

**AUSTRALIAN FORMULA JUNIOR
ASSOCIATION**



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PITSTOP

SPRING 2003 EDITION - NUMBER 24

For some time now the AFJA have sought to gain acceptance of our proposals for high profile events at Albert Park and Adelaide to highlight our formula. Initially we had written acceptances from 52 owners keen to enter their car, but were told by promoters that we need to prove our ability to field a full grid of reliable cars before being considered for such sought after events.

At the last AFJA meeting of members it was resolved to survey current attitude to proving we can produce the cars at national events. The result of the survey reported previously in Pitstop confirmed that 26 owners would enter their car at Winton in October, Wakefield in November and Phillip Island next year. Based on this better than usual response, the committee negotiated certain incentives for our members at each event.

At Winton and Wakefield we were offered Formula Junior races provided at least 20 of the 26 aspirants entered their car, and at Phillip Island staggered start scratch races with Formula Ford.

The poor response at Winton has damaged our credibility to be taken seriously in the future, but we can turn this around if we get the required response at Wakefield in November. So if you don't have a logbook, obtain a CAMS permit, and arrange a driver if you don't have a licence. What we do need is your car to complete the required numbers.

KELVIN C. PRIOR SECRETARY/TREASURER AFJA



Formula Juniors on display at Eastern Creek. Photo courtesy Peter Johnson

HSRCA HISTORIC WAKEFIELD PARK 2003 - ROUND 6 OF TROPHY SERIES

PROGRAM: Voluntary private practice on Friday 28th November Racing Saturday and Sunday 29th and 30th November

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

VHRR PHILLIP ISLAND CLASSIC 2004 - ROUND ONE AFJA TROPHY SERIES

PROGRAM: Voluntary private practice Friday 27th February Racing Saturday & Sunday 28th & 29th February

ENTRIES: To obtain an entry phone Sandra Caffin (03) 9744 1807 or fax (03) 9470 5769 or download when available from www.vhrr.com

DISPLAY: Cars not racing during this weekend are required for the AFJA Static Display in the pit area. Please contact Secretary Kelvin (03) 9707 1652 to arrange pit passes and other details.



Ausper Type 3 at Ipswich Histories in July. Car owned and driven by Dick Willis is ex works car originally driven by Steve Ouvaroff. Photo courtesy of Peter Johnson.

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2003

After five rounds contested with one to go at Wakefield in November it would seem that Murray Bryden has already secured the Retireinvest Perpetual Trophy for an Australian built car. Murray has an unchallengeable lead of 32 points from his nearest rival.

The AFJA Perpetual Trophy is yet to be decided between Murray, Graham Brown and Peter Johnson at Wakefield as either car can win this coveted award.

Of interest to competitors in our series. It is the car and not the driver that accumulates points in each event, and consequently when Nick sold his BT2 to Graham, their accumulated results will count towards the trophy.

The results from Eastern Creek were achieved by using each cars race time to determine a result even though it involved different events. The organizers of the Eastern Creek event decided to have divisional races based on lap times, so rather than declare it a non-event, we have used our discretion subject to your opinion.

Owner/Driver	Car	Group	Phillip Island	Mallala	Ipswich	Eastern Creek	Winton	Total
Murray Bryden VIC	MRC	FJ2#	8 + 10	8 + 6	-	-	10 + 10	52
Nick McDonald VIC	BT2	FJ2	10 + 0	10 + 10	-	-	8 + 8	46
Graham Brown QLD								
Peter Johnson NSW	BT6	FJ2	4 + 4	-	10 + 8	6 + 8	-	40

Grant Patullo VIC	Golford	FJ2#	6 + 60	4 + 4	-	-	-	20
Graham Brown QLD	Lynx	FJ2#	1 + 8	-	1 + 10	-	-	20
John Pymble NSW	Donford	FJ2#	-	-	-	8 + 10	-	18
Dennis Neal NSW	Lynx	FJ1#	-	-	-	8 + 10	-	18
Dick Willis NSW	Ausper	FJ1	-	-	8 + 0	-	10 + 0	18
Geoff Fry NSW	Jolus	FJ1#	-	-	-	-	8 + 10	18
Hocking/Ashford SA	TAD	FJ2#	-	6 + 8	-	-	-	14
Prior/Smith VIC	Lynx	FJ1#	-	-	-	-	6 + 8	14
Geertsma/Perkins QLD	Lotus	FJ1	-	-	10 + 1	-	-	11
Pymble/Pymble NSW	BT6	FJ2	-	-	-	10 + 1	-	11
McArthur Onslow NSW	Lotus	FJ1	-	-	-	10 + 0	-	10
Doug Bradhurst NSW	P/Ford	FJ2#	-	-	-	6 + 3	-	9
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

RACE REPORT

IPSWICH HISTORIC - ROUND THREE

Queensland Raceway near Ipswich and south west of Brisbane was the venue for another successful historic race meeting during the weekend of July 26 and 27. Apart from the wind on the Saturday the weather was perfect with low 20's.

Our first race on Saturday had 4 FJ contestants, and Terry Perkins, who drove the Lotus 18 for Wybe Geertsma, gave an outstanding performance for first place. Second was Peter Johnson (BT6), followed by Dick Willis (Ausper). Unfortunately Graham Brown broke a rear stub axle and could not complete the event.

On Sunday Graham Brown in the Lynx drove a perfect race after fitting a new axle, and was followed home by Peter Johnson BT6. Unfortunately both Dick Willis and the Perkins/Geertsma Lotus had transmission problems eliminating them from the results of the second race.

Whilst our numbers were less than expected for the weekend the cars that did compete acquitted themselves with distinction, especially when you consider the quality of machinery behind them at the finishing line in both events.

EASTERN CREEK - ROUND FOUR

The premier NSW race meeting each year is held at Eastern Creek circuit west of Sydney, and this year on the weekend of September 6 and 7 there were 6 juniors contesting the AFJA Series at this event.

In addition to the 6 competitors, the AFJA arranged for a Static Display of Formula Junior cars in the pits. Our thanks to Chairman Ian Bailey for bringing his Lynx, and Howard Tucker from Wagga who also displayed his Lynx Formula Junior.

The first event combined races 3 and 10 over 4 laps with Simon Pymble (BT6) the lead driver, followed by John Pymble (Donford), Peter Johnson (BT6), Dick McArthur-Onslow (Lotus 20B), Dennis Neal in his first race in the ex Bartlett Lynx BMC, and Doug Bradhurst (Penny-Ford) also on his maiden voyage in historic racing.

The second event combined races 22 and 29 over 6 laps being the feature events for Groups M and L on the program. The results were the same with the exception of Simon Pymble (BT6) not finishing due to an altercation with another car on his favorite turn 9, and Dick McArthur-Onslow not starting due to clutch problems in an earlier event.

Special guest for the weekend was Ron Tauranac AO with various tributes to him and his cars. It should be noted that more than half of the juniors at Eastern Creek were either created or influenced by Ron Tauranac.

WINTON FESTIVAL - ROUND FIVE

The AFJA negotiated and received very generous incentives to nominate the October 4 and 5 Historic Festival at Winton in Victoria for our Series. From our survey of members, 26 cars indicated they would possibly enter, and if we could guarantee 20, we would have FJ only events.

From those potential 26 cars there were 6 entrants for the weekend, so consequently we cancelled the film crew, and the pre booked dinner on the Saturday evening. Maybe some were concerned that at the last minute the event was declared a non-CAMS sanctioned competition, the fact is we lost credibility.

For the 5 juniors that raced it was a fantastic weekend, with our cars all together under roof, which lead to a great deal of comradery between the drivers, crew and wives.

It was decided that the juniors would race with Formula Fords giving us 6 races of 5 laps on the long 3 km circuit, and when you combine this with official and private practice we surely had considerable track time.

The outstanding car of the weekend was the MRC Lotus driven by Murray Bryden with maximum points for consistently being first. Murray achieved an outright lap record for Formula Junior on the long circuit with 1.38.5.

Dick Willis in the Ausper was second in the first race, but suffered 3rd gear problems in the next race and did not finish.

Graham Brown picked up his new car on the Friday and spent most of the weekend familiarizing himself with the BT2 Brabham, gaining 2nd and 3rd place. Geoff Fry in his Jolus was able to sort a few teething problems, as was Derek Smith driving Kelvin Prior's Lynx BMC in its first competition since restoration.



Formula Junior cars at Winton in October preparing to line up for their next event

MOVEMENT AT THE STATION

The Autumn Edition of Pitstop No. 22 featured an advert for Brain Harker from SA who was interested in selling his Lotus 18 J 703 ex NZ car, but he withdrew the instruction under strange circumstance, which have now become clear. See article in overseas news.

Well its official, Graham Brown from Qld has purchased from Nick McDonald the ex works Brabham BT2 FJ 3-62 as advertised in the last edition of Pitstop. We understand that Nick will now purchase some real estate and a Formula Ford, and Graham will enjoy possibly the best FJ in Australia at present.

Whilst talking bought and sold cars, we have it on good authority that Peter Robertson has entered into an agreement to sell his Gemini MK3 Ch 007 to an enthusiast from Toowoomba in Qld.

In the last issue of Pitstop we listed 6 cars that were either missing or information was required on their history. Well whilst chatting to a guy at the Qld. Historics in July he mentioned he owned the original "Gremlin" FJ, now called Cooper Volvo. What a fluke. Welcome Jim Pidgeon to AFJA membership.

Another missing car called "The Mason" has been located by the previous owners, and retrieved for possible restoration; well at least we know where it is.

Whilst talking about formula Junior cars in the northern states of Australia, it appears that Pieter Boel will return from overseas next year and will build a proper engine for his Lola 5A. Also whilst in Qld for historic Ipswich we spoke with Roger Ealand about his Lotus 18 and he also hopes to obtain a competitive engine for this car.

John Hartnett from Vic. Informs us that he and Shirley have now sold their Clubman and with the proceeds John has already commenced a total rebuild of the Lotus 18 to Hartnett standards, and we should look forward to seeing the car in 2004.

Currently on the sick list are Ian Bailey, Lynn Cowan and Peter Johnson. Peter will have his other knee replaced shortly. Here's trusting that all recover to full health.

It appears that AFJA member Ed Holly is creating his own Historic Racing Car Museum. Well perhaps not, but he has recently purchased David Hills Brabham BT15 F3 car. This poses a problem in that Ed now has 3 cars capable of competing in Formula Junior Events. Perhaps we have the makings of a works team.



Lynx BMC Chassis 104 First race at Winton since full restoration by Kelvin Prior. Car driven by Derek Smith

OVERSEAS NEWS

Our latest report from Duncan in England states that after 3 rounds of the FIA Lurani Trophy Series for Formula Junior at Donington Park, Monza and Dijon, the leaders in the series are Erik Justesen (Mallock U2 MK2) 30 points, Ingvar Malm (Focus 3) 18 points, and Urs Eberhardt (Lotus 27) with 18 points also.

Information also received from Duncan is that Gary Ryan from Australia has sold the 1963 Australian FJ Championship car ex Geoghegan Lotus 22 to an overseas buyer, and the new owner Iain Flett of the UK confirmed this by email. Gary has also sold his Lola Mk3 Formula Junior overseas and we understand he will retire from historic racing.

The organizer for the 2004 Monaco Historic Formula Junior race has informed us that only front engine cars will be accepted for next years event, so if any of our 5 front engine car owners are seeking the ultimate experience, call us now for details.

We received a late invitation to participate in an Historic Formula Junior event one week prior to the Macau Grand Prix in November, and after a quick ring around some 11 Australian cars were potentially available if the proposal proceeded. After many phone calls and emails it was cancelled mainly due to lack of time to arrange detail. However watch this space, as 2004 could be a reasonable possibility.

Whilst talking overseas junkets for Formula Junior, there is a possibility for an event at Bahrain in support of their F1 Grand Prix event on April 4th 2004, and at this stage we are endeavoring to negotiate a package for Australian cars and drivers.

The Annual Southern Festival of Speed held on the New Zealand south island have advised their program of events for 2004, and welcome any overseas historic cars to participate.

30/31 Jan	Scope Classic, Raupuna Park, Christchurch
6/7 Feb	South Canterbury Classic, Levels Raceway, Timaru
14/15 Feb	Leitch Speedfest, Teretonga Park, Invercargill
21 Feb	Three Mile Hill Climb, Dunedin
22 Feb	Dunedin Festival Street Race, Dunedin

For further information contact Secretary Kelvin.

Lotus 18 J 703. An interesting story reprinted from an article written by John Holmes in the New Zealand newsletter "Bespoke" for Taccoc & the Historic Racing Register.

We constantly moan about the great cars that have disappeared (and are still disappearing) from our shores- This has always been a two-way street, and occasionally we win one. Most recently, this country's best-known Lotus 18 returned to live here after some twenty-odd years in Australia This car, a Formula Junior, is chassis #703, the third car built. The first two cars (#701 & 702) were the works Team Lotus cars, campaigned by Jimmy Clark, Trevor Taylor and Pete Arundell, while #703 was a privateer entry for Jim Russell, driven by Mike McKee The works cars pretty much swept the board in Formula Junior racing in 1960, but McKee was usually the best of the rest', and was invariably on hand to pick up the pieces on the rare

occasions when the works cars failed. Jimmy Palmer bought it and brought it out- to New Zealand as his race car for 1961. It remained here for many years, passing through numerous hands, and had a long and glorious history before gradually falling into decay. TACCOC founder committee member Paul Tavan bought the remains in the seventies, intending to restore it, but eventually sold it to Kenny Smith, who sold it on to a man in Adelaide. And there it seems to have stayed, I saw the car in Adelaide in the early eighties, shortly after I got my Lotus 18. It was still unrestored, and the original body panels had just been lost in one of the numerous bush-fires that were sweeping Australia at the time. The original alloy cockpit side panels (only fitted to the very early cars) have apparently survived, if in very battered condition.

The car has been bought in complete, running condition, although it hadn't run for quite a few years and certainly needed a decent birthday. The wheels are claimed to be the original magnesium alloys, which makes their strength now very suspect indeed. They will probably have to be replaced. The tyres are old, very hard and also in need of replacement, but it's great to see it back in the country where it spent by far the longest part of its racing career.

The new owner is an Auckland man who almost bought my 18 when it was sitting on a dealer's yard at Hunter's Corner in the early 60's. He dabbled with Formula Fords later on, but has always regretted not going through with the deal on the Lotus. The ex Jimmy Palmer car was bought on a secret deal organised by his wife and his son, and smuggled in to New Zealand to be presented to him as a surprise for his birthday. We spent some time with the car in its secret hideaway in the weeks after it was landed checking it over and helping to get it running before the big day. Jimmy Palmer had been let in on the secret and he was delighted to be involved, driving his old car from where it had been hidden around the corner in to the birthday party gathering, where it was presented to its gob-smacked new owner. Another welcome addition to our ranks.



New owner of Lotus 18 J 703 Keith Abbot sitting in his birthday present

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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 Contact Philip

DeGruchy (03) 9898 3677 or 0408 398 624



Generic

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 Lynx Type 3 Ch. 113 ex Ern Tadgell

Very competitive Formula Junior maintained by Noel Tuckey. Raced consistently by current owner past 24 years. Ford engine VW transmission, current log book and C of D. Price \$34,000 Contact Graham Brown (07) 5447 1200