

**AUSTRALIAN FORMULA JUNIOR
ASSOCIATION**



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Executive Committee

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PITSTOP

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Historic racing in Australia was certainly given a boost with the exceptional entry of interesting cars at Phillip Island in February, but what is of greater importance was the number of spectators on all three days who traveled over 100 km to see this event.

On Saturday evening at Phillip Island members discussed communal transport for cars traveling interstate to participate in the AFJA Trophy Series. What the meeting could not decide was how many members would use this facility, and therefore we require car owners to indicate if they would be interested before we decide.

The AFJA are currently discussing with our overseas contacts the possibility of organising something special to celebrate the 50th year of Formula Junior in 2008. More later.

The AFJA Committee have discussed certain aspects of car eligibility in recent times, and there is a Technical Report in this issue regarding suitable tyres for Formula Junior. The Committee are concerned that members are unsure about the regulations governing our cars, and recommend that car owners inspect, and be aware of what is contained on the AFJA website regarding CAMS, FIA and AFJA rules governing their car.

There has been considerable interest for the new event at Morgan Park in Queensland this year. From a solid base of 5 local cars, we could have all FJ only races when an estimated 9 interstate cars join the field.

KELVIN C. PRIOR SECRETARY/TREASURER AFJA



David Reid with his new T59 Cooper FJ at their first race meeting since completion of a total car restoration

EVENTS FOR 2005 TROPHY SERIES



**Aon
Perpetual Trophy**

Round 1	Feb 25-27	Phillip Island, Vic
Round 2	March 26-27	Mallala Historic, SA
Round 3	April 30-31	Morgan Park HRCC, Qld
Round 4	Aug 6-7	Ipswich Historic, Qld
Round 5	Sept 9-11	Eastern Creek, NSW
Round 6	Oct 1-2	Winton Festival, Vic
Round 7	Nov 26-27	Wakefield, NSW

HRCC QLD. 2005 "NO FRILLS" MORGAN PARK RACEWAY

ROUND THREE AFJA TROPHY SERIES

CIRCUIT: 2.1 km clockwise at Warwick 160 km south west of Brisbane. Tight circuit, low ratios, similar Winton short

PROGRAM: Voluntary private practice call 0408 718 866 Racing Saturday April 30th and Sunday May 1st

EVENTS: Definite FJ only race on Sunday and possibly all races depending on number of entrants

ENTRIES: All documents including sup. Regs available on www.hrcc.org.au or contact Bruce Richards tel. 07 3832 2188 or email b_Richards@bigpond.com

ACCOMMODATION: A list of accommodation in the Warwick area will be sent with the sup. Regs, or check yellow pages web site. Camping at the circuit is available.

CAR STORAGE: Cars from interstate can be stored in Qld. between Morgan Park in May and Willowbank in August. For details contact Peter Boel 07 3396 1624. Email b_pboel@bigpond.net.au

HRCC QLD. 2005 HISTORIC WILLOWBANK NEAR IPSWICH

ROUND FOUR AFJA TROPHY SERIES

CIRCUIT: Queensland Raceway 55 km south west Brisbane

PROGRAM: Private practice on Friday August 5th Racing Saturday and Sunday August 6th and 7th

EVENTS: We have requested FJ only events for our Trophy Series, which shall be granted subject to the number of entrants

ENTRIES: All documents including sup. Regs will be available on www.hrcc.org.au or contact Bill Westerman. Bus. 07 3262 2768 Priv. 07 3262 2726 Email airgard@mgard.com.au.

ACCOMMODATION: Contact Ipswich Tourist Info. Centre 07 3281 0555 or www.ipswichtourism.com.au.



Murray Bryden driving the ex Lionel Ayers MRC No. 71 in close company with Roy Best in the MRD No. 47 at Honda corner Phillip Island.

Photo courtesy of Groudsky photos

RACE REPORT - PHILLIP ISLAND CLASSIC - ROUND ONE - AFJA TROPHY SERIES

The Phillip Island Classic is probably the most prestigious historic race meeting in Australia. With 453 cars entered this year from around the globe, and huge spectator crowds on all three days of this annual event held the last weekend of February.

There were 12 AFJA cars entered which was our highest number to date at that track. However contrary to an agreement with the organisers whereby our cars would have a separate event with Formula Ford we finished up in a large mixed group, and this subsequently required the relegation of 2 cars to another group due to speed differences.

Mike Gosbell, new owner of the Donford drove very well on his first outing, and David Reid was very excited about his first event in the T59 Cooper following 4 years of restoration. Ed Holly entered his BT15 F3 car for its first outing in many years, and John Best was more than pleased with recent restoration works on the world famous MRD.

The leading car during the weekend was Jonathan Williamson (Lotus 22) defending his 2004 title with an impressive lap time of 1.52 followed by Murray Bryden (MRC), Peter Strauss (BT6) and Graham Brown (BT2) all fighting for the minor placing's.

The final face on Sunday was a disaster when a Cooper BRM F2 launched itself on the starting grid over Ed Holly's BT15 F3 car and forced Ian Bailey (Lynx) off the track, blocking Mike Gosbell (Donford) and David Reid (Cooper). The track was eventually cleared whilst the race proceeded behind a safety car for half of the 6-lap event.

The static display of Formula Junior cars not racing on the weekend was located in a very busy part of the pits where it was quite popular amongst the large crowd of spectators.

Talking about cars used to pump up the adrenaline, it was delightful to see Nick McDonald in father's BT6 Brabham twin cam at Phillip Island. He is definitely a superb driver, and the car responded to his skill with an excellent performance.



Graham Brown driving the ex Gavin Youl BT2 Brabham works car No.12 in close company with Peter Strauss in the ex Denny Hulme BT6 Brabham No. 26 at MG corner Phillip Island

Photo courtesy of Groundsky Photos

AFJA AND AON TROPHY SERIES CURRENT SCORES FOR 2005

Driver	Car	Group	Phillip Island	Mallala	Morgan Park	Ipswich	E/Creek	Winton	Wakefield	Total
Jonathan Williams on WA	Lotus 22	FJ2	10 + 10							20
Murray Bryden Vic	MRC	FJ2#	8 + 8							16
Peter Strauss Vic	BT6	FJ2	4 + 6							10
Graham Brown Qld	BT2	FJ2	6 + 1							7
Mike Gosbell NSW	Donford	FJ2#	3 + 1							4
Ian Bailey NSW	Lynx	FJ2#	2 + 1							3
David Reid Vic	T59	FJ2	1 + 1							2
Ken Ward NSW	Rennmax	FJ2#	1 + 1							2
John Medley NSW	Nota	FJ1	1 + 0							1
Roy Best Vic	MRD	FJ1	DNQ							-
Frank Hook Vic.	Cooper	F3	DNQ							-
Ed Holly NSW	BT15	F2	DNQ							-

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

TORQUE AROUND THE PITS

The Donford, an Australian special and raced consistently in recent times by John Pymble, and more recently Wayne Wilson winner of the 2004 Retireinvest Trophy, has found a new home with Mike Gosbell from Dick Willis territory, and it was probably Dick who convinced Mike to buy the car. Welcome Mike to Formula Junior racing.

A confusing situation has evolved when David R. Reid purchased the ex Frank Match/Charlie Smith Elfin Catalina 625 from Ed. Holly. As another member David R. Reid owns the recently completed T59 Cooper. So to distinguish between the two, we need to hyphen their names to Reid-Elfin and Reid-Cooper. Incidentally Reid-Elfin plans to return the car to FJ Specs, and we welcome him to AFJA membership.

Trevor Hill from WA purchased the ex Graham Gilbert GWG Australian Special whilst in Melbourne for the Phillip Island Classic. Although the car is not an FJ it is potentially suitable for Associate Membership with the correct tyres. Welcome Trevor Hill.

Lynn Cowan, owner of my old Lynx Borgward, has recently retired from a long career as a Senior Commercial Pilot flying overseas routes for Qantas in a Boeing 747. Besides looking after grandchildren, Lynn believes there will be time now for historic cars.

Ean McDowell, who owns the Stanguellini FJ, enlightened us of his work in Sri Lanka following the recent Tsunami. It appears he has considerable expertise in the restoration of damaged infrastructure, and of course old cars.

John and Shirley Hartnett helped man the AFJA Static Display at Phillip Island, and displayed the ex Jack Hunnam Lotus 18, which John has almost completely rebuilt to original specifications.

Geoff Graham informs us that he hopes to commence restoration works on his Lotus 20B ex Piper Racing UK in 2006 when work commitments reduce. Its approx. 20 years since this car was used to pump up the adrenaline.

Talking about cars used to pump up the adrenaline, it was delightful to see Nick McDonald in fathers BT6 Brabham twin cam at Phillip Island. He is definitely a superb diver, and the car responded to his skill with an excellent performance.

TECHNICAL REPORT

Four years ago the AFJA defined what constitutes an Australian Formula Junior, and adopted the following qualifications.

1. The car shall have raced as a Formula Junior in the period 1958 to 1963.

2. The car must comply with the original FIA regulations.
3. The car must continue to comply with CAMS 5th Category current regulations.
4. With regard to tyre sizes, the 70% aspect ratio "L" profile is the preferred tyre. However, as 60% aspect ratio "M" profile Dunlop CR65 tyres are legal in Australia for post 1960 cars, the maximum tyre size will be 5.00 or equivalent.

Since these regulations were adopted, the Historic Commission have published a list of tyres approved for use on Group L & M cars. Refer current CAMS Manual of Motor Sport for detail.

If you elect to use 60% aspect ratio 13" tyres on your car that are not M Profile Dunlop then the following dimensions must not be exceeded when new.

Tyre diameter 588 mm 23.15" Tread width 146 mm 5.75"

If your car is front engine and certified by CAMS as Group LB then a suitable tyre with at least 70% aspect ratio is legal.

Should you require further confirmation of these regulations, then refer to the CAMS Manual, and or our website www.australianformulajunior.com

PLEASE NOTE: Since compiling this report we have been advised that Japanese M Profile Dunlop tyres are no longer in production, and we are researching the alternatives. More later.



Ed Holly chose to race his recently acquired Brabham F3 car at Phillip Island

NOTICE BOARD



For Sale via Secretary **Kelvin Prior**

AFJA caps including
postage \$30
AFJA polo shirt including
postage \$35
AFJA cloth badge including
postage \$10
Business card advertising 4
issues \$50

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CARS FOR SALE



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 \$19,000 with trailer

Contact Grant Patullo (03) 9874 2436



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



For sale 1961 Lotus 20J959

This car originally owned by Lionel Ayers Qld. Full restoration near complete (like new).

Genuine enquiries only with offers in excess of \$60,000

Contact Murray Bryden B.H. (03) 9357 9969



For sale 1961 Lynx BMC Formula Junior FJ104

Fully restored with "A" series competition engine. AP clutch, VW close ratio trans., fully documented history.

Sale price \$26,000

Contact Kelvin Prior 03 9707 1652 or afja@iprimus.com.au

MISC. FOR SALE

- Formula Junior gearbox, close ratio Renault Gordini by John Needham complete with Lotus 18/20 bell housing to suit vertical Ford engine. Good condition, new axles, ready for use \$3000. Also AP racing clutch plate. Near new \$ neg. Contact Ian Bailey (W) 61.2.9230 3290 (M) 0407 242 571
- Simpson 2 layer Nomex driving suit. Royal blue, good condition, suit 5' 10" to 5' 11" 73 to 83 kg. Cost \$1700 when new, little use, yours for less than half. Contact Peter Johnson 02 9699 4372 or 0411 195 937

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