



## 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 2002 ISSUE

So you enjoyed the festive season, put on a little weight to slow your car, and made a heap of New Years resolutions that included how you will win the Formula Junior Trophies this year 2002. Well for the record, winning isn't everything, but participation and involvement in something you obviously enjoy (motor racing) is a worthwhile objective for the coming year, and your fellow competitors will do doubt appreciate your company on the circuit.

By now, most will have heard that our proposal to the Australian grand Prix Corporation via John Blanden has been postponed for 12 months. Our Offer/proposal to provide Formula Junior cars for the Historic Car Display and Demonstration was not accepted this year. However, we do intend to renew our offer for 2003 and hopefully we will gain acceptance on our 2nd try with your support.

During 2002 the AFJA will endeavour to lift our profile by increasing the number of cars at each Historic Car Event. The Committee is procuring two banners to promote our cars, especially those forming the Static Displays in the pit area during the weekend at each venue.

2002 could be an interesting year in Australia for Historic Car Racing, especially if we get the Bathurst event currently being discussed. Our members from Bathurst Geoff Fry (Jolus) and Colin Haste (BT2) president of the HSRCA are involved. The matter has been noted in Graeme Howard's magazine column and if it proceeds will require the support of all historic racing enthusiasts in Australia.

There is currently an opportunity to put together a package of events involving the best know circuits in Australia, namely Mt. Panorama, Philip Island and Albert Park to attract overseas competitors during the northern winter. They would need to be over 2 or 3 weeks with sufficient time for the cars to return before their own series commence in April-May. This proposal is clearly within the objects of our Association, and we will continue to support/promote this proposal.

Included in this publication is the notice for our Annual general Meeting at Phillip Island. Your receipt of this newsletter is an invitation for you and your guest to attend, and should

you have a particular matter you would like discussed, contact. Secretary Kelvin to have it placed on the agenda. Also please note that all positions on the Executive Committee will be declared vacant before seeking nominations for each position effective 2002.

A special mention regarding Round 2 of our series in 2002 at Mallala in South Australia on the Easter weekend. The organisers are very keen to support our series and have offered hospitality to FJ owners who make the trip. We plan to camp in the motor home at the circuit if anyone wants to use our facilities. There are 7 FJ cars in SA we haven't seen before in the Eastern states so lets support them at home by entering your car; it sounds like a great weekend.

So what's your opinion, should we record lap records for both FJ1 and FJ2 cars instead of existing fastest lap overall? On another matter, should we include 5 F3 cars in the results for our trophies or should we create a new trophy for these cars that are invited to race with us?

If you want current information on Australian Formula Junior Regulations, history, lap records, trophy series or full colour version of this and previous newsletters, then view our website on <http://www.australianformulajunior.com>

**KELVIN PRIOR**  
**AFJA SECRETARY**

### **NOTICE OF FIFTH ANNUAL GENERAL DINNER MEETING**

**DATE:** 7 p.m. Saturday 23rd February 2002

**VENUE:** Charmandene Cottage, 27-31 Osbourne Avenue, Cowes, Phillip Island, Victoria  
This venue is where we met in 2001 is fully licensed, but you may bring your favourite wine. The food is excellent but numbers are limited

**GUEST SPEAKER:** John Homes of New Zealand on the 2001 UK Goodwood Revival.  
Also in attendance will be Philip Adamson, President of NZ Historic Racing Register

**AGENDA:** Yet to be finalised so if you have a matter for discussion, contact Secretary Kelvin to have it included.

**ACCEPTANCE:** All AFJA members and their guests are encouraged to attend. This dress is neat casual, but we do need to confirm numbers to the caterers, so please advise Secretary Kelvin ASAP.

### **PHILLIP ISLAND CLASSIC 2002 ROUND 1 OF TROPHY SERIES**

#### **PROGRAM**

Voluntary private practice Friday 22nd February. Racing Saturday and Sunday 23rd and 24th February

## **ENTRIES**

Forms were forwarded to AFJA members late December. If you did not receive yours contact Sandra Caffin 03 9744 1807 ASAP as entries close 31/1/02.

## **EVENTS**

The AFJA are advised by the organising committee of the VHRR that depending on numbers we will have our own separate scratch races, but if numbers are low we will have a delayed start behind Group M & O like last year.

## **SPECIAL OFFER**

There are AFJA members who are not able to race their car, but would like to contribute, and be a part of the festivities. The AFJA have lobbied the VHRR Organising Committee to enable you to present your car in the main pit area where it will form part of a Static Display advertising Formula Junior. To avail yourself of this privilege, contact Kelvin who will arrange a car pass and entry tickets for the weekend.

**Photo - Murray Bryden in the MRC Lotus on the grid at Wakefield Park with pit crew Sid Fisher**



**Photo - Graham Brown in his type 3 Lynx ex Ern Tadjell as he prepares to break the Wakefield Park FJ Lap Record**



## **RACE REPORT - WAKEFIELD PARK**

The fourth and final round for our 2001 Annual Series of Events was held at Wakefield Park near Goulbourn NSW on the weekend of November 24th and 25th together with private practice on the Friday.

Wakefield Park is a recently constructed purpose built circuit some 200 km south west of Sydney, and provides a 2.2 km clockwise circuit on the side of a hill that is perfect for spectators.

The weather was warm around 25c, but rather windy and for those who strayed from the back stuff there was the tell tale cloud of dust to expose your misdemeanour. The weekend enjoyed a record entry, and the organization by the HSRCA was excellent.

There were 13 Formula Junior cars entered and 8 contested our Trophy Series with a 5-lap event on Saturday and an 11-lap race on the Sunday. Murray Bryden in his MRC Lotus was being challenged for the Annual FJ Trophies by 3 other cars, but he managed to drive very consistently to win in both events in the FJ2 Group and secure the trophies. Whilst Don Thallon was the first home in the earlier FJ1 Group driving his fully restored ex Tim Mayer T56 Cooper BMC for the first time.

Graham Brown from Queensland set a new FJ lap record of 1-11.07 in his 1962 Lynx Ford. Unfortunately, Graham destroyed a drive shaft on Sunday and was unable to complete the second event.

John Pymble in the Donford also experienced mechanical problems with a nasty sound from his engine, as did Lynn Cowan in my old Lynx Borgward. Both cars requiring serious engine repairs. Perhaps Lynn will now install the FJ engine and contest the series?

Unfortunately, on Sunday John Medley damaged the lhf wheel and steering linkage on his Nota BMC when he clashed with another car during the handicap event. A little further back there was excellent competition with similar lap times between Peter Cooper (Schazum), Dick McArthur-Onslow (Lotus 20B) and Geoff Fry (Jolus).

OK so we damaged a few cars, but these same vehicles will be repaired and made stronger for the new season. That's motor racing.

### **LEO GEOGHEGAN AND RETIREINVEST PERPETUAL TROPHY FINAL SCORES FOR 2001**

<b>Owner/Driver</b>	<b>Car</b>	<b>Group</b>	<b>Phillip Island</b>	<b>Winton</b>	<b>Eastern Ck</b>	<b>Wakefield</b>	<b>Total</b>
<b>Murray Bryden</b>	MRC Lotus	FJ2 #	6+8	10+10	10 + 10	10 + 10	74
<b>Geoff Fry</b>	Jolus	FJ1 #	6+8	8+8	4 + 0	8 + 6	48
<b>John Pymble</b>	Donford	FJ2 #	4+6	8+8	8 + 8	6 + 0	48
<b>John Medley</b>	Nota	FJ1 #	-	10+10	10 + 10	6 + 0	46
<b>Peter Cooper</b>	Schazum	FJ1 #	-	6+6	8 + 0	2 + 8	30
<b>Dick McArthur-Onslow</b>	Lotus 20	FJ1	-		6 + 8	4 + 4	22
<b>Gary Ryan</b>	Lotus 22	FJ2	10+10	-	-	-	20
<b>Gary Ryan</b>	Lola MK3	FJ1	10+10	-	-	-	20
<b>Don Thallon</b>	Cooper	FJ1	-	-	-	10 + 10	20
<b>Graham Brown</b>	Lynx	FJ2 #	8+0	-	-	8 + 1	17
<b>John Best</b>	MRD	FJ1	8+1	1+4	-	-	14
<b>Mark Esmore</b>	Talisman	FJ2 #	-	6+6	-		12
<b>Geoff Manning NZ</b>	Volpini	FJ1	4+6	-	-		10

# Denotes Australian built car with points towards the Retireinvest Perpetual Trophy

### **AUSTRALIAN FJ TROPHY SERIES YEAR 2001**

Congratulations to Murray Bryden of Victoria for his dedication and consistency in winning both the Leo Geoghegan and Retireinvest Annual Trophies. Murray contested all four rounds and won on three occasions giving him a clear 26 point lead driving his MRC Lotus. This car was originally constructed by Lionel Ayres of Queensland using a Rennmax chassis, unique one off fibreglass body, and many Lotus 22 parts. It is interesting to note that Murray" car

was not always this reliable as it took more than a season to iron out the bugs and achieve these results.

Murray will receive both trophies at the AGM in February and on that weekend he will defend his title at Phillip Island as the reigning champ for 2002.

During 2001 the contest at four different circuits produced 13 contestants. There was a draw for 2nd place with 3rd only 2 points adrift highlighting the potential for close racing. The results also reveal that to win the trophy you need to enter and finish each race.

## EVENTS FOR YEAR 2002



Retireinvest  
Perpetual Trophy

	Phillip Island	
	Classic - Vic	
Feb. 22-	Mallala Speed	
24	Week - SA	VHRR
Mar	Historic Winton -	SCCSA
29/Apr 1	Vic	A7C1
May 25-	Ipswich Historics -	HRCCQ
26	Q	HSRCA
July 27-28	Eastern Creek -	HSRCA
Sept 7-8	NSW	
Nov 30/31	Wakefield Park -	
	NSW	



Leo Geoghegan  
Perpetual Trophy

## MOVEMENT AT THE STATION

Brian Pymble from NSW has this delightful BT6 which son Simon drives. Now Brian or perhaps we should say the car has experienced less than good fortune in recent times. The latest incident was possibly caused by Brian's tyre imprint on the local black cat, for it appears the factory wall where Brian stores the BT6 fell on the car during a recent storm, causing some structural damage to the frame (what rotten luck). Brian states that the damage was minor and the car will reappear after Phillip Island.

Whilst talking about Brabham cars, Peter Johnson has completed the restoration of his BT6. We know this from the quantity of photos that continue to arrive evidencing the fact. Unfortunately, the restoration of another BT6 belonging to Peter Stauss from Vic. is taking longer than Peter would like, but Ian Tate who is preparing the engine is confident the wait will be worthwhile.

Met Larry Purcell from Vic. at the Sandown Historic Meeting, and it appears that he has acquired a very delectable BT15 F3 from Dennis Lupton, and is looking forward to competing with us at Phillip Island, welcome Larry.

Also at Sandown for their first outing was the BT2 Brabham of Nick McDonald, and the BT6 T/C of Nicks father Ian. Now it should be said that both cars were in the traditional



McDonald livery where presentation and performance are paramount. Nick incidentally had the fastest lap time in one event, not bad for a junior in a Group M & O race first time out. Unfortunately, the car twisted the rear axle tube in another event, obviously too much power.

Mike Shearer, our rep from SA has changed jobs and moved house, both of which took precedence over the restoration of his T59 Cooper we had hoped to see at Phillip Island. Maybe we will see it at Mallala for Easter.

## **MALLALA ALL HISTORIC 2002 ROUND 2 OF TROPHY SERIES**

### **PROGRAM**

Easter Weekend. Dinner at SA Car Club Thursday 28th March. Voluntary private practice Friday 29th March. Racing Saturday & Sunday 30th and 31st.

### **ENTRIES**

This annual event is organised by the HRR/Sporting Car Club of South Australia, and if by chance you did not receive an invitation ring Pat Umlauf 08 8339 4568 as entries close 27/2/02.

### **EVENTS**

There will be 4 races with 2 nominated for our Trophy Series, and we need only 12 cars for our own separate events.

### **STATIC DISPLAY**

We are invited to establish a Static Display of Formula Junior Cars at the circuit during the weekend, and the organisers will provide track passes.



*Photo - Don Thallon in the ex Tim Mayer T56 Cooper BMC first time out for Don at Wakefield Park in a junior*



*Photo - Geoff Fry in the ex Ron Smith Jolus Ford preparing to further improve his lap times at Wakefield Park*

## **OVERSEAS NEWS**

Most of our overseas news is the by-product of continuous sharing of information with key contacts throughout the world. This fostering of friendships in different countries allows our activities to form part of the global interest in Historic Formula Junior Racing Cars.

We are encouraged by the recent activity in New Zealand where FJ owners are seeking to align themselves with this unique international formula. It would appear there are new cars appearing from overseas, and existing local cars identified as original juniors to such an extent that their numbers are greater than originally forecast.

It was a great disappointment when the shipping arrangements for the 4 Kiwi cars hoping to race here at Phillip Island in February fell apart. The good news is that we expect a sizeable contingent for 2003 which gives us time to fine-tune the transportation.

We received advice from Peter Giddings, who hails from California, that he will be racing his Maserati at Phillip Island 2002. His very attractive Stanguellini FJ is undergoing certain works and therefore is not available to compete here this year.

The AFJA have tentatively suggested to our overseas contacts that we should consider an International FJ Competition to cater for the competitors who are keen to travel and contest events at new circuits in different countries. Both South Africa and New Zealand are keen to promote racing down under during the northern winter.



The 2002 FIA Lurani Series for FJ in Europe could have 10 events this year, and for those with the right connections, and a rear engine car, some may receive an invitation to compete at Monaco Historic on May 18-19 the weekend before the Grand Prix (what a hoot).

Miller's oils will sponsor the UK FJ Championship Series of events for the 3rd year. We understand that all cars are required to display a sponsor's sign at each event....hmmmmmmmm.

Bernard Cowdrey has completed his revised book on Formula Junior and this hard-backed limited edition will be available from February for 40 English pounds plus p & p. to order contact [bernard@bcowdrey.fsnet.co.uk](mailto:bernard@bcowdrey.fsnet.co.uk).



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### FOR SALE: 109E cylinder Head (non-welded).

Modified by Peter Backhouse to suit Formula Junior Special 37-mm inlet and 33 mm exh. Valves. Porsche Springs. 22.5 cc Chambers.

Price: \$1000 Contact: Kelvin Prior (03) 9707 1652

### FOR SALE: Ford 105E head. Brand new still in greaseproof paper. Perfect condition and the right place to start for your new junior engine.

Price: \$500

Contact: Nick McDonald Mobile: 0414 569 506

### For Sale 1961 Lynx FJ CH 108 Original owner Bruce Powell/Driver Peter Wherrett, current logbook and C.O.D. with 1500 cc engine and spare 997cc

105E Ford engine

Price: \$25,000 Phone Ben Sellers 02 964 41645





**For Sale:** 1962 Nota FJ. Rare one-off prototype  
Ford 105E engine. Twin 40 DCOE carburetors  
VW transmission. Front disc and rear inboard drum brakes.  
Aluminum body. First mid engine Australian built FJ.  
Originally owner: John McCormack.  
Price: \$30,000  
Contact: George on (02) 4464 1748 A.H.  
B.H. (02) 9580 5426 Mobile: 0410 570 090



**For Sale:** Lynx FJ 114. Slim line. Built 6/4/62 for Peter Ganderton. Currently has 1500 cc 120E engine.  
Plus spare 105E short motor. Group M logbook and C of D.  
Price: \$28,500  
Contact: Dick Willis (02) 6652 2099  
Mobile: 0427 400 158