

AUSTRALIAN FORMULA JUNIOR ASSOCIATION



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"PITSTOP"

Autumn 2001 Issue

Have you ever dreamt of driving at the Australian Grand Prix? Well it's possible that Formula Junior may be selected for the static display with Demonstration Event next year.

The decision is yet to be taken by the AGP Corporation and their historic car sponsor "Tattersalls". To be selected we need to guarantee 35 to 40 cars in pristine condition each capable of lapping Albert Park at moderate speed without breaking down. Each car is invited by the AGP Corporation for its appeal to the public, we the AFJA can and will make recommendations based on our knowledge of your car and its ability. This leads to the questionnaire enclosed, which we are required to have completed by you if we are to proceed with negotiations. If Formula Junior were selected, you won't need a logbook or Cert. of Description for your car, you will need a Level 2 basic CAMS driving licence. You will receive 4 admission tickets for the 4 days, plus lunch and t-shirts etc. You and your car will be involved from Wednesday to Sunday at Albert Park.

To make this a really worthwhile experience, assuming we gain acceptance of our proposal, we have been given the opportunity to combine the AGP event with Phillip Island to be held the weekend before. The Phillip Island organisers want to promote Formula Junior with separate events provided we have sufficient cars entered. They also want a static display for cars not competing, and a demonstration event for all cars in attendance. In a recent survey of AFJA Membership, there were 38 Formula Juniors capable of competing in 2002, and if we include the cars from NZ that want to be involved, there is every chance that next year we will make our statement, so organise your annual leave for late February with 10 days of extreme activity, and of course you will need to prepare the car.

The Annual Dinner Meeting held this year at Phillip Island on the Saturday night of the Historic Race weekend was voted a huge success by all who attended, our guest speaker Geoff Manning from NZ was most entertaining. The AFJA Perpetual Trophy for year 2000 was presented to Geoff Fry for consistent competition in his Jolus.

Our 2001 competition had 10 entrants in the first event at Phillip Island and Gary Ryan has 2 cars with maximum points for the AFJA Trophy. Geoff Fry, who donated the RetireInvest Aussie Car Award, is joint leader with Murray Bryden for that Trophy.

For those with Internet you may have noticed our new permanent website address is now quoted on the masthead of this newsletter. We were fortunate in obtaining the services of "Satlink" of Mt Eliza in Victoria, free of charge to host our website and it is our intention to develop the information available on Formula Junior in Australia for all to see.

Round 2 of our competition series this year is at Winton Raceway near Benalla in central Victoria, 200km north of Melbourne, this event is run by the Austin 7 Club who, in the past and hopefully the future, have recognised Formula Junior as distinct from Groups L and M.

We have notified the Organisers about our Annual Series and included the names of 16 car owners who should receive an entry; however, if you would like to confirm your interest in competing, please contact Brenda Campbell Phone/Fax 03 9592 9310 to be sure.

Mike Shearer our committee man from South Australia has advised that our 2nd round event at Makala in April 2002 will include Formula Junior only events if we have a minimum of 10 entries, now bearing in mind there are 6 Juniors in that State all wanting to excel in front of the locals, this should be a breeze.

Kelvin Prior - Secretary AFJA



Start of FJ Race at Phillip Island on Sunday where everyone behaved themselves

Race Report

Phillip Island Victoria 24th and 25th February first round AFJA Leo Geoghegan and RetireInvest Trophy series for Formula Junior in Australia Year 2001.

With weather around 25 degrees C, over 400 entries from all over Australia and professional organisation, what a weekend of motor sport.

There were Ferrari's everywhere including F1 types. The AFJA were given favoured treatment when the Organisers agreed to a separate race on both days for Formula Junior. This was achieved by creating a delayed start in the normal group M and O scratch races. We nearly blew all our goodwill when on Saturday each Formula Junior driver jumped the start and consequently were given a severe tongue lashing by the clerk of course.

There were 10 entrants including a BT16 F3 Brabham who we welcomed to run with our cars. The class acts was John Harvey driving Gary Ryans Lotus 22, Graham Brown from Queensland in his Lynx and Murray Bryden both who came near to John on occasions. Gary Ryan driving his other car the Lola MK3 and John Pymble in his Donford enjoyed some close company with similar lap times.

Unfortunately Graham Brown sheared a clutch plate and was not able to contest the main event on Sunday (too much power) and John Best in the MRD Brabham experienced a problem with his camshaft during the event

and did not finish. Geoff Fry broke a front crankshaft pulley on Saturday, but found a replacement at the local wrecker and continued racing.

Geoff Manning in his Volpini from NZ enjoyed the circuit, but had difficulty remembering which direction the next corner was. Geoff mastered the daunting turn one then someone deposited oil and consequently he had to reappraise his technique.



Movement at the Station

Probably the worst kept secret in recent times is no longer a secret when you read that Rob Hands from Victoria bought the BT6 Brabham from NZ and will restore the car as a Junior for local competition, and if its anything like the MK5A Lola, the front of the grid is getting crowded.

The three T59 Coopers in the country should appear by 2002. Mike Shearer will need his car for Mallala. The new owners of the other 2 ex Kirkby cars were at the Island and there seems to be little doubt these cars will also appear for 2002.

Received a letter from Bevan Neave in WA where it appears he has sold his Lotus 20 to the Western Australian racing museum, who may be considering some competition in the Eastern States.

Pieter Boel from Queensland has advised of his Hong Kong work related move. The good news is he has contracted the restoration of his Lola MK5A which he hopes will be ready by July.

When complete he will fly home to compete in Australian Formula Junior Competition.

Ean McDowell is to restore the very attractive Stanguellini he purchased in Europe last year; the car is already a crowd puller and he may need to consider crowd barriers when restoration complete.

It was interesting to hear 3 people at Phillip Island indicate they would like to purchase an early front-engined Junior.



Technical Talk - on tyres

Formula Junior spanned the period 1958 to 1963 which was probably, in retrospect, the era of greatest change in monoposto racing cars, commencing with front engine and ladder style chassis and finishing with the current style monocoque with rear engine design.

In the late fifties most cars used 15" wheels and Formula Juniors were fitted with road tyres like Michelin X 4.50 front and rear. The early sixties brought 13" wheels 70% aspect ratio tyres and wider rims.

I remember changing my 15" rims to suit second hand Dunlop racing tyres with L profile CR 48 and 65 pattern during the period.

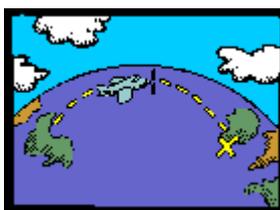
By 1962 factory built FJ cars were supplied with 5" and 6" rims and ran 4.50 front and 5.50 rear tyres which were very different to 4.50 Michelin X.

In the preamble for 5th category Historic Cars Section 1-3 of the CAMS Manual, it states that cars should be "mechanically and visually compatible with the period", and while the AFJA supports the use of L profile 70% aspect ratio tyres it also condones 60% M profile up to 5.00 in size on certain cars from the later period. One reason being that the M profile tyre used CR65 pattern which is consistent with the period, the L profile G5 pattern is not "as it was" visually. The difference in dimension between the tyres is minimal when you consider that a 5.20 x 13 L profile G5 has 568 mm diameter and 126 mm tread width Compare this with an M profile 4.50 x 13 with 560mm diameter and 127mm tread width, the comparison between 5.60x13 L profile and 500x13 M profile is similar, as is the recommended rim width for both types of tyre.

All specification are supplied by Dunlop as they were the major supplier of the period but owners are free to choose their brand provided it is similar to these guidelines.



1958 Volpini CH013 at Phillip Island. Car owned and driven by Geoff Manning of NZ



Overseas News

We were privileged to have Geoff and Barbara Manning from New Zealand visit with us during the Phillip Island Classic. With assistance from Owens Global Logistics and the VHRR Race Committee we were able to ship the Volpini from Auckland for Geoff to drive with our Juniors on the Island circuit. Whilst Geoff found the circuit rather daunting at first, he indicated his desire to return next year.

Regarding next year, Nick McDonald and Kelvin Prior met with Phillip Adamson and John Holmes from the NZ Historic Racing Register during the AGP. Phillip is President and John who writes their newsletter has more lately assumed the role of Formula Junior spokesperson and of course, they both own Lotus 18 Juniors.

The main purpose of this meeting was to discuss the shipment of several cars in 2002 and the potential for a Junior Tasman Series during the northern winter.



Cars lining up for Formula Junior Event at Phillip Island

Leo Geoghegan Perpetual Trophy Current Scores



Owner/Driver	Car	Group	Phillip Island	Total
Gary Ryan	Lotus 22	FJ2	10 + 10	20
Gary Ryan	Lola MK3	FJ1	10 + 10	20
Murray Bryden	MRC	FJ2	6 + 8	14
Geoff Fry	Jolus	FJ1	6 + 8	14
John Pymble	Donford	FJ2	4 + 6	10
Geoff Manning	Volpini	FJ1	4 + 6	10
Geoff Manning	Volpini	FJ1	4 + 6	10
John Best	MRD	FJ1	8 + 1	9
Graham Brown	Lynx	FJ2	8 + 0	8

RetireInvest Aussie Car Award

Owner/Driver	Car	Group	Phillip Island	Total
Geoff Fry	Jolus	FJ1	14	14

Murray Bryden	MRC	J2	14	14
John Pymble	Donford	J2	10	10
Graham Brown	Lynx	J2	8	8



NOTICE BOARD

For Sale

Lotus 18 J 796 Very original car, race ready

Ring Todd Hamilton 02 4446 0720

For Sale

Elfin FJ 625 Ex Frank Majich car, for details

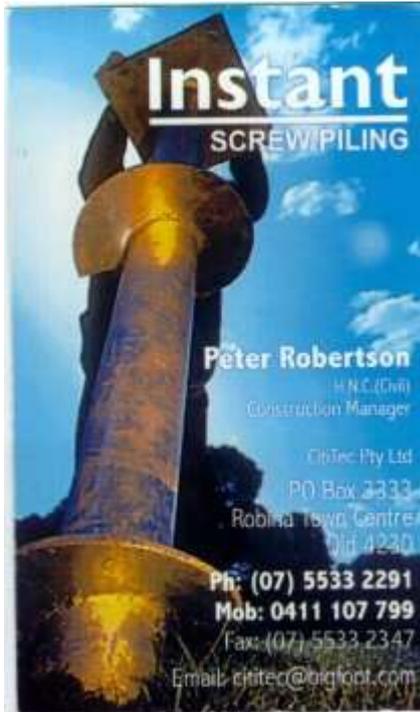
Ring Adam Berryman 03 9809 4978

For Sale

Coventry Climax parts including 3 engines, for details

Ring Mike Shearer 08 8556 8242

Note: This is a free service for members, please advise re car or parts for sale



Static Display at Phillip Island - left to right – Kelvin Prior's Lynx, Ean McDowells Stanguelini and Nich McDonald's BT2 Brabham