.



Murray Bryden driving his recently restored Lotus 20 at Wakefield Park. Photo courtesy Patrich Ilufi

Race 2

This was a 6 lap scratch race and Strauss and Shearn put on a ding-dong battle at the front passing and repassing on most laps. This allowed Thallon to move up very close and watch the action. The outcome was the result of good clean tight racing with the first three, PS, KS & DT in that order only 0.7s apart at the flag. Roger (Lotus 18) came in fourth, a long way back, followed by Bryden and Brown.

Murray’s Lotus 20B is looking resplendent in dark blue with yellow wobblers and becoming more competitive with each outing. Surely with our high \$, somebody in Australia will purchase the car and keep it here!

Race 3 Sunday Morning

The same order resulted at the start, but this time our Ring Master was right behind Thallon and going like the clappers after having a fiddle with the rocker gear on Saturday evening. This obviously paid dividends as he set the fastest time of the race 1:10.9. This appeared to unsettle Thallon who suffered sudden and severe oversteer out of the fishhook and ended in an embarrassing pall of thick dust on the inside of the circuit. That was the end of Uncle Don – all cars passed, even the beloved FVs. The race ended without further incident - Strauss, Shearn, Ealand, Brown, Bryden, Thallon.

Let me say at this juncture how pleased we all were to see Graham Brown back in action in his Brabham BT2 after his exciting act at Lakeside earlier in the year. His rebuilt car looked absolutely immaculate. I know he and Team Tuckey (Noel and Jan) and others have spent many long hours and the result must be very satisfying. Brownie is our oldest competitor and although he took it relatively cautiously (naturally) at this meeting, he is a very hard man to beat after he has partaken of his “special elixir”. Don’t forget he is/was a chemist of long standing.

For the record, my dramatic spin was due to experimentation. “Nothing ventured nothing gained”. Most will be aware, I am not adverse to trying new components – like crankshafts and recently, softer springs to allow squat and more drive out of corners. Well, the only thing gained so far is an unfortunate hole in the wallet! By the way, for the team members who carefully inspected my suspension components over the weekend, give me a call and I’ll tell you what not to do – bottoming out shockies are not nice!

Race 4 Sunday Afternoon

A non-event. Ed Holly spun his Group O Brabham on turn one and spread-eagled the field. Slim Kim got the best run through the melee but after another two laps the FVs at the back had a coming together which resulted in a red flag and a trip to the Stewards.

In all a good meeting, good racing and camaraderie – what FJ racing is all about.

Sandown have obviously enough entries without mine – they have proved quite **non**-accommodating, so we are working hard on suspension, engines and everything else with the hope of doing well at our big one of the year at TR3 Eastern Creek. With a full grid of Aus and O/S Formula Juniors this should rival our last big event in Australia at PIs in 08.

Our team look forward to doing battle with you all then.

AFJA WEBSITE www.australianformulajunior.com

For those members of AFJA who receive printed copies of this newsletter PITSTOP, it may be of interest to investigate the ever increasing bank of information currently available to you on our Website, for example –

- Copies of the past 10 years of this publication “Pitstop” in colour.
- The history of Formula Junior including in Australia, and illustrates the events and cars in period.
- Details about the AFJA and its membership.
- Annual Trophies, how you can win, and who has in the past
- Current Formula Junior lap records at various Australian circuits.
- Specialised parts and services, also details on how to build an Anglia racing engine.
- Australian qualifications for Formula Junior, and Formula 3 cars including current regulations
- Related links to other relevant websites



Peter Strauss in car 26 (Brabham BT6) leads Kim Shearn car 18 (Lotus 18) closely followed by Don Thallon (MRC Lotus) with President Roger Ealand (Lotus 18) bringing up the rear at Wakefield Park.

*Photo courtesy
Patrich Ilufi*

TORQUE AROUND THE PITS

Readers will recall recent advice where Peter Johnson from NSW sold both of his Brabham cars, including his BT6 to new member Tony Simmons leaving Peter without a toy, well recently Peter bought the Elfin Catalina from John Burch advertised in Pitstop, and is currently fitting the correct FJ engine, and we look forward to seeing this car back on the track. Peter has also had a recent stint in Hospital to repair his knee, which we understand was successful.

Another car advertised in Pitstop has also been sold, namely the Penny Ford F3 car restored by the late Doug Bradhurst, and sold by current owner John Evans to Kim Shearn from Vic. Of Lotus 18 fame. All we need now is a works driver for the seat.

Recently the AFJA welcomed Max Pearson from Qld. To membership after being advised of his recently imported new acquisition in the form of a BT18 Brabham F3, which we look forward to joining with in our Australian Trophy Series when he has completed the cars restoration.

Another new car is on its way to these shores in the form of a Mk2 Lola Formula Junior that Max Lane has purchased from the UK, and we look forward to seeing it in competition possibly at the Tasman Revival in November if all goes to plan. In the meantime, we are pleased to welcome Max to membership of the AFJA, and offer him any assistance he may need to realise his dream.

Howard Tucker from NSW has acquired a Stan Brown Special racing car he believes could qualify as an associate member's car, with similar specifications to a Formula Junior, and may consider selling his Lynx FJ at some time in the future.



Mk2 front engined Lola FJ bought by Max Lane for local competition

To further swell the potential FJ/F3 Aust. Grids in the future, we are advised that negotiations are complete regarding the acquisition of 3 Lotus cars from the USA for restoration, namely an 18, 22 and 31 F3 and it is hoped they will be shipped over our summer, after which the work will begin.

President Roger informs us that his UK mate of 30 years with Formula 1 experience will probably drive his Lotus 18 at the Tasman Revival in November, which we expect will give Kim Shearn something to look forward to.

MATTERS OF INTEREST

RICHARDSON CYLINDER HEADS – In the last issue of Pitstop it was reported that the AFJA had put a proposal to CAMS Historic Commission regarding the approved use of these heads in Australia, and did so on August 30th with the assistance of Peter Larner who supplied sample castings for the Commission to compare, and whilst the minutes of that meeting (refer part 4.7) which are now published on the CAMS Website do not reflect the full discussion, it is expected that the matter will be resolved in due course.

AFJA PROMOTIONAL PUBLICATION - Some members will be aware of the Secretaries constant badgering to obtain photos of members cars for the proposed update of our pictorial promo publication. Nick McDonald designed and created this some years ago to help our group gain access to major Australian events, and yes we are almost there.

MEMBERSHIP – The International value of Formula Junior cars is growing regardless of the current world economic recession, and as reported in Pitstop 49, Australians are taking advantage of our very strong currency exchange rate that continues to rise, as does the number of cars being imported into this country.

At the time of publication we have identified 106 cars, including 16 Formula 3 either in Australia, or on their way, furthermore, there are a lot of these cars currently being restored for active competition in historic racing, making FJ/F3 car grids more possible.

EUROPEAN RACING TOUR IN 2011 – There are some Formula Junior owners who have indicated their desire to race at some of the more prestigious circuits in Europe, and it has been suggested that 2011 might be the year, so if you would like to

consider shipping your car, and discuss the options available from a regular visitor with valuable connections, please contact Peter Strauss on rfproperties@bigpond.com or ring during November 0418322082

SOCIAL FUNCTION – During the final round seven of the AFJA Trophy Series at Sandown, AFJA members and guests are invited to a \$10 BBQ with BYO drinks at the Elfin Heritage Centre, 29 Capella Crescent, Moorabbin Vic. From 6.30 pm on Saturday November 6th, courtesy of Bill Hemming. Obviously, some indication of numbers would be of assistance.

VALE – DENNIS LESLIE NEAL 1942 – 2010 (letter to the editor)

I would like to inform members of AFJA of the recent passing of my brother Dennis. Our loss has been devastating. His love of Formula Junior racing and of his Lynx BMC made him an extremely happy bloke. He valued the friends and associates he met in AFJA and always spoke highly of you all.



He really enjoyed taking his Lynx to Phillip Island for the all Historic meetings, and in particular the all Formula Junior races held a couple of years back, and I shall miss him dearly, and somehow the pit garage will not seem the same without him. Thanks to all in AFJA for letting him enjoy your company.

Best wishes from Herb Neal



Graeme Brown driving car 12 (Brabham BT2) with Murray Bryden (Lotus 20) on the inside of the corner at Wakefield Park.

Photo courtesy Patrich Ilufi



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Inc. lightweight trailer, Many spares inc. wheels
Price reduced to \$65,000 ono
Contact John Burch phone W 02 97565886 H 02 97155150



FOR SALE – 1964 PENNY FORD 1 LITRE FORMULA 3

Built and raced by David Coode in Europe, then Aust.
Fully restored race ready for FJ/F3 Trophy Series
CAMS Log Book / C of D. New brakes
Sale Price - \$16,000 no offers
Contact John Evans 02 9716 0082 or Mobile 0414 643 658



FOR SALE: 1960 AUSPER FORMULA JUNIOR

Car fully restored using Ford engine, VW trans.
Cars international history fully documented
CAMS Log Book, C of D & FIA HVIF papers
Sale Price \$75 000
Contact Dick Willis (02) 66522099, 0427 400 158



FOR SALE 1960 NOTA BMC FJ EX BOSWORTH

Very competitive Aust built front engine car
New steel engine, C.R. gearbox, diff ratios
CAMS Log Book/COD, Inc. Trailer & spares
Sale Price \$42 900 Neg.
Contact Geoff Medley 0419 620 266



FOR SALE: T52 FJ COOPER PARTS from car purchased & assembled by Noel Kersley in 1961 using Peugeot engine & C.R. V.W. Trans.
Car damaged 1967 & never repaired.