



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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Executive Committee

Chairman *Ian Bailey* 02 9411 4251

Secretary *Kelvin Prior* 03 9707 1652

Vic. Rep. *Nick McDonald* 0414 569 506

NSW Rep. *Peter Johnson* 02 9211 2854

SA Rep. *Mike Shearer* 08 8556 8242

Q Rep. *Don Thallon* 07 3356 1700

"PITSTOP"

Summer 2001 Issue

It is always great to start the year on a high note and it is also great to report only good news. For as you read this, the arrangements for shipping a very important Volpini from NZ for Phillip Island are being finalized. See details in Overseas News. Also enclosed are the minutes of our November Meeting at Goulbourn NSW where we resolved what an Australian Formula Junior is.

We believe that matters of eligibility are now clear and have advised the Historic Commission and Historic Eligibility Committee of our determination. If you are unclear on how these regulations affect your car please contact your Eligibility Officer or the AFJA for assistance.

The coveted Leo Geoghegan Perpetual Trophy will be awarded to the Jolus an Australian built car, 1 of 4 driven by Geoff Fry of Bathurst. Geoff recorded some of the slowest lap times during year 2000, but he did it consistently and will be rewarded for his participation, which is what the Trophy was meant to encourage. Geoff may not have the edge in 2001 with new cars appearing but then he tells us that his lap times are improving.

Geoff has donated a Perpetual Trophy for the best Australian built car to be known as the "Retireinvest" Trophy and we are most grateful to him for his generosity as each recipient will also receive a small replica Trophy to keep. The rules of competition will be the same as the Leo Geoghegan Trophy Series, whereby points will be awarded for competition throughout the year. The Trophy will be presented at our AGM following that year.

Next year 2002, our competition will be expanded to six race meetings in four States with the best four results counting towards the Trophies. We also have the opportunity to be the favored marquee in the Tattersalls display at the Australian Grand Prix in 2002. If accepted we get to drive each day on the Albert Park circuit but not in competition. To bolster our numbers for Albert Park, we believe that several cars could be shipped from NZ provided the dates don't conflict with their main North Island event as it did this year.

As the AFJA move towards a more aggressive and professional attitude to historic racing the Executive Committee wish to communicate with potential sponsors seeking to improve their corporate image within our sport. Anyone wishing to discuss various proposals in this matter should contact Chairman Ian or myself.

Included in this issue is a notice of the Annual General Meeting to be held at Phillip Island. Your receipt of this Newsletter is an invitation to attend and if you have not been before, be assured of a warm and friendly welcome. If you have a particular matter you would like discussed, contact Secretary Kelvin and have it placed on the agenda.

Please be advised that all Executive positions will be declared vacant and the meeting will seek nominations for each position in the year 2001. Should you be unable to attend but wish to nominate for a position, please contact me preferably in writing.

The AFJA is about to enter its fourth year with sights set firmly on our objectives. On behalf of the Executive Committee please accept our best wishes for a safe and prosperous Year 2001.

Kelvin Prior - Secretary AFJA



Murray Bryden in the ex Lionel Ayres Lotus MRC with blue ringed nose

NOTICE OF ANNUAL GENERAL DINNER MEETING

DATE: 7p.m. Saturday 24th February 2001

VENUE: The Garden Room, Charmandene Cottage, 27-31 Osbourne Avenue, Cowes, Phillip Island, VIC

Please Note: The AFJA have arranged a separate room at this fine establishment with the best roast meals, fixed price \$23.00 for 2 courses. Premises are fully licensed but you may bring your favorite wine.

Guest Speaker: Geoff Manning of New Zealand

All AFJA members and their guests are encouraged to attend this meeting and are requested to advise Secretary, Kelvin by Thursday 22nd February as numbers are limited to 30 people.



Phillip Island Classic 2001- Round 1 of the AFJA Trophy Series

Program

- Private practice Friday 23rd February
- Racing Saturday & Sunday 24 & 25th February

So you have decided to enter your car and have not received an entry form "**help**" Contact Sandra Caffin (03) 97441807 ASAP as entries close shortly.

Special Offer

For one reason or another you were not able to enter your car but would like to be part of this event, the VHRR have made a special offer where by you will receive a car pass and entry ticket if you agree to display your car in a roped off section of the pits for Formula Junior cars.

The AFJA have lobbied the VHRR Organising Committee to recognise Formula Junior and provide separate events and other privileges for our members, but without your participation, our efforts on your behalf are for naught.

Race Report

"Wakefield Park" - Goulbourn NSW 25th & 26th November 4th and final round AFJA/Leo Geoghegan Perpetual Trophy Series for Formula Junior in Australia Year 2000

There were two winners at Wakefield. Geoff Fry proved that consistency and reliability are necessary to win our coveted Annual Trophy. Congratulations Geoff, the other winner was Murray Bryden in the ex Lionel Ayres Lotus MRC now sporting a blue ring on its nose. Maybe it was the new colour but it definitely was Murray's weekend as the car ran perfectly.

It sounded great and was driven into 1st placed Formula Junior in both qualifying races. This earned him maximum points and a grin that got broader as the weekend progressed.

Unfortunately Simon Pymble had severe overheating problems in Dad's BT6 on Friday and did not compete. Graham Brown from Queensland drove the ex Ern Tadjell Lynx into 2nd placed Formula Junior on Saturday dicing with Murray for position but on Sunday Graham experienced gear shifting problems and did not contest the final race.

Peter Cooper from Albury driving his BMC engined Schazum kept in front of Dick McArthur - Onslow in the Lotus 20B ex Geoghegan team total car and of course Geoff Fry drove conservatively to achieve the necessary points for the Trophy.

Todd Hamilton Lotus 18 owner was scrutineering cars all weekend. Bruce Mansell and wife were spectating as the 22 is still in bits. Peter Johnson was gaining experience in his other car, the ex Stillwell BT14 1500 T/C and Colin Haste also drove his other car, a T560 Lola.

It was pleasing to note that Frank Hook was enjoying improved reliability in the rebuilt T76 f3, also Rob Hands in the BNI Rennmax 1500cc improved his lap times by 2 seconds. Lynn Cowan, driving my old car the Lynx

(Ralt) Borgward had an interesting weekend with an excursion off the runway, which would be a lot worse in a 747.

Overall the weekend was kind to all with the exception of mechanical failure, the weather was great and all cars enjoyed a damage free exit from the circuit on Sunday.



Geoff Fry in the Jolus at Wakefield. This car won the AFJA Trophy year 2000

Movement at the Station

In the early Eighties a group of Aussies acquired several racing cars in the USA and shipped them home at a time when we could afford to compete against their currency. These cars include 3 T59 Cooper Formula Juniors are still in Australia.

Mike Shearer from SA currently owns one Cooper originally owned by Tim Mayer. The other 2 have recently been purchased from the late Rob Kirkby Estate by 2 Victorians, David Palstra and Steven Tate who both intend to complete the restoration of these important cars and 2002 is looking good for their debut.

Since our last newsletter 3 cars have been sold to new owners in the Northern Hemisphere. Rob Hands MD5A Lola ex Midland Racing works car and Ken Hastings BT2 Brabham have both gone to the USA and my BT2 Brabham was purchased by an Englishman and returned to its birthplace.

To offset the diminishing number of quality Formula Juniors in this Country you will be pleased to note that Paul Higgins from NZ has sold his BT6 Brabham into Australia and we understand that this is the genuine car FJ-4-63 with continuous documented history from manufacturer, which makes you wonder what the owners of the other two BT6's overseas with the same chassis number will do, refer article in previous Spring issue regarding overseas news.

You may be wondering where are the cars we have expected to appear in recent times and news has it that several are near ready. Three Brabhams belonging to Peter Johnson, Nick McDonald and one other should appear mid year following extensive restorations. Three T59 Coopers including Mike Shearer's could be ready by years end, Don Thallon's T56 should be at Phillip Island as well Chairman Ian Bailey with the rebuilt Lynx. Rob Hands is working on another gem more details later. Don Ballingal believes the 27 will be completed this year. Robbie Nichols has some repairs to the rear of his Lola before its next outing. John Pymble tells me the Donford is running again and Grant Patullo must surely have the Golford firing on all four.



Dick McArthur-Onslow (Old Dog) driving the ex Ken Milburn Total Team Lotus 20B

Overseas News

During the year 2000 the pinnacle of Formula Junior Racing would be without doubt the FIA Lurani Trophy Series which was contested throughout Europe over 7 rounds with the best 5 results counting towards this Championship. There was quite a variety of cars and drivers from many Countries, our Gary Ryan contested at Monza and Donington Park in his Lola-MK3A gaining points towards the trophy which was eventually won by Ian Scott from England in a 1959 ELVA 100 with BMC engine, Ian works for Benetton which probably explains why his car is so competitive.

Our man in the USA is the Formula Junior Rep and Director of the MonoPosto Racing Board, which promote historic open wheel racing in the USA and Canada. Like Australia, the distance between events being a large Country makes it difficult to get full capacity grids. There also appears to be a barrier between the east and west coast somewhere near the Serra Nevada Range which is a bit like Perth is to the Eastern States of Australia with deserts in between.

In South Africa there are approximately 6 only Formula Juniors and a diminishing number of other Formula cars, it appears that the depreciating Rand like our Australian Dollar has encouraged investors from strong northern hemisphere economies to purchase many of the better cars including Juniors. In February David Piper has arranged for 35 European F1 and LeMans type historic cars to compete at Capetown and East London on two successive weekends and of course we are invited.

Australian Sporting Associations with New Zealand have always been strong, besides Anzac's, cricket and the Tasman Series our Kiwi friends have many similarities to we Aussies, especially in competition. Unfortunately NZ never catered for Formula Junior Racing, but many Juniors were fitted with larger engines to compete in mixed grid events. As near as we can estimate there are more than 12 cars of Junior heritage and during the past 12 months we have discussed the possibility of combined events in Australia and NZ.

With assistance from Owens Global Logistics and the VHRR the AFJA have arranged to ship from NZ a 1958 Volpini Formula Junior for Phillip Island in February. The car owned by Geoff Manning was the original works car driven by Lorenzo Bandini. Count Johnny Lurani purchased the car from the factory and hired it to drivers during the next 3 years. Geoff purchased the car in England mid eighties and shipped it home for restoration and historic competition.

The AFJA Committee believe that the Formula Junior events at Phillip Island will be the first in Australia to be labelled International and hope to build on any success in future years.



Peter Cooper driving Schazam at Wakefield. Car has shark nose and BMC engine



NOTICE BOARD

For Sale

Quality white T-shirts with AFJA logo, all sizes \$30.00 each including postage, order direct from Peter Johnson (02) 92112854

For Sale

AFJA cloth badges, blue on white with AFJA logo \$10.00 each including postage, order from Secretary Kelvin (03) 97071652

For Sale

Business card advertising, for \$50.00 members can have their card published annually in this newsletter



Graham Brown & crew at Wakefield. Car is MK3 Lynx ford ex Ern Tadgell

FINAL SCORE FOR AFJA PERPETUAL TROPHY YEAR 2000

Owner/Driver	Car	Group	Phillip Island	Winton	Eastern Creek	Wakefield	Total
Geoff Fry	Jolus	FJ1	-	8 + 8	10 + 10	6 + 6	48
Kel Prior – Glen Hastings	Brabham BT2	FJ2	10 + 10	10 + 10	-		40
Peter Cooper	Schazum	FJ1	-	10 + 10	-	10 + 10	40
Rob Hands – John Harvey	Lola 5A	FJ2	8 + 8	8 + 8	-		32
Graham Brown	Lynx	FJ2	0 + 4	-	8 + 8	8 + 0	28
Murray Bryden	Lotus MRC	FJ2	-	6 – 0	-	10 + 10	26
Grant Patullo	Golford	FJ2	-	4 + 6	6 + 6	-	22
Simon Pymble	Brabham BT6	FJ2	-	-	10 + 10	-	20
Dick McArthur-Onslow	Lotus 20	FJ1	-	-	-	8 + 8	16
Gary Ryan	Lotus 22	FJ2	6 + 6	-	-	-	12
John Best	Brabham MRD	FJ1	10 + 10	-	-	-	10