



# AUSTRALIAN FORMULA JUNIOR ASSOCIATION

PO Box 425, West Burleigh, Qld. 4219 Australia

Email: [info@australianformulajunior.com](mailto:info@australianformulajunior.com)

[www.australianformulajunior.com](http://www.australianformulajunior.com)

<b>Executive Committee</b>	<b>Chairman</b>	<i>Roger Ealand</i>	<i>0412 795 063</i>
	<b>Secretary</b>	<i>David Reid</i>	<i>0418 352 182</i>
	<b>Vic. Rep.</b>	<i>Kim Shearn</i>	<i>0418 335 385</i>
	<b>NSW Rep.</b>	<i>Tony Simmonds</i>	<i>0407 709 915</i>
	<b>SA Rep.</b>	<i>Mike Shearer</i>	<i>0419 044 999</i>
	<b>Qld. Rep.</b>	<i>Don Thallon</i>	<i>0418 729 372</i>
	<b>WA Rep</b>	<i>Neil McCrudden</i>	<i>08 9364 7467</i>

## PITSTOP

EDITION NO 63 - WINTER 2013

### PRESIDENTS REPORT from Roger Ealand



Have you noticed that there is always a difference between finding tools in your own garage (no matter how messy) and finding a 7/16<sup>th</sup> spanner in someone else's garage?

I have been reminded of this as we have been unloading and unpacking boxes of AFJA stuff. I can hardly believe that it was only two months ago that I loaded a trailer full of Kelvin's boxes and files at Winton and brought them back north. David Reid has done most of the sorting and searching work (give him a kiss and a hug when you see him). I know the time he has put into establishing a current email list, let alone everything else! I expect you will see him with a grey beard and hair at Wakefield! Kelvin and Bunny I am sure could put their hands on anything they needed, but pack it into boxes, shake it around for two days in a trailer and then try and have someone else re-sort it – not easy!

It is of course essential for us to get ourselves well organised and professional. We have a way to go yet, but are heading in the right direction. Noel Bryen, our Registrar, is also sorting through owners and cars lists, building on the excellent records that Kelvin had.

That is the boring, behind the scenes, admin bit. The much more interesting thing is how the Association is moving forward. We bought the races for Formula Junior at Lakeside as you know. We negotiated \$4,000 for practice on Friday, qualifying and four races on the weekend for maximum 20 cars and included were 20 carparks! A win win for both parties and a great weekend.

This arrangement between racing groups such as ours and race promoters is common place overseas. We believe that it is the way forward here too. We are actively seeking other opportunities with promoters at circuits. It is a new concept, so it is not easy. As a racing group we are strong enough to take advantage of opportunities when they arise and we will need your support to realise our vision of FJ/F3 only races.

We are right now negotiating a deal with Wakefield for the September 28/29 Meeting. If we succeed I will be pleading with you to clear the decks and enter. We will have no choice but to make it a success. Front and rear engined Juniors and F3 together, it would be wonderful.

The other positive sign is the number of cars that are changing hands and restorations completed. New owners, new energy. All the work that has been put in over the years by Kelvin and others promoting Formula Junior, is paying off. We are starting to be seen as a growing series in Historic Racing, not just overseas, but in Australia as well.



All looks promising for the future, see you at Wakefield if not before.

*The last all Formula Junior racing at Wakefield Park  
Photo courtesy of Jeremy Dale*

## **RACE REPORT – LAKESIDE – ROUND 4 – AFJA TROPHY SERIES – from Andrew Fellowes**

This is the second AASA meeting I have done and I rank it as one of the best organized events I have ever attended. Roger had negotiated a special deal with John Tetley for FJs with general practice on Friday, qualifying Saturday followed by two ten lappers and 2 more on Sunday. I had a few issues, Alan Matthews spent Friday curing first a major oil leak and then a blown water hose for me, a Lotus 27 is tiny and any work inside the engine bay close to impossible without taking components off. The engine must have had casting sand still in it because when the pipe came off I got my back covered in very hot black water. Luckily it was just before one of the exits back to the pits and I hit the ignition off switch with inspired speed and coasted back in, black from head to toe!

To set the scene, grids are a maximum of 20 cars, and we had races for FJ, QR Sports & Sedans, Q Racing and two Superkarts, how come karts have pit bunnies and not us? Each group allocated adjacent slots in the somewhat primitive bays, no power or water. Paperwork is economical and efficient, I now have a Clubmans Licence after having assured them I was fit and healthy -ho ho! Drivers briefing was cheerful, amusing and concise, everyone was issued with an intercom, Race Control to Driver, they can yell at you but you are powerless to respond. When you are called to line up for the race by a PA announcement race control call a password that you have to repeat to an official to prove you can hear OK, no radio = no race.

Move out comes over the intercom and it's a rolling start to minimize noise and there are noise meters connected live to the local council so they can monitor the meeting. Lights are used not flags and concise warnings issued over the radio. 'Car off drivers left Eastern Loop ' and repeated once. I was terrified that a sudden noise in my ear could lead to disaster but it was quite easy though some had problems hearing. Second last lap of the first race I came into the Karrusell and thought I was going bush for a moment, it caught out David Reid and Roger Ealand and then race control came on 'Oil Karrusell' but in moments the track was awash in torrential rain. I didn't push the 27, I am way too rusty having not driven for three years, but it turns in nicely, steering a bit too light even with 4.5 degrees caster, and the back end can step out though eminently catchable -so far!

Delighted to just finish the race 8th out of 20 but way off the pace, I thought a detailed strip down at home would be prudent so parked the car and spectated the second race. What a race, Roy Eaton led till caught by Rob Butcher on the last lap, three cars fought for fourth place, soon to be caught by Roger who had climbed his way through the field and then led the group with some deft overtaking, the four continued inches apart to the flag. Sunday promised to be wet and I really didn't fancy that, so after sharing a glass of wine with those that were camping there set off home euphoric in completing the cars first race. Of course it then didn't rain on Sunday and Roger had the satisfaction of taking out the last race but the weekend really belonged to Rob Butcher. My thanks to Roger, fun, friendly and run with great efficiency so thanks also to the QR boys who made it all so enjoyable.

## **RACE REPORT – MORGAN PARK – ROUND 5 – AFJA TROPHY SERIES from Bill Hemming**

A brief report...with apologies to that other great William scribe.

“Alas poor Warwick! I knew him, Roger, a fellow of infinite jest, of most excellent fancy; he hath borne me on his back a thousand times; and now, how abhorred in my imagination it is! My gorge rises at it.”

Yes, Morgan Park at Warwick was almost an anti climax.

We had all looked forward to another demolition derby between Ealand and Reid. But despite their best endeavours, they completed a meeting without hitting each other and both seemed to enjoy that new experience!

But there were highlights aplenty.

Tony Simmons won everything by a clear margin.

Grant Craft is quickly is coming to grips with Brownies' Brabham. Perhaps too quickly.

Kim Shearn set another fastest lap and came second a couple of times before greed and lack of ability saw him spin out of contention in the feature race. I must say that passing a stationary Lotus 22 with a bemused driver sticking 4 feet out of the cockpit, is immensely satisfying. Roger, David and Bill picked up the other 3 places.

Good to see Doug Anderson back in (1 of) his Elfins. The whole field had good racing and a good time mixing with well behaved F Vees.

Understandably, Mike Gosbell chose to run his ancient Cooper with the very impressive field of JKL which Dick Willis assembled, and this reduced our FJ field by one.

But in summary, a great FJ track, a great FJ meeting, great FJ racing, great FJ BBQ and drinks. This meeting is a MUST!

Roll on Wakefield Park in September.



*Reid has a stunt double to do his driving which may explain his new "no collision" demeanour.*

#### **VALE – LIONEL AYERS.....**

Queensland lost one of its greatest drivers with the passing of Lionel Ayers in May. Lionel began his racing with a MG TC at Strathpine in the 1950's before progressing into Formula Junior in a Lotus 20 in the early 1960's and then the Rennmax built MRC FJ now raced by Don Thallon. As a spectator at Lowood and Lakeside during this period I remember Lionel as a highly competitive and talented racer able to mix it with the top drivers of the period. He then became synonymous with big banger Sports Car racing in the late 1960's and 70's with his MRC Lotus 23 replica, MRC Mk 2 and finally the 5-litre Repco engined Rennmax.

He later entered the Historic arena racing in Group N and with the restoration of the Mildren 'Yellow Submarine Waggott'. Lionel was also a skilled engineer and proudly showed me the Waggott engines he had restored in his well appointed workshop alongside his Brisbane house when I visited a couple of years ago.

Lionel will be sorely missed at Historic events where he was a frequent visitor, always happy to modestly pass on the benefits of his experience and have a chat. The AFJA would like to pass on their condolences to Lionel's family and friends.

#### **VALE – MAX WILLIAMS**

Born in Lismore and driver of the potent and fast "Ecurie Lismore" MGTC which he raced at numerous venues: Leyburn, Strathpine, Lowood, Toowoomba - Middle Ridge Circuit, Bathurst, Orange, Warwick Farm – 1<sup>st</sup> two meetings, plus hill climbs at Grafton, Burleigh Heads and Currumbin. He raced in the 1960 Australian Grand Prix at Lowood where he finished in 11<sup>th</sup> position.

After the sale of the MGTC in late 1960, he travelled to England where he shared a house with, later to be famous, Denny Hulme. Max purchased a Gemini MK 3a (currently owned by Allan & Colleen Conway) and spent the 1961 season racing FJ at all of the English circuits (Goodwood, Brands Hatch, Snetterton, Crystal Palace and Silverstone) so revered by today's historic community. Max had a number of podium finishes in the FJ heats but never made it to the podium in a final.

In November 1961, Max returned to Australia with the Gemini. He raced at Lakeside (was actually paid appearance money!) finishing 3<sup>rd</sup> behind Leo Geoghegan and Kevin Bartlett, and then once more at Warwick Farm before the car was sold to Bruce Coventry. After Warwick Farm, he never returned to a race circuit until he came to Queensland Raceway Historics in 2006 to see the Gemini once more!

After his FJ experiences in 1961, Max returned to his medicine studies and spent much of his life working for the United Nations before eventually retiring to Main Beach on the Gold Coast.

## SERIES RESULTS & NEXT ROUND



Round 1	Mar 8-10
Round 2	Mar 29-31
Round 3	May 25-26
Round 4	Jun 8-9
Round 5	Jul 13-14
Round 6	Sep 28-29
Round 7	Nov 23-24

Phillip Island, VIC
Mallala Historic, SA
Historic Winton, VIC
Lakeside, QLD
Morgan Park, QLD
Wakefield Park, NSW
Eastern Creek NSW



*Aon  
Perpetual Trophy*

*Leo Geoghegan  
Perpetual Trophy*

### PROGRESSIVE SCORES FOR 2013

DRIVER	STATE	#1	#2	#3	#4	#5	#6	#7	TOTAL
Roger EALAND	NSW	30	0	18	31	21			100
Bill HEMMING	VIC	0	0	0	34	26			60
David REID	QLD	38	0	0	1	18			57
Kim SHEARN	VIC	22	0	0	0	22			44
Murray BRYDEN	VIC	0	0	18	23	3			44
Noel BRYEN	NSW	0	0	0	40	0			40
John MEDLEY	NSW	0	31	0	0	0			31
Tony SIMMONS	NSW	0	0	1	0	30			31
Graham BROWN	QLD	20	0	0	8	0			28
Robert BUCKLEY	QLD	0	0	0	26	0			26
Wayne HOCKING	SA	0	20	0	0	0			20
Mike GOSBELL	NSW	2	0	0	0	12			14
Stephen MOODY	VIC	12	0	0	0	0			12
Andrew FELLOWES	QLD	0	0	0	4	7			11
Grant CRAFT	QLD	0	0	0	0	11			11
Alan TELFER	QLD	0	0	0	9	0			9
Mike GOODFELLOW	QLD	0	0	0	2	1			3
Proforma	ACT	0	0	0	0	0			0

### ROUND SIX AFJA TROPHY SERIES

#### WAKEFIELD PARK ALL HISTORICS 28-29 SEPTEMBER

**CIRCUIT:** 2.2 km clockwise track near Goulburn, NSW

**PROGRAM:** Private practice Friday 27<sup>th</sup> September  
Racing Saturday & Sunday

**EVENTS:** Minimum 3 races per group

**ENTRIES:** Entries on [www.MotorEventEntry.org](http://www.MotorEventEntry.org) are already open and close on 10<sup>th</sup> September 2013

**ACCOMMODATION:** Most entrants including locals camp at the circuit which also offers cabins on the hill and will be available Friday, Saturday and Sunday. A good range of Motel and B&B accommodation is available in Goulburn.

**HOSPITALITY:** The HSRCA usually provide a Saturday evening social event, with drinks and finger food for competitors, their crews and officials on.

AFJA will also host our customary hospitality for AFJA Members

## OVERSEAS NEWS

### Pilgrims Progress from Don Thallon



*Don Thallon in the MRC22 at Brands Hatch*

1963 MRC 22 FJ – Chassis No: MRC.22.63.FJ  
Ex Motor Racing Components – Driver Lionel Ayers



We will run the Cooper with the HGPCA and the MRC with FJHRA.

### Tentative Race Meetings

1	May 10-12	GP de Pau Historique	Pau	FJ Lurani 2
2	May 25-27	Masters Historic Festival	Brands Hatch	F1 & FJ Lurani 3
3	June 14-16	GP de L'Age d'Or	Dijon	F1 & FJ Lurani 4
4	July 26-28	Silverstone Classic	Silverstone	F1 & FJ
5	August 9-10	Avd Oldtimer GP	Nurburgring	FJ Lurani 5
6	August 30-31	Historic GP	Zandvoort	F1 & FJ
7	September 20-22	Spa 6 Hours	Spa	F1 & FJ
8	October 12-13	Jerez Historic Festival	Jerez	F1 & FJ Lurani 6
9	October 18-20	Algarve Classic Festival	Algarve	FJ Lurani 7

We had a good flight over to LHR arriving 6 am Thursday 2nd May, night with Clifffie at Oxford and down to Felixstowe on Friday am to unpack container and build up the trailer. Not an easy job for this old digger. Wharfies were not allowed to help being a WPH&S issue. Neither was Jeanette. We ripped down past Canterbury (the Pilgrims Way) to Dover Friday evening and had an MoT done on the van Saturday morning and then over to France for an overnight breather before driving to our house at Sivignon - 700 ks away.

Our house is quite large with 4 bedrooms, large lounge dining with fireplace, large eat in kitchen. The upstairs area has been fully renovated (bedrooms and bathroom and Jeanette's sunny office with large sky lights).

The village houses and church are over 200 years old, quite scattered about as you could see if you googled Sivignon on google maps. For the likely visitors we are 100m past the church which has a bell tower and clock and can be seen for kilometres around. The bells ring like crazy at 7am, midday and 7pm every day and then four times each hour. Very noisy but after a while you don't notice them.

Almost Immediately on arrival we were met by several English speaking people and were invited to a kitchen supper that night and again 2 days later, then we had to rush off to Pau. Apparently of the 140 inhabitants there are quite a few houses owned by Brits, 3 owned by Australians and one, ours, owned by an American. So it looks like we will be shaping up to a much bigger social life here as opposed to L'Aigle last year. We have only done a couple of forays into the surrounding countryside which is very beautiful, picturesque, undulating and hilly, dotted with very healthy Charolais cattle grazing on lush green pastures. If you are interested have a look at the satellite maps and you will get the picture.

We have now travelled 755 kms to Pau and back for a race meeting last weekend - all good. We'll report on racing activities separately so you don't get bored.

We celebrated Jeanette's birthday at the Palais Beaumont at the Grand Reception for competitors with a degustation of local food and wines and also fantastic live music. This was a celebration in the grand manner and Jeanette lapped it up. She wouldn't let me make an announcement and was terrified in having to climb on to the stage and make a spectacle of herself.

We are keeping up to date with news from home. Phone reception is very poor here. Email is on wifi and very good.

Let us know if you if you want to read more on our progress.

dandj@thalmail.net  
+44 7937 680 229

### **WARM in Europe 2013 – from Peter Boel**

If you're asking – no it's not. Despite summer being declared some weeks ago it's still bloody cold here in the UK. However despite the weather the West Australian Race Museum team members have big smiles on their faces as they sample the delights of the UK race circuits. Our eight cars range from a late 50's Cooper Climax to 1960's F2 and Formula Junior cars (in CAMS parlance Group L,M,O, and P cars) all transported here in one 40 foot container specially built for the purpose by team leader Neil McCrudden.

We've had the good fortune to have all the cars housed together in a large shed belonging to new start-up race car fettling enterprise, Absolute Race Engineering (yes an un-ashamed plug for them if you're thinking of also doing this) in Kimbolton Bedfordshire fairly central to many UK circuits and adjacent to a number of useful industrial enterprises including Richardson Engines. Early activity had us buying motorhomes, vans and car trailers to get us and cars about plus modifying our cars to comply with a number of UK/European safety and Group specifications. Differences from Australian regulations required the fitting of on-board fire extinguisher systems, rebuilding roll-over bars, replacing Avons with Dunlops on smaller compliant wheels and a plethora of other minor technicalities. Having us all together in one site in Kimbolton simplified the work and Demon Tweaks profit line and the UK economy generally will no doubt reflect our input.

Donnington in early May was my first event in my Lola Formula Junior with Marty Bullock also competing there in Historic F2 in his Chevron B17C. The circuit looks quite straight forward on paper but the large elevation changes have you entering some corners blind so take some learning. I was running my spare engine after damaging my number one engine in New Zealand on the way to the UK and had some difficulty getting it running nicely. Despite that qualifying went well without scaring any of the regular runners in the UK Formula Junior Championship. From there on however it was all down hill. I had an engine fire on start up for the first race which luckily did little damage but prevented me from running in the race. The second race started well but then the throttle stuck wide open into the chicane onto the front straight. Fortunately there is a large run-off there and after several rotations while engine fought brake for control I came to smoking stop. It transpired that the plastic sleeve in the throttle cable had melted a little in the fire jamming the inner cable. So a less than auspicious start to my campaign. Marty however upheld Aussie pride finishing creditably in some hotly contested F2 races.

Silverstone two weeks later on the full Grand Prix circuit was the next event. Other team members Neil McCrudden (Macon), Lance Carwardine (Jane Brabham), Henry Oosterbaan (Alton), and David Watkins (BrabhamBT21) joined

us here competing in Classic Racing Car class. All our cars were resplendent with bright shiny new mufflers as we'd been warned that cars would be individually tested for noise compliance prior to each race. The test requires the driver to rev to race RPM while a noise meter is held 1 metre from the exhaust. Surprisingly low revving all our cars. The modern Silverstone circuit is long and complicated and nothing like the circuit I'd raced on in the 1970's. None of us had quite come to grips with the circuit by the end of the meeting but we had fun trying. All the cars ran well with no major disasters.



*Brian Searles at Snetterton*

Brian Searles joined us for Snetterton driving Neil's Lotus 20/22 Formula Junior. Although also much changed in recent times, Snetterton was much easier to learn than previous circuits. Lance Cawardine, Neil McCrudden and David Watkins were all amongst the top runners finishing their Classic Racing Car events in the top ten. My Lola FJ developed gearbox problems in practice so I changed to Neil's Twincam Alexis F2 car and once I got familiar with the car worked my way up the field. More importantly we all had a ball and returned to Kimbolton with big smiles all round. In between Silverstone and Snetterton I pit crewed for John Rowe who was running his Cooper Climax at Brands Hatch in the Masters Series. There I met up with antipodean friends Don Thallon and Kim Shearn also over this way for the summer. Don's Cooper Climax sadly developed engine problems early on and took no further part in proceedings and his Formula Junior required an engine change in between Saturday and Sunday races but otherwise went well. Kim's Lotus 18 FJ had got lost on the high seas missing the Friday practice and Saturday qualifying and race. The car was flown in from Singapore courtesy of the offending shipper to at least make the Sunday race. Glad I didn't have to pay that bill.

As I write this I'm waiting in Scotland to catch the ferry over to Northern Ireland for the meeting at Kirkistown next weekend. Kirkistown wasn't initially on our schedule but present Crossle owner, Paul McMorrان who was competing with us in New Zealand earlier this year, persuaded us to include the meeting. It is the 60<sup>th</sup> anniversary of the circuit and there are lots of special activities including a dinner at Stormont planned. Given the usual Irish hospitality (and lots of Guinness) we should be in for a spectacular time.

#### **STATUS OF PROPOSED CAMS ADOPTION OF FIA ELIGIBILITY RULES – from Roger Ealand**

The wheels at CAMS turn quite slowly, but have to say quite thoroughly too. They have had discussions with 'stake holders' (gosh I hate that word!) in Victoria, New South Wales and Queensland and separate meetings with race promoters.

The purpose of these meetings, and submissions such as ours from the Formula Junior Association, is for CAMS to explain the ramifications of such a change, to discuss these matters and to come to a consensus from the meetings.

My understanding is that people come to these meetings with a wide variety of views. The best meetings have had open, honest and intelligent discussions and where this has happened the general consensus is a move to accept cars which have FIA/HTP recognition. If you remember, this is exactly what our submission canvassed, and we fervently hope, with fingers and legs crossed, that CAMS will have the wherewithal to make this change and allow our sport to move forward.

I have no idea when the Historic Commission at CAMS will convene to make a decision. I suspect relatively shortly. I for one, have got bubbly on ice and am preparing to throw my hat in the air with delight when they make their decision. I will be devastated if it goes against us. I will let you know via special email when I get the decision.

### **MOVING RELUCTANTLY INTO THE 21<sup>ST</sup> CENTURY – from Andrew Fellowes**

I have been talking to the Committee about starting Facebook for AFJA. The cars and owners may be old, but that is no reason not to move with the times!

It is now established. It is easy to use, fun and useful. I may take some time for us all to get used to it, but try using it. Here are some ideas:

*Download some photos.*  
*Ask advice on mechanical matters.*  
*Give advice on parts you have found.*  
*Comment on your race.*  
*Tell us why you spun!*  
*How your restoration is going.*  
*Etc etc*

It can be a major bonus for an Association like ours.

This is how you get started:

If you are *not* already on Facebook then, in your web browser type in [www.facebook.com](http://www.facebook.com) and you will be greeted by a start up page which has in bold letters **Sign Up** on the right hand side. Please don't use a pseudonym, this is a social media and we want to know who you are! With your account you can set important criteria like limiting access to only your friends, and that stops the great unwashed from seeing your page. Occasionally you will get a friend request from perhaps one of Linda Lovelace or Mandy Rice-Davis' co-workers seeking friendship, I'd suggest you decline such invitations in the interest of having a happy home life.

So to the fun bit, do a search for Australian Formula Junior Association. Now tick the Like box. Its as simple as that! You then get notifications of any new posting, please add stuff or the page will sink into the lower depths of oblivion.

If you need help, email me at [garden@spiderweb.com.au](mailto:garden@spiderweb.com.au) and I'll see what I can do, but I warn you I am no tech guru, so, lets see if we can get this to work, please post your photos and stories! Cheers, Andrew Fellowes

### **TORQUE AROUND THE PITS**

There is obviously a lot of stress and work associated with being Secretary Of our Association. Since retirement, Kelvin is looking at least 10 years younger and David now has grey hair and a grey beard!

Graham Brown, a great stalwart and very regular competitor over many years, has hung up his gloves and helmet. Graham has sold his very special Brabham BT2. We hope we will still see him showing some interest in coming to Formula Junior events.

We must say a big welcome to Grant Craft - the bubbly and enthusiastic new owner of Graham's BT2. Grant drove the car at Morgan Park very creditably and will be flying in from Hong Kong to compete at our very special Wakefield Park event.

Kevin Taylor from Western Australia is the new owner of the ex Max Stewart Rennmax. With any luck we may be able to persuade him and some other Western Australians to bring a container load of cars over from the East.



Our President, Roger was the only driver at Winton to race both a car and a bike! He rode his 1956, 350 AJS to last place and thoroughly enjoyed it!

There is some talk that Melinda Price, who drove for Larry Perkins in V8 Supercars, may drive Kim Shearns Lotus 22 at Wakefield in September. It will be a real crowd pleaser to possibly have Australia's best female race driver joining us in a Formula Junior.

Don Thallon, Neil McCrudden, Peter Boel, Marty Bullock and Kim Shearn are all enjoying Europe's warmer weather and competing at various circuits around Europe.

Rob Tweedie has just finalized the purchase of Roger Ealand's front engined Gemini MKII. Yes, he does fit in it and will join us for the first time at Wakefield.

Paul Littler from Queensland has just taken delivery of the Brabham BT15 F3 car which has been advertised in Pit Stop. There is a bit of tidying up to do as it hasn't run for a few years, but it had an excellent Dennis Lupton restoration, so basically it is a very sound and desirable car.

Andrew Fellowes has completed the total restoration on his Lotus 27. For a man of his ability he has done a first class job. It looks magnificent and he has had two trouble free bedding in runs at Lakeside and Morgan Park, with no major problems. It is really great to have a competitor with his experience and knowledge of Historic Race Cars join us in such a beautiful car to have some fun.

Robert Buckley who races his Golford with us and always looks like he is enjoying himself, has another interest as well! Robert and Viv are at the world championships in Basle, Switzerland, racing his model Tether car. It is a highly sophisticated model race car, capable of speeds in excess of 340 km per hour. He brought the car to Morgan Park to show us and we wish him well at the Championships. Be sure to ask him about it when next you see him.



*"Seeing double at Wakefield"*

*Geoff and John Medley side by side in their front engined Formula Junior Nota's*

*Photo courtesy of Steve Oom*



## CARS FOR SALE



### FOR SALE 1961 LOTUS 20J959 FJ2R

Originally owned by Lionel Ayers from Qld  
Full restoration completed (like new) by current owner  
Disc front brakes, 1100 cc Ford engine  
Race ready opportunity. \$85,000 price reduced



### FOR SALE 1961 GARD BMC FORMULA JUNIOR

Car designed / built by Jamie Gard in WA for 1962 AGP  
1100cc BMC engine, VW g/box, Drum brakes  
Recent restoration completed in SA  
Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 5554



### FOR SALE 1962 T59 COOPER FJ-40-62

Ex Midland Racing Partnership Team car  
BMC engine, 5 speed ERSA box, disc brakes  
Excell. cond. FIA papers, spares incl. wheels etc.  
Sale Price \$68,000. Contact Glen Stewart-Richardson H. 08 9307 5609



### FOR SALE 1962 ELFIN 625 FJ2R FORMULA JUNIOR

Original Elfin Works car (Frank Matich) excellent history  
Current 1500cc Ford wet sump, 4 speed CR VW gearbox.  
Front Disc's, CAMS log book, C of D, 1100cc engine spares  
Sale Price \$70,000  
Contact Doug Anderson 0408 910 981



### SALE 1962 ELFIN 629 EX RON TONKIN

Recent full restoration using 1500cc Ford dry sump engine  
4 speed CR VW gearbox, front disc brakes. CAMS Log Book, C of D  
plus spares Sale Price \$55,000 Contact Doug Anderson 0408 910 981



## NOTICE BOARD

For sale via Secretary David Reid

*AFJA Caps including postage \$30*

*AFJA Polo Shirt incl postage \$35*

*AFJA cloth badge incl postage \$10*

*Business Card advertising for*

*Four issues \$50*



Specialising in Cosworth, BDA,  
BDG, Twin Cam & Formula Junior  
engine building.

Full range of engine parts

Telephone Peter or Jamie Larnar

Phone: (03) 9439 8986

Fax: (03) 9431 2419

Email: [info@larnarengines.com.au](mailto:info@larnarengines.com.au)

Web: [www.larnarengines.com.au](http://www.larnarengines.com.au)

**EASTERN  
RACE  
PARTS**  
MOTOR SPORT SUPPLIES

Australian Distributor of  
Hewland Gearboxes and Spares  
Aircraft Bolts & K-nuts  
Girling, Willans Harnesses  
Camloc and Dzus Fasteners  
Arrow Rods  
D.K. Crankshafts

  

**Bryan Miller**  
109 Kangaroo Valley Rd.  
Berry, NSW, 2535  
Australia  
Tel/Fax: 02 4464 2001  
Mobile: 0417 274 507  
Email: [easternraceparts@hotmail.com](mailto:easternraceparts@hotmail.com)

## True Blue Trailers

### Denis Lesslie

- Horse Floats built to your requirements
- Horse Float Repairs
- Dog Trailers
- Car/Box Trailers
- Insurance Work
- Aluminium & Stainless Steel Welding



8 P.J. Moodle Drive, RAGLAN, NSW 2795

(02) 6337 3438

## STICKERS

For Clubs, Shops, Businesses, Machinery.

Printed on Long Lasting, Light Fast.

P.V.C. Polyester, Metallic or Reflective.

We also Print Corflute.

For a Quote Ring Colin Sullivan

**AEL (03)9570 6699**

Screenprinting

0419 31 22 99

22 / 993 North Road Murrumbena, Victoria.



**Aon Financial Planning  
& Protection Limited**

Australian Financial Services Licence No. 239183  
Life Insurance Broker

**Geoff Fry & Associates Pty Ltd**

Corporate Authorised Representative No. 280152

**Geoff Fry CFP, Dip FP**

Authorised Representative No. 265144

89 Rankin Street Bathurst NSW 2795

PO Box 1789 Bathurst NSW 2795

Phone: (02) 6332 3677 • Fax: (02) 6332 3699

E-mail: [gfry.aon@bigpond.net.au](mailto:gfry.aon@bigpond.net.au)

