

**AUSTRALIAN FORMULA JUNIOR
ASSOCIATION**



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

Executive Committee

Chairman *Ian Bailey SC 02 9411 4251*

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PITSTOP

SPRING 2005 EDITION - NUMBER 32

ANNUAL DINNER MEETING

Members and friends are encouraged to attend this meeting in Goulburn NSW on the weekend of our final Trophy Series event (see notice of meeting this issue) and enjoy an excellent evening with Guest Speaker Leo Geoghegan. There are some important issues facing Formula Junior in 2006, so your opinion will help direct any discussion on these matters.

TECHNICAL REPORT

Elsewhere in this issue of Pitstop is a current report on the implementation of a control tyre in Australia. Also, the AFJA have proposed that CAMS recognise Formula Junior as a separate category for eligibility and as an associated body for communication purposes.

TASMAN REVIVAL MEETING

Ed Holly (Lotus 20) has advised that the HSRCA are proposing a 3-day spectacular at Eastern Creek on December 1 to 3 next year to celebrate the Tasman Series of the sixties with private practice on the Thursday. WOW!!! Ed is aware that Formula Junior were part of the original Tasman events, and it is hoped that sufficient juniors would be available to hold FJ only events at this meeting, where on the Sunday it is proposed to have events for pre '69 racing cars only. What a hoot!

SPECIAL OFFER

The committee has decided to give every financial member a copy of the professionally produced DVD on Formula Junior in Australia. Therefore any member who did not receive a copy can obtain one by paying their \$30 membership subs before the AGM in November.

Whilst on membership services, we are about to place an order to replenish stocks of AFJA merchandise, and would like to know from members what quantity is required, so check out

the list below and give us a call. Incidentally if you would like color photos of your car, you may care to look at the archives on our website and download what you may have received previously in black and white.

KELVIN C. PRIOR SECRETARY/TREASURER AFJA



Graham Brown in his Brabham BT20 works car No. 2 leads Jonathan Williamson from WA in his Lotus 22 followed by Don Thallon in his Cooper BMC T56 No. 3 at Queensland Raceway in August.

NOTICE OF 9TH ANNUAL GENERAL DINNER MEETING

DATE: 7.00 p.m. Saturday 26th November 2005

VENUE: The Chisholm Meeting Room Goulburn Soldiers Club 15 Market Street, Goulburn, NSW

MEAL: 2 course/2 choice menu including desserts, coffee etc. Fixed price \$24.50 per person
Bar facilities at competitive prices

AGENDA: Yet to be finalised but will include:

- * Guest Speaker - Leo Geoghegan
- * Election of office bearers for 2006
- * Confirmation of previous meeting minutes
- * Presentation of 2005 trophies

- * Selection of events for 2006 Trophy Series
- * 2005 Annual Report

Please contact Secretary Kelvin if you would like a matter for discussion to be placed on the agenda.

ACCEPTANCE: All AFJA members and their guests are encouraged to attend this meeting

Please confirm to Secretary Kelvin your intention, as we need to confirm actual number attending before weekend for catering purposes.

WINTON VIC. 2005 MOTOR RACING FESTIVAL

ROUND SIX AFJA TROPHY SERIES

CIRCUIT: 3 km clockwise long track 200 km north of Melbourne near Benalla

PROGRAM: Labour Day long weekend NSW & SA Voluntary private practice on Friday September 30th Racing Saturday and Sunday October 1st & 2nd

EVENTS: Dependant on numbers there will be FJ only events otherwise combined with FF cars

ENTRIES: Documents will be available by Fax (03) 5766 4249 or download from www.wintonraceway.com.au

GARAGES: All FJ cars together in pit area

ACCOMMODATION: List with entry documents

HSRCA - NSW ALL HISTORIC WAKEFIELD PARK 2005

ROUND SEVEN AFJA TROPHY SERIES

CIRCUIT: 2.2 km clockwise circuit 200 km south west of Sydney near Goulburn

PROGRAM: Voluntary private practice Friday 25th November Racing Saturday and Sunday 26th and 27th November

EVENTS: Subject to there being sufficient entrants the opportunity exists to repeat last years Formula Junior only races, 2 of which will count towards the AFJA Trophy Series.

ENTRIES: Documents will be available from fax: 02 9988 4277, email race@hsrca.org.au or download from www.hsrca.org.au

Please clearly indicate your car competes with FJ on entry document and that you would like to be near other juniors when arranging a garage.

ACCOMMODATION: Contact Goulburn Visitors Centre. Phone 02 4821 5343

DISPLAY: Anyone unable to race this weekend are encouraged to bring their car to the circuit for a static display promoting Formula Junior. Contact Peter Johnson 02 9699 4372 to make arrangements.

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2005

This year there is an extra round for the Trophy Series, and already there are 3 cars that have contested all rounds to date. Hence you will note their worst scores have been dropped from the total points, which only apply to the best 4 results in any given year.

Neither trophy has been won to date, and whilst the number of potential contenders has reduced considerably the competition continues with Jonathan from WA still leading on points. The next 4 cars are all Qld. based and like Jonathan their owners are prepared to travel long distances interstate to support the Trophy Series.

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

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	10 + 10	10 + 10	8 + 10	(6 + 8)			78
Don Thallon QLD	T56	FJ1	-	10 + 10	8 + 0	10 + 10	-			48

Graham Brown QLD	BT2	FJ2	6 + 1	(3 + 1)	8 + 2	10 + 1	10 + 10			48
David Reid VIC	T59	FJ2	(1 + 1)	1 + 4	8 + 4	6 + 6	3 + 3			35
Peter Boel QLD	Lola	FJ2	-	-	4 + 6	3 + 8	8 + 6			35
Murray Bryden VIC	MRC	FJ2#	8 + 8	6 + 6	-	1 + 0	-			29
John Medley NSW	Nota	FJ1	1 + 0	-	0 + 8	-	10 + 4			23
Terry Perkins QLD	Lotus 18	FJ1	-	-	10 + 10	1 + 0	0 + 0			21
Geoff Fry NSW	Jolus	FJ1#	-	-	4 + 3	-	6 + 8			21
Mike Gosbell NSW	Donford	FJ2#	3 + 1	-	3 + 2	2 + 3	2 + 2			18
Alan Conway QLD	Gemini	FJ1	-	-	3 + 2	8 + 1	4 + 0			18
Ed Holly NSW	Lotus	FJ1	-	-	-	-	8 + 10			18
	BT15	FJ2	DNQ	-	-	-	-			
Peter Johnson NSW	BT6	FJ2	-	-	6 + 3	-	4 + 4			17
Geoff Medley NSW	Nota	FJ1#	-	8 + 8	-	-	-			16
Ian Ashford SA	Tad	FJ2#	-	8 + 8	-	-	-			16
Ian Bailey NSW	Lynx	FJ2#	2 + 1	2 + 3	-	4 + 4	0 + 0			16
Peter Strauss VIC	BT6	FJ2	4 + 6	4 + 0	-	-	0 + 0			14
Dick Willis NSW	Ausper	FJ1	-	-	6 + 6	1 + 0	-			13

Dennis Neal NSW	Lynx	FJ1#	-	-	-	-	0 + 6			6
Roger Ealand NSW	Lotus 18	FJ1	-	-	0 + 3	-	-			3
Ken Ward NSW	Rennmax	FJ2#	1 + 1	-	-	-	-			2
Nick McDonald VIC	BT6	FJ2	DNQ	-	-	-	-			
Roy Best VIC	MRD	FJ1	DNQ	-	-	-	-			-
Frank Hook VIC	Cooper	FJ3	DNQ	-	-	-	-			-
Colin Haste NSW	BT2	FJ2	DNQ	DNQ	-	-	-			

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



Peter Boel driving his attractive Lola MK 5A No. 5 in front of Ian Bailey in his Type 3 Lynx No. 62 with Mike Gosbell in the Donford No. 35 at Ipswich in August Round 4 event

RACE REPORT - IPSWICH - ROUND FOUR - AFJA TROPHY SERIES

The most prestigious historic racing event in Queensland is held annually at Queensland Raceway Willowbank near Ipswich 55 km south west of Brisbane. This year it was held in perfect weather on the weekend of August 6th and 7th where 11 juniors were competing in a mixed grid of pre 1965 cars.

Events 6 and 28 were nominated for our Trophy Series, and it was clear from the outset that local driver Graham Brown (BT2) was the man to beat at his home track. During the weekend he managed to get within half a second of his lap record, but then broke a universal eliminating him from the final race.

Jonathan Williamson (Lotus 22) took the honors in the 2nd event, followed by Don Thallon (T56) with rebuilt gearbox since Morgan Park in May.

David Reid (T59), Ian Bailey (Lynx), Peter Boel (Lola) and Mike Gosbell (Donford) were very close all weekend and obviously enjoyed themselves.

The fastest junior at Ipswich unfortunately experienced gearbox problems when a nut came loose on the MRC belonging to Murray Bryden, and the most spectacular competitor was Terry Perkins in the Lotus 18, which also had problems with its transmission. Alan Conway (Gemini) had engine oil surge, and Dick Willis (Ausper) withdrew when strange noises appeared in the engine.



*Geoff Fry really pushing his Lotus No. 61 at Eastern Creek to receive his best results yet.
Photo courtesy of Bill Forbes*

RACE REPORT - EASTERN CREEK - ROUND FIVE - AFJA TROPHY SERIES BY
PETER JOHNSON NSW REP.

Another great meeting at Eastern Creek, wonderful balmy early spring weather, no rain, and only a strong wind blowing up the main straight to prevent any lap records, and personal bests from falling.

The AFJA had 15 entries, not enough for a stand-alone grid, and this was reduced to 11 after 2 failed to arrive, and 2 more suffered mechanical failure on the Friday practice day. Our numbers made up a good field with Formula Ford, a situation all are comfortable with, though our own races are the eventual aim, as more cars are restored and appear at meetings. Wakefield Park following the good numbers last year should give us just what we wish for.

Ian Bailey's pretty Lynx developed an aerated block, and Peter Strauss who had traveled from Melbourne with his high revving BT6 reduced the lobes on the cam, making any competition pointless.

Friday practice set the benchmark for times to beat, and it was Graham Brown in his ex-works BT2 Brabham that headed the pack, and was never beaten all weekend ...although he had a deviation into the brownery (hardly greenery during the current dry), watching for the magic 4 zeroes to appear as he transited turn 1. He claimed his crew had told him to push, and so he did, to good effect, though kept his eyes off his tacho from then on.

Graham, Jonathan Williamson, Lotus 22, and Peter Boel in his attractive Lola 5A were the front-runners all weekend, mixing it with the slower Formula Fords.

After qualifying, Geoff Fry was threatened with being relegated to the JKL ranks, unless he lifted his times... the 130% rule was enforced because of the time of the fastest Formula Ford... we need FJ grids if only to prevent this happening. Geoff, however, had fitted a new distributor to the Jolus, and with the threat ringing in his ears, responded by first improving his lap times by 4 seconds, and then taking another 4 off on Sunday. well done, and keep it flying.

Jonathan spun at turn 3 race 1, then recovered, and spent his time regaining 3rd place by the end of lap 5. He didn't make the same mistake again, and ran second in the following races, before heading back home to WA. David (Cooper) Reid tried hard all weekend in his Cooper, lowered his lap times below 2 minutes, but was plagued by a car that cut out intermittently, sidelining him in the last race of the day.

First years out are always full of little hiccups and problems for all of us, and it's good to see that David is slowly solving each problem his well-restored car presents to him.

We can look forward to a good roll-up at Wakefield Park late November, hopefully with enough entries to secure us stand-alone races, so start preparing now.



Peter Johnson driving his Brabham BT6 No. 37 showing the way to David Reid in his Cooper T59 No. 16 at Eastern Creek. Photo courtesy of Bill Forbes

TECHNICAL REPORT

In the last issue of Pitstop we advised that the AFJA Committee had decided to instigate a control tyre for Formula Junior in Australia. The same "L" profile tyre used in FIA events overseas.

The original agreement with Dunlop was to gradually implement the use of the control tyre so members could obtain full use of existing tyres on their cars and deplete Dunlop's stock of "M" profile by 2008.

It appears now that Dunlop subsequently decided that our replacement tyres were not required till 2008 and did not respond to our correspondence or order the control tyre from England, and we are now reliably informed that there are no stocks in Australia of either M or L profile tyres for our cars. We understand from Dunlop that the earliest shipment of "L" tyres from England would be mid November.

The obvious outcome of the confusion regarding implementation of the control tyre is to bring forward the date to 2006 with a possible moratorium on the use of an "M" profile for a short period to enable Dunlop to obtain sufficient tyres for our cars.



Ed Holly drove his Lotus 20 No. 1 ex Geoghegan works car at Eastern Creek to record a high points score in the trophy series. Photo courtesy of Bill Forbes

TORQUE AROUND THE PITS

Mark Esmore informs us that the advertising section of Pitstop really works with plenty of interest in his Talisman from recent issues of this newsletter, and Grant Patullo has advised he recently sold the Golford to Frank Marshall in Qld. where we hope to see it reappear soon.

Recently, Peter Strauss drove a Brabham BT6 belonging to Lt. Col. Bob Birrell at 2 UK events in preparation for his plans to ship his own BT6 to England next year for competition during the northern summer.

Both Dick McArthur-Onslow (Lotus 20B) and Doug Bradhurst (Pennyford) are on the sick list at present and we wish them a speedy recovery to full health and doing what most old racing drivers enjoy most.

Rob Hands has reduced his stock of open wheel cars recently selling 2 Brabham's and his first car, the very successful Group M Rennmax that he has campaigned over the past 8 or 9 years.

Lynn Cowan is well advanced on the construction of a new 1100 cc Borgward Hansa engine for his Lynx, which from what he tells us could make the car very competitive.

Dick Willis is putting the finishing touches to the ex Dave Kirkby Lynx Formula Junior that has been out of action for some 20 years. This was the car that Lynx were preparing for John Marsden to drive before he moved interstate.

Another car nearing completion is the 4th and last Jolus built for John Davies. Geoff Fry who owns and races car No. 1 is well equip to finish this more technically advanced car.

NOTICE BOARD



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Attractive Australian Special with history.

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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 1963 Talisman

BT2 copy using Brabham parts, full alloy body, all steel dry sump Ford engine by Ian Tate. 4 speed CR VW trans, regular FJ competitor. Current CAMS Log Book & C of D. Includes trailer.

Price \$30,000

Contact Mark Esmore W. (03) 5495 1466 M.
0418 380 662



For sale 1961 Lotus 20J908 Formula Junior

Ex Geoghegan works car fully restored. Full history available, CAMS Log Book and C of D. Price \$77,000

Contact Ed Holly 02 9522 6845

MISC. FOR SALE

- 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
- Lotus 20 windscreen pattern/mould. Available for hire. Contact Dick McArthur-Onslow H. (02) 6777 6523
- Ford 120E engine block with caps \$200 Ford 120E engine complete \$395 Ford 120L block with caps \$1000 1 set of 125E conrods \$400 Contact Janet Conheady 03 9457 7303 (BH) or csp@hyp.net.au
- Purpose built trailer suit Formula Junior. Single axle with override brakes Lightweight alloy const. Vinyl cover, elec. Winch loading. Price \$3,500 Contact Rob Hands 03 9808 0271

WANTED

Weber Carburetor parts to suit 40 DCOE including chokes and jets to assist tuning of Lotus 18. Contact John Hartnett 03 5987 3667

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