

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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PITSTOP

SPRING 2006 EDITION NO. 36

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Following the conclusion of the 2006 AFJA Trophy Series in September, where members contested the final and 7th round in as many months at Wakefield Park, there was a scheduled 3 month break to recover before the Tasman Revival at Eastern Creek in December. At this event we have been promised dedicated races for Formula Junior, together with 1960's F3 cars provided we can muster at least 25 entrants, so to avoid being hassled by your fellow competitors, you need to enter your car by **27TH OCTOBER** to be part of the celebration. See full details elsewhere in this issue.

The recent Annual General meeting of members at Goulburn resolved to incorporate the AFJA and limit members legal liability in the future, it was also agreed to promote a closer liaison with owners of 1 litre Formula 3 cars in Australia, by offering them associate membership, and combined events in our series with a perpetual trophy sponsored by AFJA for the car with the highest points.

The AGM also resolved that owners wishing to enter their car in the AFJA Trophy Series from 2007 will need to be accepted by the committee as suitable following provision of their cars Cert. of Description or equivalent. It was also agreed that the results from races where Group L and M are conducted separately, should not be merged to produce an artificial result for the trophy series. To facilitate this decision, the committee are discussing various alternatives, and may be forced to delete those events on our proposed calendar that do not provide formula Junior only races, as this seems to be the only means to protect the rights of car owners in each group.

The AFJA is committed to achieving something special for the 50th celebrations in 2008, and pending further advice from Europe regarding future planning in that regard, the AFJA will endeavor to develop local events worthy of the occasion as previously reported. We shall also update our "Formula Junior in Australia" promotional document, which currently includes over 70 cars from Australia and New Zealand whose owners are eager to participate, with more on the way.

Recently we received an email from NZ suggesting a combined 2008 celebration, whereby we send some cars to an event in NZ, and they reciprocate at Phillip Island, and possibly the AGP demonstration we have applied for the week after. To further enhance our position regarding number of entrants, we are informed that the W.A. FJ owners are also keen to transport their cars across the dessert to do battle at the island, so maybe we need to invite the world to our playground, and see what happens.

Regarding the control tyre implemented for the AFJA Trophy Series, we understand that Dunlop now have stock of each size required, and just as well, because many cars are reported to be having difficulty with their worn out old tyres that need to be replaced for 2007. Any member experiencing problems regarding the control tyre should contact their AFJA State Rep. or secretary Kelvin.

KELVIN C. PRIOR
SECRETARY/TREASURER AFJA



NOTICE BOARD

For sale via Secretary Kelvin Prior

- AFJA Caps including postage \$25
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EVENTS FOR 2007 TROPHY SERIES



Round 1	March 10 - 11	Phillip Island Vic.
Round 2	April 7 - 9	Mallala Historic SA
Round 3	May 12 - 13	Morgan Park HRCC Qld
Round 4	?	Oran Park NSW
Round 5	Aug. 4 - 5	Ipswich Historic Qld.
Round 6	Sept. 15 -16	Eastern Creek NSW
Round 7	Nov.	Wakefield NSW

*Leo Geoghegan
Perpetual Trophy*



*Aon
Perpetual Trophy*

AFJA AND AON TROPHY SERIES FINAL SCORE FOR 2006

Driver	Car	Group	Phillip Island	Mallala	Morgan Park	Winton	Oran Park	Ipswich	Wakefield	Total
Murray Bryden Vic.	MRC	FJ2#	10 + 10	10 + 10	-	10 + 10	-	-	10 + 1	71
Geoff Medley NSW	Nota	FJ1#	-	10 + 10	8 + 10	6 + 8	8 + 10	-	-	70
Graham Brown Qld	BT2	FJ2	8 + 8	(4 + 8)	6 + 6	-	8 + 8	10 + 10	(6 + 0)	64
Dick Willis NSW	Ausper	FJ1	-	-	10 + 8	10 + 6	10 + 8	1 + 10	-	63
Mike Gosbell NSW	Donford	FJ2#	-	-	10 + 8	8 + 8	-	6 + 6	4 + 8	58
David Reid Qld.	T59	FJ2	(4 + 4)	6 + 6	(0 + 0)	-	10 + 6	8 + 8	3 + 6	53
Alan Conway Qld.	Gemini	FJ1	8 + 8	-	4 + 6	-	6 + 4	(0 + 8)	8 + 8	52
Geoff Fry NSW	Jolus	FJ1#	-	8 + 8	6 + 0	-	-	-	10 + 10	42
Peter Boel Qld	Lola 5A	FJ2	-	-	8 + 10	-	6 + 10	4 + 4	-	42
John Medley NSW	Nota	FJ1#	10 + 10	0 + 0	-	8 + 10	-	-	-	38
Jonathan Williamson WA	Lotus	FJ2	6 + 6	-	-	-	-	-	8 + 10	30
Frank Marshall Qld	Golford	FJ2#	-	-	4 + 4	-	-	0 + 3	1 + 3	15
Michael Shearer SA	T59	FJ2	-	3 + 3	-	6 + 0	-	-	-	12
Wayne Hocking SA	TAD	FJ2#	-	8 + 4	-	-	-	-	-	12
Dennis Neal NSW	Lynx	FJ1#	-	-	-	-	0 + 6	-	-	6
Peter Johnson NSW	BT6	FJ2	-	-	-	-	-	-	2 + 4	6
Roger Ealand NSW	Lotus	FJ1	-	-	-	-	-	1 + 1	-	2
Ian Bailey NSW	Lynx	FJ2#	-	-	-	-	-	-	DNS	0
Ken Ward NSW	Renmax	FJ2#	DNS	-	-	-	-	-	-	-
David Reid NSW	Elfin	FJ2#	DNQ	-	-	-	-	-	-	-
Colin Haste NSW	BT2	FJ2	-	DNQ	-	-	-	-	-	-

Denotes Australian built car with points towards the Aon Perpetual Trophy\

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES YEAR 2006

During 2006 there were 21 different cars from 5 states of Australia that contested events in the AFJA Trophy Series, and it was pleasing to note that 16 of the contenders crossed state boundaries to improve their chance of winning the Trophy, or was it that they enjoyed participating in an event that catered for their particular car. For the first time in AFJA history, there were 4 cars that could have clinched the required number of points in the final round at Wakefield Park to win the coveted AFJA Trophy, 2 experienced mechanical failure during the weekend, and the other 2 did not enter due to holidays and engine problems.

Cont.....

The most interesting part of this analysis is that Murray Bryden in the MRC Lotus, which is probably the most competitive car and driver package this year, finished with only 1 point clear of Geoff Medley (Nota) driving one of the slower front engine cars, and again proving that reliability and consistent participation are more important than speed.



Queensland Raceway

Graham Brown No. 2 (Brabham BT2) leads David Reid No. 16 (T59 Cooper) with Mike Gosbell No. 35 (Donford) in 4th position

Race Report – Queensland Raceway – Round 6 - AFJA Trophy Series 2006 by Peter Boel

Round 6 of the Trophy Series was held on a sunny if somewhat windy weekend at Queensland Raceway. The drought conditions in SE Queensland plus the V8 Super Car activity of 2 weeks earlier resulted in a paddock largely denuded of grass making for a very dusty, dirty weekend. However the program was very well run with lots of track time for all. Eight Formula Juniors entered for the meeting, which had us running in a mixed field of Group K, L and M race and sports cars.

Qualifying on Saturday morning was red flagged after only a few laps due to a large oil spill from one of the Group M cars on the far side of the circuit. Qualifying resumed with Dick Willis (Ausper T2) and Peter Boel (Lola Mk 5A) remaining in the paddock with engine maladies and Roger Ealand (Lotus 18) returned to the paddock shortly thereafter with similar problems. Alan Conway (Gemini Mk 3A) had the misfortune to spin on some of the remaining oil, damaging a front wheel and putting an end to his proceedings for the day. Graham Brown (Brabham BT2) with a major transaxle re-build completed just prior to commencement of proceedings ended up with the fastest time well ahead of David Reid (Cooper T59), Mike Gosbell (Donford), Peter Boel, Dick Willis, Roger Ealand, Frank Marshall (Golford) and Alan Conway.

Only 6 FJ's fronted the starter for the Saturday afternoon race. Graham Brown streaked away from the remaining Juniors led by David Reid and Mike Gosbell with Peter Boel, Dick Willis and Roger Ealand further back battling some bigger engined competitors. Roger departed the fray after only 2 laps followed by Dick 2 laps later both with car problems leaving only 4 FJ's to greet the chequered flag.

The Sunday Feature race saw all 8 FJ's back in action, Alan Conway having managed to get his damaged wheel rewelded and fitted in time for the start of the race. Graham Brown again led the Juniors away from the line followed by David Reid hotly pursued by Mike Gosbell. David and Mike swapped places several times before David built a small lead on Mike those three drivers holding those positions to the finish. Further back Dick Willis got the better of Peter Boel off the line closely followed by Roger Ealand. Those three circulated in close company for several laps before Peter and Roger passed Dick. Roger then once again fell foul of the gremlins and withdrew from the contest and Peter slowly closed the gap on Mike only to see the chequered flag prevent him from contesting third position. Frank Marshall, with lap times steadily falling through the meeting had a solid drive further back in the field in the company of several non-Junior competitors and Alan Conway starting from the back of the grid due to his qualifying mishap enjoyed some close racing with the tail enders.

The final race of the meeting for Groups K, L and M was a handicap race won with a spirited drive by Alan Conway in his Gemini, his first win in the car. Jenson Button must have been watching as he performed a similar feat that night giving Honda its first F1 win in almost 40 years. Wonder what brand of wheelchair I'll be driving when we next see that happen!!!!



Queensland Raceway

Peter Boel No. 5 (Lola Mk.5A) in close company with Roger Ealand (Lotus 18)

RACE REPORT WAKEFIELD PARK FINAL ROUND 7 AFJA TROPHY SERIES

Wakefield Park near Goulburn and 200 km south of Sydney is ideally located to the majority of members, but due to a date change from last year, normally November, the number of Formula Juniors entered was less than expected. The HSRCA who organised the event were most obliging, and still scheduled 10 and 12 lap Formula Junior only races for the weekend, for which we are most grateful.

The circuit at Wakefield is near snowfields in the NSW high country from where an icy wind made conditions uncomfortable. The track was cold and damp with negligible tyre wear recorded, and this sort of suited those cars endeavouring to maximise the use of their old tyres before 2007

Regrettably, Ian Bailey (Lynx) and Peter Boel (Lola) who were both entered had problems that prevented them from competing during the weekend, and Graham Brown was forced to retire his BT2 Brabham after disintegrating a front wheel hub in race one on Saturday.

Race one was won by Murray Bryden (MRC Lotus) half a second in front of Jonathan Williamson (Lotus 22) whose car has been recently freshened, followed by Graham Brown (BT2) obviously slowing in the last 2 laps due to mechanical failure then came Mike Gosbell (Donford) who's car had literally launched itself from the starting line at the beginning of the race. David Reid (Cooper T59) who had luckily found an elusive fault in his cars Kill Switch prior to the race was next, followed by Peter Johnson (BT6) and Frank Marshall (Golford) coming to grips with his new car, then Geoff Fry (Jolus) and Allan Conway (Gemini) bringing up the rear of the field in that order.

The second point-scoring race before lunch on Sunday saw two of the front running cars out of the race, and Jonathan Williamson scoring an easy win. Murray Bryden (MRC Lotus) was penalised for moving his car on the grid before the start, and then retired after 5 laps with broken gear linkage that had plagued him in the earlier event, otherwise the cars held formation with similar results to race one.



Wakefield Park

New AFJA President David Reid enjoying himself in his T59 Cooper during the final round of the Trophy Series

Photo courtesy of Patrich Llufi

OVERSEAS NEWS

Received advice from both Peter Strauss and Don Thallon regarding their overseas exploits in their respective Formula Juniors. Peter's car has arrived home, and Don's is on its way in a container after competing in the FIA Lurani Series for Formula Junior in Europe this year.

Don drove his T56 Cooper in most of the Series events, but not without various mechanical maladies designed to make life difficult for overseas visitors. He did however gain an overall 2nd in class, and should be pleased with the result. Peter enjoyed himself so much he wants to repeat the experience in 2008, and obviously in need of a holiday in 2007 to recover from what must have been a hectic life style this year, flying to and fro to compete in the series, driving his BT6 Brabham.

With regard to the FIA Lurani Series currently organised by Duncan Rabagliati of the FJHRA in England, we here in Australia have received considerable emotional correspondence from Europe regarding the proposed removal of Duncan in lieu of an FIA appointed committee to organise the series from 2007 onwards, and it is possibly this upheaval to existing arrangements have sidelined the proposed world cup in 2008 for the present. We also understand that the UK based FJHRA are possibly seeking to organise a series similar to, and in direct competition with the existing FIA Lurani series in 2007, which could make things interesting.



Formula Junior Race at Wakefield Park, the eventual winner Murray Bryden in his MRC Lotus leading the field through turn one.

Photo courtesy of Steve Oom

TORQUE AROUND THE PITS

Jonathan Williamson may have appeared a little rusty at Wakefield, having not raced since early 2006 at Phillip Island, but his car was certainly not slow, and appeared to be catching Murray Bryden as the weekend progressed. Frank Marshall, complete with support crew from Qld., enjoyed Wakefield in the Golford which seems to have ample horsepower considering he was only able to use 2 gears on the circuit. This we understand is about to change with the correct ratios about to be fitted.

Tony Caldersmith has recently completed a full restoration of his attractive Mk2 Gemini Formula junior, and is obviously looking forward to joining in the fun that only Formula Junior racing can provide.

The "Oily Rag" published by the HSRCA for members in NSW, QLD and VIC. has become the unofficial magazine for historic racing on the east coast of Australia, and in recent times, the editor has given excellent coverage to formula junior activities, and we thank Wes and Peter for writing the articles. In the current Spring issue, there is an excellent human-interest story by Colleen Conway on the exploits of her husband Allan in his Gemini Formula Junior at Queensland Raceway during round 6 of the AFJA Trophy Series in August.

At the recent AGM, members decided to fund a perpetual trophy for 1960's 1 litre formula 3 cars, as these cars are similar to FJ, and will help boost our future prospects. To date we are advised that Pat Ryan from VIC. is hoping to have his Brabham ready for the Tasman Revival, as is Robert Foster from Casino. Steve Wood, M @ O rep. For NSW has just purchased a BT15 Brabham basket case from the USA, and is looking forward to competition when the restoration is complete.

Cont....

Doug Bradhurst, currently on the sick list but recovering is hoping to present his "Penyford" at the Tasman Revival in December, but is unlikely to race the car. Get well soon Doug as we miss you.

Rob Hands has also been on the sick list, and consequently the MRD restoration has slowed a little, but not his desire to complete what is a labour of love. We look forward to your swift recovery, and that of the car.



Murray Bryden ably assisted by son Simon holding the AFJA Leo Geoghegan perpetual trophy and the Aon perpetual trophy won during 2006 in his MRC Lotus

HSRCA NSW – TASMAN REVIVAL EASTERN CREEK DECEMBER 1, 2 & 3 2006

SPECIAL NON AFJA TROPHY SERIES 3-DAY EVENT

CIRCUIT: 3.93 km anti clockwise track west of Sydney

PROGRAM: Voluntary private practice Thursday November 30th
Racing Friday, Saturday & Sunday December 1st, 2nd & 3rd

EVENTS: Special events are proposed for Formula Junior together with FIA F3 cars on each day subject to a minimum 25 entrants from Australia and NZ.

ENTRIES: Documents are available from the HSRCA Secretary phone (02) 9988 4743. Email members@hsrca.org.au or download from www.hsrca.org.au. Please indicate your car is eligible to race in FJ/F3 events

ENTRIES CLOSE 27TH OCTOBER 2006

ACCOMMODATION: Ample available in Parramatta area, only 20km from the circuit

DISPLAY: Anyone unable to race at this three-day event is encouraged to bring their car for our regular static display promoting Formula Junior. For this year only on track demonstrations for car owners with CAMS Level 2 license.

SOCIAL EVENTS: The HSRCA have organized a special event at Darling Harbour on Friday evening, and their Annual Christmas Party at the track after racing on Saturday for club members, international guests, competitors and crew

CARS FOR SALE



For sale 1961 Lotus 20J959
This car originally owned by Lionel Ayers Qld
Full restoration completed (like new)
Genuine enquiries only.
Contact Murray Bryden B.H. (03) 9357 9969



For sale 1960 Nota FJ "BMC"
One of only 2 front engine Australian built FJ's. This is a ground up rebuild, everything is new or overhauled with no expense spared. 1000 cc BMC engine with lots of BHP, Needham C/R smooth gearbox, BMC rear end, diffs of various ratios all overhauled. Many Spares. Log book, C of D history fully detailed. Incl. New lightweight trailer. Talking around \$42,500.
Contact Geoff Medley 0419 620 266 A/H 02 9791 6138



For sale Lotus 18 Formula Junior 1960
Chassis 766. CAMS logbook and C of D
Full history. Race ready.
\$65,000 incl. Closed in trailer
Contact Wybe Geertsma (07) 3812 3137 or 0418 717 535



For sale 1962 Gremlin Formula Junior
Original car (photo) built by Biull Smith and Ron Halpin using 105 E Anglia/VW trans, car currently modified but suitable for restoration minus engine.
Offers around \$10,000 to Jim Pidgeon (07) 4685 2366

FOR SALE

New Ford 105E steel crankshafts ex USA with lip seal rear main. Fully counterweighted. \$3200. Contact Bruce Mansell Work (02) 9417 4755

Ford Anglia Steel Engine by Peter Larner. Complete with front oil/scavenge pump, Bosch dist., flywheel, carby's, less manifold. To by sold freshened with dyno sheets \$20,000.
Contact Peter (03) 9439 8986

1999 model Laika 4 berth motorhome using 2.8 L Turbo Fiat Ducatto with tow bar. Only 30,000 miles. Available in UK. \$55,000 Aust. Contact Peter Strauss (03) 9822 0422.

2-year-old purpose built 2 wheel trailer to suit Formula Junior. Electric winch with ramps, electric brakes, canvas top. \$4,500. Contact Peter Strauss (03) 9822 0422

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