

AUSTRALIAN FORMULA JUNIOR ASSOCIATION



Email: afja@iprimus.com.au
www.australianformulajunior.com

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"PITSTOP"

Winter 2002 Edition

It is interesting to read regular reports on Formula Junior Activity in Europe where these cars are currently very popular. It seems that many events are oversubscribed, and the competition is quite fierce. There are cars from around the world competing against the best in well-organised Trophy Series.

In Australia we believe our cars increasing popularity is due to its International status, and the need for fair competition between competitors. This year we introduced a Trophy Series over 6 events to encourage more owners to use their car, the ultimate aim being exclusive FJ only events.

There are 86 cars in Australia, 35 of which are currently considered capable of participating in FJ Events. Furthermore, when canvassed last year, 42 owners indicated they would enter their car in a prestige event.

At the last AGM members discussed the possibility of high profile FJ events together with overseas cars, especially from NZ where our Kiwi guest Speaker assured us that a revival of interest in these vehicles had taken place.

Recently the AFJA sought permission to present a New Submission to the Australian Grand Prix Corporation for a support even at the 2003 AGP. This would involve a series of races, and not the display and demonstration previously proposed.

Assuming the AGP Corp. will look at our proposal, we intend to upgrade our previous submission to include racing cars as distinct from demonstrators. It will be pictorial as before, but we need a copy of your cars Certificate of Description and a short story regarding its history. Please forward to Secretary asap.

Should anyone like to enter their car in the 2003 Southern Festival of Speed on the south Island of NZ, there are 4 race meetings and a Hillclimb between February 1st and 23rd. Contact Secretary Kelvin for details.

Nick McDonald seated in his all conquering Brabham BT2 preparing to race at Winton



RACE REPORT - WINTON - ROUND THREE

Winton near Benalla is 200 km north of Melbourne making it accessible to drivers from the most populous states of Australia. The circuit is very tight, but suitable to FJ cars low on power, but tall on handling. The weather was great for a change with dry surface and no rain. Historic Winton was held May 25 - 26 and with 11 cars entered we represented a third of a composite Group M and O racing car grid with members from SA, Qld and NSW making it a National Event.

Again Nick McDonald in his ex Gavin Youl Brabham BT2 works car shattered the lap record by over 4 seconds, and it now stands at 65.40 for the short circuit. Nick maximized his points for the AFJA Trophy Series. He also won the Winton FJ Trophy, and the trophy for best presented car at the meeting.

Wayne Hocking from SA was the next fastest car, but no match for Nick on his home territory. Peter Cooper driving his Schazum (currently for sale) gained maximum points in the earlier FJ1 Group for both Perpetual Trophies.

Graham Brown traveled from Qld. For the event, and practiced well with improving lap times, but unfortunately Graham was outbraked by another car in the 1st corner melee of race one and damaged the radiator, making him a spectator for the weekend (not happy Jan). Murray Bryden broke a rocker shaft in the engine of his MRC Lotus, and John Medley experience clutch problems with his Nota.

On the Saturday evening, members gathered at an old hotel in Wangaratta for a meal where many tall stories were told and performances exaggerate in a sport known as bench racing.

RACE REPORT - IPSWICH HISTORICS - ROUND FOUR BY PETER JOHNSON

The Willowbank race circuit is 55 km south west of Brisbane in sunny Queensland. An ideal location for winter events.

The weather at Willowbank was fine and dry all weekend, days averaging 23c, though nights were a little nippy... one even dipped to -1c. The turn out was good, but from the 5 juniors entered, 2 succumbed to mechanical problems during Friday practice. Murray Bryden once again broke a rocker shaft bolt as he did at Winton, indicating an ongoing problem, and John Medley broke the crank in his front-engined Nota, pushing the clutch into the bell housing and cracking that too. Both left for the long trip home on Saturday.

This left Graham Brown in his Lynx, Peter Johnson in the BT6 and Geoff Fry in his Jolus to carry the flag. Our banner was prominently displayed, keeping our presence known. Geoff suffered from minor mechanical problems on Saturday, but solved all of them with help, promising to be better prepared at Eastern Creek, and raced and finished in all 4 events listed.

Graham was the front running Junior in all events, bringing the chase to the 1500s very well, showing that a well-driven Junior is a formidable competitor.

Pieter Boel in his recently completed Lola MK5A BRJ54
Preparing for Ipswich



IS THE TITLE TO YOUR CAR SECURE?

In 1999 I purchased a Lynx FJ in need of restoration. Unfortunately the history of the car was incomplete and mixed with other Lynx cars. During my investigations it became necessary to extract my cars history from incomplete lists prepared by others. I am still trying to establish a true Lynx Register, as many of the cars built were Formula Junior.

Most English cars like Lotus have car registers, Elfin has one, Nota and Rennmax should have and Lynx is a mystery we may just solve given time.

The main problem is time and memory, as the youngest original owner is now over 60 and important records were lost when the old car became less competitive.

We who own these cars are merely custodians, for the car is designed to outlast us, especially with its ever-increasing value as a collectable asset.

When the car was new, owners made history, but never recorded it because the next race was more important than the last. Now the car is classified historic it lives for its history, and the more comprehensive the record, the greater the value.

The history of our car is available from previous owners, race programs, motoring magazines, log books, photographic collections and official race results. Many of these mediums are looked at by the Historic Eligibility Committee when you apply for a LogBook, but not necessarily revealed to you the owner.

It is also worthy of note that CAMS now require a full history of ownership and competition record to support an application for a LogBook. The line of history should identify a continual chain of ownership and competition history dating from manufacture. This information, once recorded, will establish proprietorship, provided the information is accurate.

Formula Junior are international cars where the current value is quite often greater than the cost to construct, and for sometime there have been replicas posing as the real thing, particularly overseas where an Australian or New Zealand chassis number is considered fair game.

Eventually there will be a comprehensive data base of cars which will expose those with history commencing in the 1980's, but in the meantime we need to research and write the history of our car for posterity, and in doing so, secure its title to you and any future owners.

LEO GEOEGAN AND RETIREINVEST PERPETUAL TROPHY FINAL SCORES FOR 2002

Owner/Driver	Car	Group	Phillip Island	Mallala	Winton	Ipswich	Total
Nick McDonald VIC	Brabham	FJ2	10 + 10	8 + 10	10 + 10	-	58
Geoff Fry NSW	Jolus	FJ1#	-	-	8 + 8	10 + 10	36
Graham Brown QLD	Lynx	Ft2#	6 + 8	-	1 + 0	10 + 10	35
Wayne Hocking SA	TAD	FJ2#	-	10 + 0	8 + 8	-	26
Peter Johnson NSW	Brabham	FJ2	-	-	4 + 4	8 + 8	24
Peter Cooper NSW	Schazum	FJ1#	-	-	10 + 10	-	20
Grant Patullo VIC	Golford	FJ2#	3 + 0	-	6 + 6	-	15
Murray Bryden VIC	MRC Lotus	FJ2#	8 + 6	-			14
Mark Esmore VIC	Talisman	FJ2#	4 + 4	-			8

Denotes Australian built car with points towards the Retireinvest Perpetual Trophy

AUSTRALIAN FJ TROPHY SERIES YEAR 2002

It would appear that Nick McDonald (BT2) with 58 points has an excellent opportunity to win the prestigious Leo Geoghegan Trophy this year with just 4 rounds contested. The next two rounds are crucial to the contest (as it should be) with the first 6 point scorers still able to win both trophies.

EVENTS FOR YEAR 2002



Retireinvest

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

2002 HISTORIC EASTERN CREEK - ROUND 5 OF TROPHY SERIES

Program

Voluntary private practice Friday September 6th
Racing Saturday & Sunday September 7th & 8th
Main feature - tribute to Rennmax cars

Entries

Close with the HSRCA on August 19th. To obtain an entry Fax: 02 9948 3025 or email race@hsrca.org.au

Events

Members cars will gain points in the AFJA Trophy Series from the results of both scratch races held during this weekend

Display

The AFJA have purchased certain promotional materiel to be used in conjunction with Static Display of Formula Junior cars. If you would like to assist by displaying your car in the pits at Eastern Creek contact Secretary Kelvin for details.

MOVEMENT AT THE STATION

Interesting bought and sold activity created by our regular Notice Board. Dave Peters from SA has sold his Lotus 18-J-707 to John Hartnett of Victoria. John and wife Shirley have a long association with motor sport, and we welcome them to the Association.

Another car advertised is under offer, and Ben Sellers NSW believes his Lynx Ch108 could be sold, more information later.

Peter Robertson from the Gold Coast states his Gemini MK3 which has always been a very competitive junior is suffering currently with oil surge. It sounds as if the car is traveling around corners faster than before.

Also in Queensland Wijjbe Geertsma is continuing the restoration on his Lotus 18 which from recent photos is an attractive car. The latest item receiving attention is the transmission which requires some new gears, probably to make it go faster.

Pieter Boel has completed the restoration of his Lola MK5A and will now be able to experience this very attractive FJ, even with its mild tune engine it should be a delight to drive.

Whilst talking about Lola 5A cars, it appears that Haydon Mills may have caught some enthusiasm from Pieter at the AGP in March. Haydon has finally committed himself to proceed with his restoration project. Great News.

The AFJA recently offered their sympathy to John Best (Brabham MRD BT1) and his family following the death of his wife Mavis after a long illness.



Wayne Hocking from SA standing beside his TAD Australian built car at Winton

OVERSEAS NEWS

The Monaco Grand Prix for Formula Junior commenced in 1959, and to this day it has been recognised as the world championship, attracting a variety of cars and drivers from all over the globe.

This year the event was held the weekend before the F1 GP, which makes sense when the organisers need to close down public streets in a very congested principality.

Entry to the event is by invitation only and over 54 hopefuls vied for the privilege of being selected for this prestigious event. Incidentally if your entry was accepted you could look forward to contributing in excess of \$4,000 Aus. For the opportunity to compete.

Gary Ryan from Australia received an invitation to drive his Lola MK3 apparently in reward for being first reserve for the 2000 event where he waited without success in the car park. This year Gary damaged the nose of his car in practice, but was able to compete on the day.

Rob Hands from Victoria recently restored a Lola MK 5A that had been imported from the USA as an F2 car. John Harvey subsequently drove the car for Rob in FJ events during 2000 and prior to its sale back to America. The new owner Kurt del-Bene, a Director of Microsoft, entered the Lola for Monaco this year where it was finally credited with its correct history. Namely, the 1963 Monaco FJ GP winning Car entered by Midland Racing Partnership and driven by Richard Attwood.

Rob Hands discovered the true history of this car, but had difficulty in convincing the establishment as three other owners were claiming they owned the same car. It appears that John Fenning from the U.K. took the original Chassis Numbers from the MRP cars and created new cars after the originals were converted to F2 and F3 configurations in 1964.

The problem now exists for the FIA of what to do with the fake cars that have been certified as real cars, and of course, what about the rights of the current owners who believed their cars were built in 1963 by the factory.

Recent advice from Europe suggests those owners of genuine Formula Juniors with proven parentage and unbroken history of existence will receive precedence at over subscribed events like Monaco and Goodwood. Hmmmmmmmmm.

On the same subject it appears that Don Thallon (Cooper T56) currently in England racing his Lister Jaguar was surprised to discover another car in the UK displaying the same registration number that was attributed to Don's car since its creation. Whoooooops we understand the other car has now disappeared as the car from Australia has impeccable history.

A similar situation happened to Murray Bryden (MRC Lotus) when someone from America wanted him to provide proof that his Lotus 23 was a genuine car. Now anyone who knows Murray will understand when and how he told this person where to go, for Murray had full documentation and was not about to give evidence that could be used against him, and yes there was another car in the USA pretending to be the same vehicle.

The FIA Lurani Trophy Series in Europe after 4 rounds is currently being led by a Lotus 22 with a further 4 rounds to be contested.

In the latest newsletter from England there are 66 Formula Junior cars available for sale. Now we all know that the advertised price is not necessarily the sale price, but to wet your appetite how would you like a T59 Cooper for \$80,000 US or a Lotus 18 for 55,000 pounds sterling, or perhaps a Lola MK 5A for \$85,000 US or a Stanguellini for 45,000 pounds sterling?

NOTICE BOARD



For Sale via Secretary Kelvin Prior

AFJA T-shirt including postage \$30.00

AFJA cloth badge including postage \$10.00

Business card advertising 4 issues \$50.00

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

WANTED:

Ed Holly requires a 105E/109E Ford block capable of overbore to 84.5 mm for his ex Geoghegan Lotus 20J908 currently being restored. If you can help ring Ed Holly on (02) 9522 6845 AH.



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Peter Robertson
Project Manager
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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: 1061 Schazum BMC A Series
Engine 1098 cc
VW transmission. Triumph brakes and suspension.
Spares includes body mould and short engine.
Historic log book and C of D
Full history
Includes trailer
Price: \$25,000
Contact: Peter Cooper (02) 6021 5308 A.H.
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