

AUSTRALIAN FORMULA JUNIOR ASSOCIATION



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PITSTOP

SUMMER 2003 EDITION - NUMBER 21

As we enter our sixth year as an organisation, perhaps it would help to reflect on our accomplishments, for our goals remain unchanged. In 1998 we had identified 75 cars in Australia, of which, 36 were then considered potentially capable of being used on a track within 12 months. Well, in 2003 we now have identified 88 cars, and are tracing others. There are 48 cars operational as Formula Juniors, of which 35 owners have indicated their desire to contest our Trophy Series, even though historically a grid of 12 cars would be normal.

2003 will surely test our resolve, for whilst the AFJA have stirred the possum amongst our peers, we still need to prove our desire is not all talk. This year we have the opportunity to create history with FJ only events, as this is possible at 3 of the 6 events scheduled. It will however require members to compete at least once at an interstate event to gain the necessary grid numbers. So let's see that it happens.

Had an interesting philosophical discussion with a fellow enthusiast the other day about how the value of historic racing cars had some direct correlation with their current use, especially if the car was not a potential museum exhibit. It was suggested that the value of pre war racing cars was declining at the same rate as their disappearance from the racing track, and that conversely post war Formula Junior values were increasing with their popularity in historic racing around the world. So let's keep it that way.

Whilst in Queensland recently, I spent a very pleasant afternoon with Don & Jeanette Thallon (T56) who had returned from Europe early December after a full program of competition in the Lister Jaguar, together with a little tourism on the continent. Our discussion was very constructive and far reaching about historic car racing here and abroad, and it was interesting to hear Don's opinion on encouraging overseas cars to this country during the northern winter. Well, in short it would appear that anything is possible, provided there is sufficient money and pride at stake. **KELVIN PRIOR - SECRETARY/TREASURER AFJA**



Photo: Lynx BMC works car as driven by Kevin Bartlett. A very important Australian junior restored by current owner Dennis Neal. Photo at Wakefield

NOTICE FOR 6TH ANNUAL GENERAL DINNER MEETING

DATE: 7 PM Saturday 1st March 2003

VENUE: Charmandene Cottage, 27 – 31 Osbourne Avenue, Cowes, Phillip Island, Vic.
Licensed restaurant, fixed \$23 meal, BYO wine acceptable

AGENDA: Yet to be finalised, contact Secretary Kelvin if you would like something included.

ACCEPTANCE: All AFJA members and their guests are encouraged to attend, dress is neat casual. We need to confirm numbers to the caterers so please advise Secretary whether or not you can attend asap.

PHILLIP ISLAND CLASSIC 2003 – ROUND 1 OF OUR TROPHY SERIES

PROGRAM: Voluntary private practice Friday 28th February. Racing Saturday & Sunday 1 and 2 March

ENTRIES: Forms were forwarded to AFJA members in December and close 31/1/03.
Contact Sandra Caffin 03 9744 1807 if you missed out.

SPECIAL OFFER: For AFJA members not able to race their car, the AFJA have arranged for your car to be displayed in the pits as part of our ongoing promotion for Formula Junior. Owners wishing to avail themselves of this privilege should contact Secretary Kelvin to arrange a car pass and entry ticket for the weekend.

RACE REPORT

The sixth and final round of our expanded Trophy Series for 2002 was held at Wakefield Park near Goulburn NSW some 200 k south west of Sydney with a tight 2.2 k clockwise circuit and modern facilities.

The weather was variable with late morning storms on both Friday and Saturday; on Sunday it was cloudy at times, but with a good tail wind in the straight.

There were 11 cars entered which represents one third of a mixed grid, unfortunately Ken Ward experienced clutch problems in his Rennmax when the thrust spacer collapsed, and Dennis Neal who had burnt the midnight oil to finish the restoration of the ex Bartlett Lynx BMC, damaged the engine when a faulty oil pipe lubricated the track.

Nick McDonald BT2 took 3 seconds from Graham Brown's lap record, which now stands at 1-08.01. Graham experienced the dubious delight of a fully floating low pivot rear suspension when the toe adjustment nut was found to be loose (oooooops). Grant Patullo, Goldford had understeer from old tyres, but Murray Bryden's MRC sounded very strong and during practice, gave Nick, some competition in the BT2 at one stage.

The two events selected for a Trophy Series were a 9 lap event on Saturday and a 4 lap post applied handicap race on the Sunday morning as the organisers tried to mix and match for other events which spread our competitors.

The results of both events clearly show a consistent pecking order with Nick BT2 well ahead of John Pymble in the Donford that seems to improve at each event (or is it the driver). Graham Brown, Lynx swapped places with Murray Bryden MRC and Grant Patullo, Golford appeared to have the edge on Peter Johnson's BT6. The earlier FJ1 cars were dominated by John Medley's Nota with Dick Macarthur-Onslow Lotus 20 and Geoff Fry Jolus only seconds apart.

The HSRCA organised the weekend to include their clubs Christmas Party at the circuit on Saturday at the close of racing, after which a few AFJA members had an enjoyable evening at a great restaurant in Goulburn – Excellent Weekend!

FINAL RESULTS OF 2002 TROPHY SERIES

Owner/Dri ver	Car	Gro up	Phill ip Islan d	Malla la	Wint on	Ipswi ch	Easte rn Creek	Wakefi eld	Tot al
Nick McDonald VIC	Brabha m	FJ2	10 + 10	8 + 10	10 + 10	-	10 + 10	10 + 10	80
Graham Brown QLD	Lynx	FJ2#	6 + 8	-	1 + 0	10 + 10	8 + 8	6 + 4	60

Geoff Fry NSW	Jolus	FJ1#	-	-	8 + 8	10 + 10		6 + 6	52
Peter Johnson NSW	Brabham	FJ2	-	-	4 + 4	8 + 8	6 + 0	2 + 2	34
John Medley NSW	Nota	FJ1#					10 + 10	10 + 10	30
Wayne Hocking SA	TAD	FJ2#	-	10 + 0	8 + 8	-		-	26
Murray Bryden VIC	MRC Lotus	FJ2#	8 + 6	-				4 + 6	24
Grant Patullo VIC	Golford	FJ2#	3 + 0	-	6 + 6	-		3 + 3	21
Peter Cooper NSW	Schazum	FJ1#	-	-	10 + 10	-		-	20
Dick Mc-Onslow NSW	Lotus	FJ1						8 + 8	16
John Pymble NSW	Donford	FJ2#						8 + 8	16
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

Round 6 at Wakefield Park NSW concluded the first year of our expanded Trophy Series where the best 4 results in the 6-event program are used to define who will win.

As reported in the previous issue of Pitstop, Nick McDonald won the Leo Geoghegan Perpetual Trophy against all competitors with maximum points for 4 of the 5 events contested.

Graham Brown also contested 5 events during 2002 and scored 60 points, 8 clear of his nearest rival Geoff Fry to win the Retireinvest Perpetual Trophy for the best Australian built car.

EVENTS FOR 2003 TROPHY SERIES



**Retireinvest
Perpetual Trophy**

Round 1	March 1 & 2	Phillip Island, Vic
Round 2	April 19 & 20	Mallala Historic, SA
Round 3	July 26 & 27	Ipswich Historic, Qld
Round 4	Sept 6 & 7	Eastern Creek, NSW
Round 5	Oct 4 & 5	Winton Festival, Vic
Round 6	Nov 29 & 30	Wakefield, NSW

The 2003 Calendar of Events, whilst complying with our objectives of 6 events in 4 Australian States, is designed to maximize our future potential. Phillip Island is and will be the initial international FJ venue for cars from NZ and other countries in sufficient numbers to form a FJ only grid some time in the near future.

The Mallala Historic meeting at Easter has offered the AFJA exclusive FJ only races with 12 or more cars. There are 7 juniors in SA; all we need is 5 visitors.

A similar situation could exist in Queensland if we can guarantee sufficient numbers of cars, and at Eastern Creek this year we celebrate the craftsmanship of Ron Tauranac OBE, and that should bring out all the Ralts, Brabhams and early Lynx cars, many of which were Formula Junior.

The major deviation in 2003 involves Winton Raceway where we have been offered at the October meeting our own FJ only events for 20 plus cars, and also marque of the meeting on the long circuit with all the kudos that goes with this title.

MOVEMENT AT THE STATION

We hear that Nick McDonald BT2 is not resting on his laurels for 2003, for during the Christmas break the engine from his car was given to Ian Tate to freshen up. Possibly just as well, for there will be another charger on the grid this year in the form of Peter Strauss BT6 whose car has similar specifications to Nicks, although, Peter will be the first to admit he lacks the experience that Nick has in open wheel cars. Still it should be interesting.

You will recall the attractive Lola MK5A that Rob Hands restored recently before selling it back to America. Well, it appears Rob likes these Eric Broadly built cars, and has convinced Matt Carroll to part with his front engine MK2. This transaction will, I suspect, create some

consternation in the ranks of early FJ1 car owners, and it also may stir Robbie Nichols into action with his MK2. Whilst on brought and sold, Matt Patullo of Golford fame has acquired the ex Peter Candy Elfin with s/c 1500 cc engine, hence the for sale notice of the Golford which at \$20,000 is very fair when you consider the engine owes him nearly half of that.

Had an email from Jonathan Williamson (Lotus 22) who has been transferred to work with Woodside Petroleum in WA. Whilst he has been a regular competitor in the UK Series, he is looking forward to competing here in Australia, and we are pleased to welcome him to AFJA membership whilst he is here.

Colin Haste BT2 and President of HSRCA had the misfortune at Sandown in November to fly in his Lola T560, the bad news is his car is a sorry sight and not real good as an aeroplane, the good news is Colin is fine and recovering from a grazed forearm. End result – pilots license suspended.

On a sad note, Carl Stecher T52 of Qld died suddenly late last year 2002. The AFJA have expressed sympathy to the family on behalf of the members.

I thought it would be interesting to calculate the distance travelled by Graham and Jan Brown during last year. Now we know he contested Phillip Island, Winton, Ipswich, Eastern Creek and Wakefield, which from home base in Queensland is considerable, but then he drove the West Coast of Australia with Japanese visitors to keep his eye in. Perhaps Graham knows the distance?

Roger James ex VHRR President rang the other day about the T59 Cooper he is assisting with. The car is the ex Chrichton-Stuart Ford engine car brought to this country from America by the late Rob Kirkby, and now owned by David Palstra and David Reid. Roger tells me that they are close to a trail assembly of the car, which of course is great news.

Whilst we are talking T59 Coopers, Mike Shearer the AFJA Rep. For SA is looking to sell his 1989 XJS Jaguar, and it could be that some of the proceeds may be used to freshen his other car, the Cooper FJ. So who knows of a buyer for the Jag?

MALLALA ALL HISTORIC 2003 – ROUND 2 OF TROPHY SERIES

PROGRAM: Voluntary private practice on Friday 18th April Racing Saturday & Sunday 19th & 20th April Collingrove Hillclimb Australian Championships Monday 21st April

ENTRIES: Forms were forwarded to previous contestants. If you did not receive yours contact Joan Shearer (08) 8390 1609. Entries close 11/3/03

EVENTS: There are 5 races on Saturday and Sunday, 2 of which will count towards our Trophy Series. There will be FJ only events if there are at least 12 entries.

An entry to the Australian Hill Climb Championship at Collingrove on Monday is a bonus.

HOSPITALITY: The Sporting Car Club of SA provide the best social event on our calendar with a dinner on the Thursday night, Saturday evening BBQ, Sunday breakfast and even the locals camp at the circuit for this Easter event.

OVERSEAS NEWS

In the latest issue of "Bespoke" Spring 2002 from NZ the Editor John Holmes (Lotus 18) in the editorial talks about variations to their Certificate of Description, and reproduces an article written by Nigel Russell (FMZ FJ) where it is suggested there be an 'A' and 'B' Grade of C of D.

The proposed B Grade Certificate would list the items on a car that don't comply, and the owner would then have up to 2 years to rectify the car and receive the upgrade 'A' type C. of D.

The idea is designed to give owners time to carry out expensive alterations while continuing to be involved in the sport of driving historic racing cars.

Another interesting concept, this time in South Africa, where the Historic Racing Car Register hold an Annual Registration Day in January. According to the article in their magazine 'The Historic Times', owners must present their car for inspection by an eligibility officer, and if approved, a decal is affixed for that year. On the same day owners are issued with competition numbers, the car is registered and membership fees are paid in a one stop shop situation.



Photo: Dick Willis has completed the restoration of his T3 Ausper built by Tom Hawkes in England and raced by Count Steve Ouvaroff. Now its Dick's turn.

CAR TRANSPORT FACILITIES

AFJA President Ian Bailey, fresh from the Tasmanian bush fires, has suggested that we, as an organisation, should consider the alternatives to towing our race car interstate. Ian states he would prefer to travel aeroplane if there was a convenient way of getting his car to the circuit

and back. So, should we look at commercial car freighters or are there young people out there who would tow the car on its trailer? What do you think?

NOTICE BOARD



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For Sale via Secretary Kelvin Prior
AFJA T-shirt including postage \$30
AFJA cloth badge including postage \$10
Business card advertising 4 issues \$50



SOLD

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 engined 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: Reduced to \$22,000
Contact: Peter Cooper (02)
6021 5308 A.H.
(02) 6021 3274 B.H. 0408 204
432 Mobile



For Sale Lotus 18-J-796
105E Holbay Ford 1100 cc
engine
Gordini transmission fully
restored by current owner
during past 30 years and very
original. Offers around \$50,000
Contact Todd Hamilton (02)
4446 0720



**For Sale 1963 Donford
Formula Junior**
All steel 1098 cc dry sump
Ford engine by Peter Moloy.
VW type transmission, disc
brakes. Immaculate condition,
full history. Current CAMS log
book and C of D
Price \$29,000
Contact John Pymble (2) 9817
5528 (H) (02) 9740 6011 (W)

**For Sale Golford Aust.
Special**



All steel 1040 cc Ford 105E Engine. Close ration 4 speed VW Transmission. Car fully restored by current owner. Current CAMS Log Book and C. of D.

Price \$20,000 with trailer

Contact Grant Patullo (03)
9484 2253

WANTED: Several members are currently actively seeking to purchase Ford engines suitable for Formula Junior and capable of 85 mm overbore. Also components suitable to transform motor into competition engine. If you have or know where any of these parts are available contact Secretary Kelvin Prior with details.