

FJ PITSTOP

Newsletter & Advertiser

Edition No. 68

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EDITORIAL

Hope you are all fit and well and ready for another year of fun and games in your FJ or F3.

We kick off at Phillip Island in a couple of weeks (or less when you read this). A full year's programme in Australia, to get ready for the worldwide Jubilee starting late next year, when we expect a large contingent from abroad to join us.

Recent English FJ visitors here were taken aback with the huge distances needed to travel between our major racing centres, especially WA to the Eastern Seaboards. Our WA competitors are very keen to make their annual meeting at Barbagallo a great success, with a full grid of FJs and F3s. In my opinion, towing trailers across the Nullabor (twice) is not an option. Containers and Rail Freight could be the answer?

Do we have any members willing to carefully investigate this? Load in Sydney direct to Perth via the Indian-Pacific (why not go for the ride yourself. I've done it and it's quite an experience – once only.) From past experience, the West Australians will certainly put on a good show and make it all worthwhile.

Don Thallon
February 2015

NOTE: To keep right up to date with all the latest from the desk of Secretary David, look regularly at our web site as above.

Disclaimer

The statements and opinions expressed in all FJ Pitstop Newsletters are not necessarily those of the Editor or the Association.

TORQUE AROUND THE PITS

Jim Richards is progressing with the re-build of his Lotus 18 and was recently seen in Melbourne sourcing information and spares from various enthusiasts.

The late Jim Pidgon was the first man in Australia to introduce me to Formula Junior. He lived near Warwick and owned the wonderful Gremlin Australian Formula Junior. This car is now for sale, having been restored in Western Australia and would make an excellent entry into Formula Junior for someone.

Roger Ealand has almost completed the restoration of the Wren Formula Junior and should be seen on the track midway between the 2015 season.

There have been reports that there has been valve seat problems with the early Richardson Heads which didn't have hardened steel valve seats. This is either caused by rubbish fuel or not enough additive. If you have such a head, it is worthwhile having a close check of tappet clearances to catch any early signs of trouble.

On the subject of heads, Tony Simmons has perfected a nifty tool for changing valve springs, without removing the head. It works brilliantly as proved at Eastern Creek when a valve spring was changed in under 30 seconds. Ask Tony if you want to look at this tool, as you may want to copy his design.



2015 AFJA SERIES CALENDAR

ROUND	MONTH	DATE	CLUB	CIRCUIT
R1	March	07-08	VHRR	Phillip Island
R2	April	25-26	SCCSA	Mallala
R3	May	02-03	HRCC	Morgan Park
R4	May	30-31	A7	Winton Short Track
R5	July	4-5	HRCC	MorganPark
R6	September	19-20	HSRCA	Wakefield Park
R7	October	31-01	WASCC	Barbagallo
R8	November	29-30	HSRCA	Eastern Creek



PRESIDENT'S REPORT

2014 is committed to history, so, full of resolutions to be a better and kinder person, we face an exciting 2015. Before we leave 2014 to memory, did we have the breakthrough year that we planned for (as far as Formula Junior is concerned of course).

Well, not quite is the answer.

In 2014 we wanted a lively, closely fought championship for Formula Juniors/F3 with loads of fun and camaraderie that we all recognize as the stand out quality for our class of historic racing. We got that, and close it was between Don Thallon (disc brake car), Bill Hemming (drum brake) and Max Pegram (front engine). The championship was only resolved between the three in the last race of the series at Eastern Creek. Well done to Don Thallon - good to have you back racing in Australia. The championship was a massive tick, a success and a job well done.

Another part of our plan was that we want CAMS to recognize Formula Junior as a separate Historic Racing Group in Australia, like Europe and America. It didn't happen and doesn't look like it will in the near future. The truth is, that our future is in our hands. We need a greater number of cars to be competing on a regular basis, to force the issue. At present, on a good weekend, we can field a race with numbers of 15-20. We wanted to regularly get around 30 and it just didn't happen for all sorts of reasons. This is where the 'must try harder' bit comes in.

We have done a survey of all Formula Junior cars and owners that tells us that there are 116 cars in the country. Of these 116 some are under restoration, some are in collections and museums and will not be competing, some are under the workbench with the intention of getting 'aroundtoit', but not this year. The upshot is that 42 cars are active competition cars, but with the sheer size of the country, we do not have them all in the one place at the one time. It is that number that we need to grow.

We have a great Formula Junior series planned for 2015. We will be starting at Phillip Island where it looks like we have quite an impressive entry and if things go to plan, we will be joining up with Formula V's only, which will make an excellent weekend for us.

We have our AGM and BBQ at our rental house on the Island, so hope to have a chance to catch up with you all then.

Roger

NOTICE OF ANNUAL GENERAL MEETING

DATE: 7:00PM, Friday, March, 6th, 2015

VENUE: 42 Hobsons Pde, Cowes, Phillip Is (*same as last year*)

AGENDA: Confirmation of previous Meeting Minutes

Acceptance of 2014 Annual Report

Acceptance of 2014 Financials and Report

Election of Office Bearers & State Representatives for 2015

General Business submitted by 1st March, 2015

Other Business from the floor.

FUNCTION: BBQ provided by the Association, ***BYO DRINKS PLEASE***

ACCEPTANCE: Please advise by March 1st including dietary stuff for catering purposes

OVERSEAS NEWS

For those with a wide interest in FJ and not already a member of FJHRA (Formula Junior Historic Racing Association), I suggest you join up. This is our worldwide “Head Office”, with all the latest emails on everything, plus a glossy, coloured quarterly magazine.

Email Sarah: formulajunior@gmail.com. She will be happy to get you started.

Just to whet your appetite, here are the provisional dates for the UK and EU.

2015 FIA LURANI TROPHY PROVISIONAL CALENDAR

Round	Month	Date	Event
R1	April	10th - 12th	Hockenheim Historic
R2	May	23rd - 24th	Pau Historic GP
R3	June	19th - 21st	Monza Coppa Intereuropa
R4	August	7th - 9th	Oldtimer GP
R5	August	28th - 30th	Zandvoort Historic GP
R6	October	2nd - 4th	Dijon Motors Cup
R7	October	16th - 18th or 23rd - 25th	Algarve Classic Festival

2015 FJHRA/HSCC PROVISIONAL UK CHAMPIONSHIP CALENDAR [exciting new sponsor to be unveiled at the AGM]

Round	Month	Date	Event Location
R1	April	4th - 5th	Thruxton
R2+3	May	2nd (sat) - 4th	Donington Historic Festival
R4	May	16th - 17th	Silverstone International
R5+6	June	13th - 14th	Swedish Oldtimer GP - Karlskoga
R7+8	June	27th - 28th	Cadwell Park
R9	July	11th - 12th	Brands Hatch Superprix
R10 +11	August	8th - 9th	Croft Nostalgia Weekend
R12	August	29th - 31st	Oulton Park Gold Cup
R13	October	3rd	Castle Combe Autumn Classic
R14	October	17th	Silverstone Finals

2015 FJ NON CHAMPIONSHIP EVENTS

Month	Date	Event
March	21st - 22nd	Goodwood Members Meeting
July	24 th - 26th	Silverstone Classic
August	1st - 2nd	Copenhagen Historic GP

MARTY BULLOCK AT GOODWOOD

The letter from His Lordship the Earl of March arrived, quite unexpectedly, causing both intense excitement and later a very high degree of panic.

You see, I had campaigned the ex Glynn Scott Lotus 27 at Oulton Park and then at Zandvoort. Unfortunately at Zandvoort I spun on some oil (which later claimed another Lotus 27 much more seriously) and in mounting the inside of the apex kerbing had fully detached a water pipe. On regaining the track the water drained out so fast it didn't register on the temp gauge and it was only a change in the exhaust note and drop in power that alerted me to a problem and fast retirement. All this a week and a half before The Goodwood Revival!



Apres spin coolant removal –Zandvoort

The Cavalry arrived in the form of the boys from Absolute Race Engineering and, near neighbours, Geoff Richardson Engineering. Engine out in timely and expert fashion and rebuilt in record time by arguably the best Cosworth Ford engine builder in the world. Luckily I had caught it before major damage and needed only new pistons and a good hone to remove the aluminium deposited on the bores by some very hot pistons. I owe great thanks to these fine people.

OK, we move on to the South of England set up at the Circuit amongst the Spitfires, Hurricanes and all manner of exotic historica and catch up with the indestructible Roger and Margaret Ealand. Roger's Renmax was the only one of its kind and attracted much attention from both the Formula Junior brigade and the interested and amazingly well informed public. As always it was a delight to spend time with Roger and Margaret.

My 27 was one of 3, so common as muck really!

Now I don't intend to bore you with the details of our race suffice to say that the front runners in the Chichester Cup FJ race are probably recognised as the best FJ peddlers in the world and the race was a cracker. I had a great time dicing with a group of about 5 cars around mid field. I am sure there is a video of it on the Goodwood website somewhere and it is well worth a look. The track is ideally suited to FJs fast flowing with plenty of sliding opportunity/necessity.



FJ racing at its absolute best.

I can only describe the actual event as absolutely fantastic. Nearly everyone in period attire, the best collection of historic cars and aircraft that ever gather in one spot, “balls out” racing of priceless machinery along with celebrities from motorsport and elsewhere mixing freely make this event appear almost surreal. My feeling was very much one of having stepped into a movie. I was also extremely lucky in having my pit area manned and occupied during the weekend by some very notable Perth resident Australians including Allan and Heather Ould (Allan worked for Jack Brabham in the 60’s heading up the crew for his attempts at the Indy 500), Sonny Rajah (ex winner of the Macau GP) and Joe and Grace Ricciardo. Tom and Pauline Benson surprised us all, arriving resplendent in various period service uniforms (including hat with genuine ostrich feathers). It was also great to see fellow WA historic racers and great friends Andrew Gifford and Dennis Coomber.

It would be very remiss of me not to mention my trusty pit crew Bob and Alexander from Absolute Race Engineering suitably attired in period overalls and flat caps and, last but not least, my Wife Michele looking great in her 1940’s style poker dot dress.

I will leave you with the following recollection which, I think, sums it all up.

I arrive in Parc Ferme after qualifying. There had been two red flags during the 25mins so it has been a bit of a frantic affair. Turning off the engine I experience the unmistakable sound of a nearby live rock & roll band and, removing my helmet, I look up to catch the magnificent sight of two Lancaster Bombers, flanked by a Spitfire and a Hurricane, flying serenely past at about 500 feet.

Only at Goodwood!!



ELFIN CATALINA FJ

Welcome back on track to Peter Johnson. Here is his email to the Editor.

Car is a roller, complete. The engine has not been on the dyno yet, so will need to come out after its showing at the Elfin display at the AGP .. more work, but necessary to get it to this point.

The car was the last Catalina sold from the Edwardstown works in 1963 as a kit, which was assembled by Noel Hurd, and raced first in 63 as a 1500, which expired in the first race, and was then fitted with an Anglia motor, very promptly, so it has a history with a small motor.

It passed through a number of hands, and was even driven by Bob Minogue for Bill Prouse. And at one stage it was offered as first prize in a raffle.

Like most cars, it had been modified and band aided over the years, and was in sad condition when I bought it. I thought to fit my spare engine and be out again in 3 months ... hoho. The more I looked at it, the more I found that displeased me.

So .. off to Elwyn Bickley for a beaut set of hand bent pipes, all matched lengths, and intakes.

Herb Neal did mods to the suspension to return it to original, I sandblasted the chassis to clean metal, then he painted it in Elfin yellow, as they were built in the period.

A new tail was purchased from Bill Hemming, a seat from Bruce in WA, and after a good rub down at home, Herb did an amazingly glassy (acrylic) paint job on the bodywork, and also rebuilt the gear box. He will dyno it once it's back in Sydney, at which time I will fit the regulation tyres and get in a few days at Wakefield to sort it.

Regards
Peter





FINAL 2014 POINTS SCORE – David Reid

2014 SERIES POINTS.xls
Summary

NAME	STATE	Phillip Island R1	Mallala R2	Eastern Ck R3	Winton Short R4	Morgan Pk R5	Lakeside R6	Wakefield Pk R7	Barbagello R8	Sandown R9	Eastern Ck R10	TOTAL
THALTON, Don	QLD	32	1		28	30	80	28		19	40	258
HEMMING, Bill	VIC	40				30	60	60	40		13	243
PEGRAM, Max	VIC	40	30		28		80	2		1		181
BARCLAY, Peter	ACT				30	12	80	42			11	175
SIMMONS, Tony	NSW	3		16	26	15		58			30	148
MEDLEY, John	NSW	25	15	20	26	0		40			21	147
BUCKLEY, Robert	QLD	24		30		24	68					146
BOEL, Peter	QLD			22		15	64	38				139
FRY, Geoff	NSW			17	30	18		40				105
LITTLER, Paul	QLD						50				21	71
REID, David	QLD	11				0	40	15				66
EDGAR, Bruce	WA								34	11	12	61
CRAFT, Grant	QLD	4		20								60
EALAND, Roger	NSW	40							36	7	12	55
NORMAN, Bill	NSW					9	34	11				54
PRICE, Melinda	VIC							29		19		48
BULLOCK, Marty	WA	18							28			46
BRYEN, Noel	NSW	9		16		17						42
STRAUSS, Peter	VIC							23			13	36
HENDERSON, Ian	VIC	5			18					8		31
FALKNER, Norman	VIC		17		12							29
MCCRUDDEN, Neil	WA								8		17	25
GOSBELL, Mike	NSW	21										21
SHEARER, Michael	SA		21									21
HERBERT, Geoff	WA									21		21
SHEARN, Kim	VIC	14										14
BAILEY, Ian	NSW	7										13
SHERRINGHAM, Jim	NSW			11								11
FELLOWES, Andrew	QLD			3								3
TELFER, Alan	QLD											3
BRYDEN, Murray	VIC	1		3								1
MOODY, Stephen	VIC											1
LANE, Max	NSW	1										0
BARCLAY, Peter	ACT				30	12	80	42			11	175
LITTLER, Paul	QLD						50				21	71

PENNY FORD F3

Another immaculate restoration by Kim Shearn, and yet another racer to add to his stable.

His email to the Editor

The history of the car before my ownership was published some years ago in the Oily Rag, but I'll focus on what we've tried to achieve.

We bought the car in Sydney about 4 years ago with the plan to take it back to as near as possible to its original condition when it not only competed in Australia, but at many famous circuits in the UK and Europe during 1964 and 1965. David Coode, the designer, owner and driver of Penny, raced it variously at Nurburgring, Reims, Dijon, Brands Hatch and Silverstone, to name a few. He then migrated to Australia and ran the car here, mainly in NSW.

Penny ran as a 1000cc "Screamer" F3 car and that is the configuration we based our restoration on. As we know, these cars picked up some of the slack when FJ finished at the end of 1963, along with Formula Ford. They ran 1964 - 1970 and now, in addition to running occasionally with FJ's in Europe, they have at least 2 stand alone championships which are very competitive in both the UK and Italy.

We commissioned a "new" aluminium body to replace the Brabham BT6 nose cone that was fitted here in Australia during the 1980's. Around that time it was fitted with a 1500cc supercharged Ford motor and was campaigned with some success. It changed hands many times over the following years until we bought it from the Bradford estate representative in NSW.

David Price has been largely responsible for rebuilding the Penny, but the contributions of Arthur Neil and Jim Hardman cannot be underestimated as their knowledge of these cars from "the day" is outstanding. They continue to contribute to the success of the project to this day.

We have had numerous false starts preparing Penny. Additionally, several modern safety considerations necessitated some minor changes (not visually apparent) that required attention. New oil and fuel tanks (foam filled) are just an example.

We imported engines built up by Dave Methley in the UK. Dave is an Ex Fittapaldi F1 spanner and he won the historic F3 championship in 2012, before moving to the FJ ranks. We had the early Mk 1V Hewland transaxle re-conditioned by Ken Zinner then, begged and borrowed some wheels (Thanks Laurie Bennett and Bill Hemming) and fitted up new boots. Virtually every vital component is new or stripped, crack tested and ready to go. Last week we got the body back from the painters and it is as close to the original livery as we can establish with 2 distinctive stripes across the nose.

Whoever said you should only buy the finished article was correct - certainly from a financial perspective, anyway. Whilst it has provided lots of frustrations, there is a degree of satisfaction in completing this project that I haven't experienced before (again? Not for a while!).

Testing too, has thrown up unexpected challenges. Re-routing of oil systems after "cooking" the first engine, making a bigger header tank for the cooling system, clutch issues, brake issues etc. etc.

We consulted with CAMS at the start of the project to ensure compliance and I would strongly recommend this to anyone embarking on a similar task. They have a lot of collective wisdom and whilst the wheels turn way too slowly, they come through in the end.

Special thanks must go to our outstanding fabricator mate, Graham Blanchard of DP Karts fame for his valued input and work of fantastic quality.

In the longer term, we will most likely send Penny to the UK to race as she has already created tremendous interest from F3 Association, and has been invited to their next Monaco race. Whilst in Australia and running on its "skinny" wheels it can run with FJs and group M&O racing. We also have made a beautiful set of 8" and 10" period mags for Group "O" and European short track races - you reckon they don't have some grip! The C of D is done and FIA HTP papers have been applied for.



Hopefully, you'll get to see The Penny Ford at the Island and it will be driven by an English friend James Owen for its maiden outing. I will be in the Lotus 18 (It's like home for me) and Melinda Price will again probably show us all the way home in the Lotus 20/22. See you there!

Cheers,
Kim Shearn





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18th ANNUAL GENERAL MEETING

7:00pm FRIDAY MARCH 6, 2015
 42 HOBSONS PDE, COWES, PHILLIP ISLAND

AGENDA

WELCOME:

MINUTES OF THE PREVIOUS MEETING:

BUSINESS ARISING:

PRESIDENTS REPORT:

FINANCIAL REPORT:

TROPHIES PRESENTATION:

ELECTION OF OFFICE BEARERS:

GENERAL BUSINESS: None submitted

OTHER BUSINESS:

CLOSURE: Followed by BBQ & Hospitality

EXECUTIVE COMMITTEE

Vic. Rep.	<i>Kim Shearn</i>	<i>0418 335 385</i>	President	<i>Roger Ealand</i>	<i>0412 795 063</i>
SA Rep	<i>Mike Shearer</i>	<i>0419 044 999</i>	Secretary	<i>David Reid</i>	<i>0418 352 182</i>
NSW Rep.	<i>Tony Simmonds</i>	<i>0407 709 915</i>			
Qld. Rep.	<i>Don Thallon</i>	<i>0418 729 372</i>			
WA Rep.	<i>Neil McCrudden</i>	<i>0407 867 473</i>			



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.
Contact Murray Bryden – BH 03 9357 9969



FOR SALE 1961 GARD BMC FORMULA JUNIOR

Car designed / built by Jamie Gard in WA for 1962 AGP
1100cc BMC engine, VW gearbox, Drum brakes
Recent restoration completed in SA
Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 555



For Sale The Manx Renault

Originally built as a Lynx Slimline Formula Junior Chassis FJ111 and finished off by Bert Bartrop. Lots of history as a FJ, AFN2 and a driving school car. Modified into a Group Q Sports Car in 1972 with a 1595cc Renault engine and transmission. Cams Logbook and C of D with FJ confirmation. Dick Willis also inspected the car and prepared a report for Kelvin Prior's Lynx Register. I have used the car since 2008. Lots of fun but I have another FJ and this keeps distracting me. Car gives the ability to use as is, or remove original chassis and restore to Lynx FJ 111 and still have a regularity Sports Car \$18,000 and I will help with freight arrangements, if required. Please phone Geoff Findlay on 0416193142

WANTED

I need a good non Richardson Head, that I can fit on my 1000cc Gremlin FJ. If you have a good Head that is surplus to your requirements, please give me a call, or email me to discuss.

Geoff Findlay – 0416 153 142.

geoffrey.findlay@planningwa.gov.au



COOPER T56 MARK II 1960/61 FORMULA JUNIOR: Ex-Bob Gerard 1961 UK/Europe team car, drivers John Taylor and Paddy Gaston, chassis number GR-12-1961, with fully documented history. Race-ready with 1100 BMC-A engine by Mike Dyer, big valve 12G head, factory spec FJ earn, 45DCOE9 Weber, Renault-Needham close ratio gearbox, CAMS Log Book and C of D. Significant spares include one new full-race 1100 short race engine, plus one complete 1275 engine with 45DCOE13 carburettor (both by Mike Dyer), two spare Renault gearboxes, FJ cam, original '60s era wheels, custom built lightweight single axle tilt trailer, full body moulds, and much, much more. After 28 years in our family my offer is an attractive total package deal of \$85,000 firm for absolutely everything in my workshop to do with the Cooper, wishing this unique classic stays in Australia. Sadly my racing days are over. Call **Jim Madden** on 02-9949 1697



For Sale Gremlin FJ 1962

Australian Special Ford Powered with disc brakes, inboard at the rear. Built on an Ivan Tighe hill climb chassis by Bill Smith for Ron Halpin. Alloy sides with Lynx nose and tail. WA based restoration finished 2 years ago but little use. Car now in Sydney and needs to be sold. \$40,000 ono. The Gremlin is in good conditions and a great introduction to FJ's. It only requires a better driver than me. Please contact Geoff on 0416193142

PLEASE ADVISE THE EDITOR WITH ALL ADDITIONS OR DELETIONS

DIAMOND JUBILEE WORLD SERIES

It seems like only yesterday that we had the Formula Junior Golden Jubilee - how time flies. The 60th Anniversary is going to be the biggest celebration ever in Historic Motor Sport. There is the possibility of up to 200 Formula Juniors competing in some special events - how they will fit them in, goodness knows.

The programme is still being finalised, but the series will visit 15 countries and some of the most iconic circuits in the world, the ones we can only dream of.

Nobody will be able to participate in the entire series, I have no doubt, but you might like to raid the piggy bank and choose one of your dream tours. The rough timetable looks like 2016 - South Africa, bit of Europe and Australia. 2017 - New Zealand, Scandinavia and USA. 2018 - UK, Europe, Macau.

South Africa is our first port of call this time next year, so you need to put your thinking caps on and decide whether you would like to race at Kyalami and 3 other circuits in Cape Town and East London. By the end of 2016, we should be prepared for the series to visit Australia and then on to New Zealand. I propose that we get a small team together, representing Western Australia, Victoria and New South Wales (where the tour will be visiting), to plan the details to ensure that it runs smoothly and the visitors have the best possible experience.

NOTICE BOARD



FOR SALE VIA SECRETARY DAVID REID

Jim Clark Cap	\$30 + \$5 P&P
Pair of Car Stickers	\$ 5 + \$1 P&P
Business Card advertising for 4 Issues	\$50

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A Small donation to keep the promotion of the AFJA rolling.
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