

**AUSTRALIAN FORMULA JUNIOR
ASSOCIATION**



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PITSTOP

WINTER 2003 EDITION - NUMBER 23

Had an interesting discussion the other day about the huge variation in values of historic racing cars. As I recall during the period, factory built formula juniors ranged from 30% of the price of a new 12 square brick veneer dwelling in the outer suburbs to 60% for an imported ready to race car from overseas. The current ratio is about the same between and Australian built kit car and its imported rival, however, the percentage to real estate is considerably lower.

My real estate experience confirms that value is an amount another is prepared to pay, but why are certain 40-year-old English built Formula Juniors worth at least 4 times that of comparable Formula Ford and 20 times that of a Formula V? The construction cost was similar

Maybe the real gauge for historic racing car value is in its current potential use. Its doubtful that many Formula Juniors will finish their days in a glass box in a museum, they are not that rare. There is however an unsatisfied demand that appears to have overseas origins. Formula Junior Historic Racing is ultra competitive in the northern hemisphere, and there are serious prizes for the best cars, and only the best get an entry to the prestigious events.

The increasing value of Formula Junior in Australia is partly driven by the overseas market, and partly by our own activity. The closer we get to participate in Formula Junior only events at prestigious race meetings the more valuable our cars become.

In other words, Historic Formula Junior Racing is the only way to drive your asset value higher.

Ed Holly has almost completed the full restoration of another ex Geoghegan Lotus 20 works car. Ed found the car recently and purchased it from Ken Hambly who had held it for sometime



AFJA QUESTIONNAIRE

A preliminary result to the questionnaire forwarded with last "Pitstop" regarding future activity has produced some interesting results. Questions on the AFJA Series for 2003 suggested 5 cars to Ipswich in July, 12 cars to Eastern Creek in September, and both Winton in October and Wakefield in November we could see 26 Formula Juniors in competition.

In 2004 we have early indications that 12 Australian cars could be contenders for FJ events in NZ, 24 cars are possible at Phillip Island in March, with 19 cars also interested in Adelaide Clipsal 500 for a support event, and likewise at the F1 AGP there could be 26 local Formula Juniors.

All we need now is to prove we can guarantee the numbers to secure these events

MISSING CARS

Dolphin

Raced by Ross Gordon from Victoria till late '72 when he sold the car to someone in Melbourne. Car was originally an ex Birchwood Driving School Lotus 18, and was orange with a Tom Edgar Motors sign on its side. Photo in "Oily Rag" Spring 2002 Page 39.

Gremlin

FJ raced by Ron Halpin. Rear engine car photo AMS 9/62 at Lakeside. Halpin was associated with Bill Smith Toyota Dealer from Coolangatta. Ref. TS 8-9-12/5/03

Sasin

FJ built and raced by Maurice Dinn (dec. 02). Car raced as FJ in 1963 with 1098 cc engine and was blue livery, although it was possibly green later in its history. Ref GH 3/5/03

Wren

FJ raced in Vic from 1963. 1098 cc engine, yellow livery, owner/driver K. Reynolds. Trevor Chappel from Allora Qld. purchased the car in 1968/69 from Barry Wraith (Vic.) minus engine with green livery and orange noseband. Trevor fitted a 105E then an 1100 cc Corolla engine, and then in 1972 he sold the car also minus engine to a schoolteacher from Boonah or Beaudesert area in Qld. The new owner adapted the car to FF specs, and changed the body to look like a Bowin FF. Ref NT 12-27/5/03.

Mason

An interesting FJ car with origins in the late 50's. Reported in the Qld. HRR newsletter 7/87 as being Fiat to VW based special. The purchaser in '87 states it used a sleeved down Peugeot 203 engine, and will endeavor to trace the new owner. Ref. JM 25/5/03.

Aztec

Possible FJ using BMC engine and VW trans. Triumph Herald uprights etc. Car purchased from Ould Brothers John and Allan in early 60's by Ken Mitchell who believes this was the original or prototype Aztec. We know where the car is but need it history. Ref. KF 14/5/03.

Works in Progress

T59 MK3 Cooper FJ-26-62 Currently under restoration by Roger James on behalf of David Reid - Palstra partnership. The ex Chrichton Stuart car brought to Australia from the USA in 1981 by the late Rob Kirkby. This car has 105E Anglia engine with Ersa-Knight Citroen trans. And hopefully will make its Australian debut in our Formula Junior only events later this year at Winton and possibly Wakefield Park



HRCC ALL HISTORIC IPSWICH 2003 - ROUND 3 OF TROPHY SERIES

PROGRAM: Voluntary private practice on Friday 25th July. Racing Saturday and Sunday 26th and 27th July Circuit - Qld. Raceway at Willowbank

ENTRIES: Entry forms and sup. Regs. Available on www.hrcc.org.au.

EVENTS: During the weekend the AFJA will nominate two scratch races where points will be awarded towards our Trophy Series

NOTE: Please indicate on the entry that your car is Formula Junior as we are advised that around 10 cars will qualify for FJ only events.

HSRCA ALL HISTORIC EASTERN CREEK 2003 - ROUND 4 AFJA TROPHY SERIES

PROGRAM: Tribute to Ron Tauranac A.O. Voluntary private practice Friday 5th September Dinner - Crowne Plaza, Parramatta 4th September Design presentation at Eastern Creek 5.15 pm. Saturday Racing Saturday & Sunday 6th & 7th September

ENTRIES: To obtain an entry fax (02) 9948 3025 or email race@hsrca.org.au or download from www.hsrca.org.au

DISPLAY: Cars not racing during this weekend are needed for the AFJA Static Display in the pit area. Please contact Peter Johnson (02) 9211 2854 to arrange pit passes and other details.

WINTON HISTORIC MOTOR RACING FESTIVAL 2003 - ROUND 5 AFJA TROPHY SERIES

PROGRAM: Featured Marque - Formula Junior * Voluntary private practice - Friday 3rd October Racing Saturday & Sunday 4th & 5th October

* Racing will include 3 only 6 to 8 lap, long circuit; formula junior scratch races provided we have at least 20 cars.

ENTRIES: shall be available mid August by fax (03) 5766 4249 or download from www.wintonraceway.com.au or sent direct from a list provided by AFJA.

GARAGES: All FJ entrants will be grouped together in the pit area.

DINNER: 7 p.m. Saturday 4th October. For members and crew Venue: The Vine Historic Hotel, Detour Road Wangaratta North

MOVEMENT AT THE STATION

Sometimes we get it wrong and need to retract published information. In the last "Pitstop" issue we advised members about an arrangement between Phil Segat and Paul Samuels concerning the Lotus 18. Well this did not take place - sorry. Also advertised last issue was a Lotus 18 belonging to Brian Harker in SA who now wishes to withdraw the car from sale.

Of interest to many will be the proposed sale of the all-conquering BT2 Brabham belonging to Nick McDonald. This car, together with Nicks driving ability, has produced almost unrepeatable results during 2002 and we will miss this combination in future events. Nick has decided to buy a roof over his head, and needs the capital from his car to achieve this.

John Medley has finally traced the history of the Elfin that has occupied space in his garage for many years. He now has proof conclusive the car is the ex Vern White Catalina missing for many years. John also informs us that the car is being restored and will hopefully debut at Wakefield in November.

Finally traced Bernie Leimeister recently through Geoff Fry. Bernie owns the ex Dave Kirby Lynx Ch. 103 and has done so for the past 20 odd years. The car ran 115E, 5 bearing engine in 1963. It was sleeved back to 100 cc. What an interesting configuration.

Don Thallon has reported in from the UK where he and Jeanette are enjoying some warm weather. Don took the T53 Cooper Climax overseas this year, and the best news is that he has just won the 29th European Historic GP at Zolder, and to quote Don "quite exciting for Aussie Battlers." Congratulations Don we may need to handicap the T56 Junior when you return.

Most car racing enthusiasts believe that titanium is the wonder alloy that holds together the best aircraft and low flying cars. Peter Johnson can now boast that his low flying pushbike is powered by Titanium knee.

AFJA member Jim Madden (T56) is also involved with "Gear" days at Wakefield Park, and states that regular "Gear" events are suitable for FJ Cars. Ideal for testing etc., and not expensive at \$85 per day plus an Annual License Fee \$50. The dates in 2003 are 13/8, 8/10 and 10/12. So give Jim a ring on 02 9949 1697 for arrangements.

Did you see AFJA Committee Rep. Graham Brown (Lynx) featured in the "Oily Rag" publication recently? Graham won the HRCC of Qld. Club Championship in his Lynx FJ. Congratulations Graham.

Spoke with Bob Caddy from Taree regarding the "Cadjar" FJ he built 40 years ago, and it appears the original car like many Australian specials was cannibalized for later designs. Bob believes that Cadjar should remain as parts of his later creation. Rest in peace Cadjar.

Rob Hands recently purchased the MK2 Lola BRJ 3 front engine FJ from Matt Carroll. This takes his current stable to 6 cars. The problem is, Rob needs more room and may sell one of his collection before restoring the Lola. So anyone looking for a rapid Rennmax 1500 Group M or a BT21 Brabham TC, now could be your opportunity to acquire something special.

Action picture of Jonathan Williamson in his Lotus 22 J13 FJ recently at Mt. Clarence Hill climb, Albany WA. Jonathan from the UK now living in WA is experiencing local competition and hopes to enter some major eastern events next year.



AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2003

Nothing to report since last issue of "Pitstop". With two events completed the competition remains unaltered. However, the pending sale of last years championship car by Nick McDonald creates the opportunity for many cars to be competitive this year. The next round in Queensland could see 2 to 4 cars within 2 or 3 points from the lead at the halfway mark of the series.

AFJA AND RETIRENVEST TROPHY SERIES CURRENT SCORES FOR 2003

Owner/Driver	Car	Group	Phillip Island	Mallala	Total
Murray Bryden Vic	MRC	FJ2#	8 + 10	8 + 6	32
Nick McDonald Vic	BT2	FJ2	10 + 0	10 + 10	30
Grant Patullo Vic	Golford	FJ2#	6 + 60	4 + 4	20
Ian Ashford SA	TAD	FJ2#	-	6 + 8	14
Graham Brown	Lynx	FJ2#	1 + 8	-	9
Peter Johnson NSW	BT6	FJ2	4 + 4	-	8
Philip Venables Fr.	Nota	FJ2#	3 + 1	-	4

Denotes Australian built car with points towards the Retireinvest Perpetual Trophy

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

WINTON FILM

The AFJA have decided to produce a film on Australian Formula Junior cars at Winton in October. The intention is to fit two in-car cameras and use movie cameras around the circuit to cover each Formula Junior race.

Nick McDonald has arranged to have the footage from the cameras turned into a promotional CD for presentation to each competitor, and use in our efforts to snare high profile events in the future.

The decision to make the film was based on our need to prove that the AFJA could produce sufficient cars to form a racing grid, and to bribe those owners with cars capable of being used at the October event to enter them.

Now here is where we need your **HELP**.

Do you have a movie camera? We need you and your camera, be it digital or analogue to assist with the coverage of 3 races at Winton long circuit. We have permission to use TV stands around the track, and a tripod would help when using optical zoom.

If you can assist, please contact Secretary Kelvin on 03 9707 1652 for arrangements.

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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



For Sale 1963 Donford Formula Junior

All steel 1098 cc dry sump Ford engine by Peter Moley. 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 ratio 4 speed VW Transmission. Car fully restored by current owner. Current CAMS Log Book and C. of D.

Price \$19,000 with trailer

Contact Grant Patullo (03) 9484 2253



For Sale 1960 Essenkay Formula Junior

Attractive Australian Special with history.

1089 cc Skoda engine, 36 hp VW

transmission, drum brakes, alloy body, unused

since 1992. Price \$18,500 ono Contract Philip

DeGruchy (03) 9898 3677 or 0408 398 624

NO PHOTO



For sale 1961 Lotus 20J959

This car originally owned by Lionel Ayres Qld. Full restoration near complete (like new). Genuine enquiries only with offers in excess of \$60,000 Contact Murray Bryden (03) 9438 3237

For sale 1962 Brabham BT2 FJ-3-62

Ex works Formula Junior. Full professional 5-year restoration. No expense spared. 125 Hp Tait engine, Hewland trans., 2002 Aust. FJ title, 5 Aust. Lap records, world class competition car. Price \$130,000. Genuine car, genuine sale Contact Nick McDonald 0414 569 506