

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

13 Inglis Road, Berwick Vic. 3806 Australia

Email: afja@iprimus.com.au

www.australianformulajunior.com



Executive Committee	Chairman	David Reid	0418 352 182
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PITSTOP

SUMMER 2007 EDITION NO. 37

With regard to the proposed celebrations currently being discussed for the 2008 50TH Anniversary Golden Jubilee of Formula Junior, and in addition to that previously reported in Pitstop regarding the possibility of a World Cup, the AFJA are hopeful that negotiations with NZ regarding a Junior Tasman Series, and correspondence with other countries about a World Series will be successful. A matter of concern regarding these celebrations is the potential for some AFJA members to miss out on the fun due to matters only they can control. Obviously everybody will need a suitable car, so if you are planning to complete the restoration of that pile of junk in the shed, you need to consider that the end result will need CAMS and the AFJA Certification within 12 months to be part of this, and if you plan to drive in either historic racing or demonstration events, you will need a CAMS license.

The last issue of Pitstop advertised incorrect dates for the AFJA Trophy Series in 2007, so you need to change the dates to that being advertised elsewhere in this newsletter. Sorry. Regarding AFJA merchandise also advertised in Pitstop, we recently increased our stocks of various items to take advantage of volume price reductions, that are passed onto the purchaser, so when you forward your annual sub's (see separate advice) together with a copy of your cars Cert. of Desc., we shall be happy to post your order for AFJA caps, shirts and badges by return mail, together with 2 complimentary AFJA stickers for your car complementary to all financial members.

The last issue of Pitstop informed you of the decision to create a perpetual trophy for 1 Litre Formula 3 cars that are invited to race with Formula Juniors as part of the annual trophy series. Since then the AFJA have been offered and accepted a Memorial Trophy celebrating the life of Nerio Dizane who supported historic racing in Australia, and it is fitting that this trophy recognises F3 drivers, as one will probably drive Nerio's Brabham in the series. Incidentally, there are currently 8 known F3 cars in the country, 4 of which are operational, the others under restoration.

In the interest of fielding larger grids of similar cars at long circuits where traditionally our cars are swamped by very fast Group O vehicles, the AFJA have contacted all known 1 Litre F3 car owners regarding our proposals, and received very positive responses for the future. We have also entered into dialog with the HFVA who purport to represent historic Formula Vee owners in Australia, to see if we could help each other with combined grids at certain circuits, as they too will suffer in mixed capacity grids at high speed circuits as experienced by members of AFJA.

KELVIN C. PRIOR – SECRETARY/TREASURER



Group of AFJA drivers at the Tasman Revival Meeting Eastern Creek

*L. to R.
Peter Johnson, Dennis Neal, David Reid,
Geoff Fry, Mike Gosbell, Frank Hook,
Allan Conway, Peter Boel and Alan Telfer*

EVENTS FOR 2007 TROPHY SERIES



*LeoGeoghegan
Perpetual Trophy*

Round 1	March 10 - 11	Phillip Island Vic.
Round 2	April 7 - 9	Mallala Historic SA
Round 3	May 12 - 13	Morgan Park Qld
Round 4	June 2 - 3	Oran Park NSW
Round 5	Aug. 11 - 12	Morgan Park Qld.
Round 6	Sept. 15 -16	Eastern Creek NSW
Round 7	Nov. 24 - 25	Wakefield NSW



*Aon
Perpetual Trophy*

VHRR PHILLIP ISLAND CLASSIC 2007

ROUND ONE AFJA TROPHY SERIES

CIRCUIT: 4.45 km anti clockwise G.P. Circuit 128 km southeast of Melbourne, Vic.

PROGRAM: Voluntary private practice Friday 9th March
Racing Saturday & Sunday March 10th & 11th
Rob Roy Hillclimb Tuesday 13th March

EVENTS: Subject to entries received

ENTRIES: Contact Sandra Caffin (03) 9744 1807 – 63 Riddell Road, Sunbury Vic. 3429
Download from www.vhrr.com
Entries close 31st January

27TH SCCSA MALLALA ALL HISTORIC EASTER MEETING 2007

ROUND TWO AFJA TROPHY SERIES

CIRCUIT: 2.6 km clockwise track 55 km north of Adelaide SA

PROGRAM: Dinner at car club Thursday 5th April
Private Practice Friday 6th April
Racing Saturday & Sunday 7th – 8th April
Collingrove Hill Climb Monday 9th April

EVENTS: TBA

ENTRIES: To obtain an entry please contact Event Secretary Rory O’Neil 0417 881 601 or
download details from www.sportingcarclubsa.org.au

ACCOMMODATION: Most entrants including locals camp at the circuit which will be available Friday,
Saturday & Sunday at \$15 per car per night

HOSPITALITY: The Sporting Car Club of SA provide the best social event on our calendar with formal
dinner at their club on Thursday, BBQ Saturday evening at the track, possibly proceeded
with wine tasting, and a Sunday breakfast in the pits



Dennis Neal at Eastern Creek Tasman Revival driving his ex Kevin Bartlett Lynx BMC Works car

Photo courtesy of Bill Forsyth

THE TASMAN REVIVAL HELD AT EASTERN CREEK NSW DEC. '06 Report by Peter Johnson

The organization at the Tasman Revival was well done, all Junior owners were grouped together in one marquee, including Peter Boel who had brought his Lotus 41C, Alan Telfer with the ex- Dick McArthur Onslow's Lotus 20, out for it's first competitive run, and Frank Hook is his F3 Cooper T76. Needless to say, this made for easy conversation and plenty of laughs. Peter Strauss moved camps to be near Peter Larner in case he needed further lessons in the correct use of his tacho telltale.

The weather was quite strange all weekend, one moment head-melting heat, followed by a day of torrential rain, then dull leaden skies and the need for warm jackets. Noel Bryen, who was already performing multiple tasks as part of the HSRCA organization, cooked his engine in private practice on Thursday, unfortunately missing the rest of the races, so Ken Ward's pretty Rennmax became an admired static display. My own Brabham blew a loose plug lead off on Friday, resulting in a DNS, but the problem was soon found and rectified, and ran like clockwork for the rest of the weekend.

Mike Gosbell ran his newly refreshed engine in the Donford on Thursday, set good times in qualifying, but a combination of new, firm valve springs, and a too short bolt holding the rocker shaft to the head resulted in the lug parting company, and a broken rocker shaft. Mike begged and borrowed a new head gasket from Alan Telfer, and a trip to Small Ford Spares netted him a rebuilt, complete, though used 105E head in road trim. This was bolted on over night, and he was on his way again, and despite being limited to 7500 rpm on the straight, Mike reported the torque, with smaller inlet and exhaust valves, was wonderful in the slower corners. Not quite as quick as he had been in qualifying, but fast enough to enjoy competition, and with a long drive from the north coast, worth the rebuild effort. He went home with his usual cheeky grin on his face.

A surprise of the meeting was David Kent, usually driving a beautifully prepared Group S Lotus Elan, in Ian Bailey's Lynx. David instantly set very good times, enjoying himself immensely in his first junior drive, taking an outright place to his delight in a wet Saturday race. It is understood there is now some interest in permanently securing a junior for more drives.

Another pleasant surprise was Tom Tweedie, driving very well, and quickly in the newly restored Lola T60, powered by an alloy Cosworth SCA, a mechanical nightmare in itself.

Peter Strauss in his BT6 harried Jonathon Williamson in his Lotus 22 in each race over the weekend. Peter has had a lot of valuable seat time at the best circuits in Europe and the UK recently, and has improved his times and trackcraft considerably. His best times were never far short of Jonathon's, and may be a sign of times to come. And more mechanical advice from Peter Larner will not go astray. David Reid was never far behind, and continues to sort and improve his gorgeous Cooper T59 All he needs now is a new seat to improve his aerodynamics.

The Division 2 races on Sunday, mostly Juniors, a few slower 1500s, and a small number of historic logbooked Formula Vees were interesting, and created more competition and close racing. The Vees showed their inability to corner as well as a properly set up junior, often drifting wide in corners in an effort to maintain track speed. nor did they get their power to the ground as efficiently as the juniors , although Bernhard Haehnle, one cheeky Vee driver described as the "old man" of F Vee racing showed a good turn of speed and handling, putting him in front of several of the juniors, and 1500s.

Allan Conway, Alan Telfer, Dennis Neal, and Geoff Fry kept up the rearguard action, obviously enjoying themselves, and filling out the small field of juniors. Many of the cars were already fitted with the new L section control tyres, and although stock is not current at the moment, more should be here in time for Phillip Island. Where are the 26 cars we had at Wakefield Park not so long ago? We need a strong showing this year to gather major race involvements for our 50th Anniversary in 2008. Keep bringing them out. We had 41 O cars, and 35 M cars including juniors, some unseen for a number of years, and these need to be seen regularly. The meeting was a fabulous tribute to the many stunning open-wheelers that raced in the Tasman series and throughout the 60s from club level upwards.

The Sunday afternoon Revival Race had a full capacity of cars, including Allan Conway who valiantly circulated in his Gemini , avoiding the flying Lotus 49 and Brabham Alfa as they carved through the field. The spectacle and sound is something to be remembered.

The organizers at the HSRCA deserve our thanks for putting the effort into holding such a major race meeting. Overseas magazines are already applauding the event, and looking forward to another in the future.

*Peter Johnson in his
BT6 Brabham
on dummy grid at Tasman
Revival Eastern Creek*



TECHNICAL REPORT

Year 2007 brings with it change that affects our cars, but only where the owner wishes to contest the AFJA annual trophy series.

TYRES All cars contesting the Formula Junior trophy series are now required to use L profile Dunlop control tyres previously agreed to, namely 4.50 and 5.50 x 13 at \$1278 per set, and 4.50 and 5.00 x 15 at \$1570 per set, and due to their higher profile and different compound from that previously used, cars may need different alignment specifications to maximise their grip.

With regard to 1 litre F3 cars, they do not require different tyres to that already fitted, provided they comply with CAMS group M and O regulations.

CERTIFICATE OF DESCRIPTION All cars contesting the AFJA annual trophy series, are now required to be certified by the AFJA as suitable following receipt of a copy CAMS Cert. of Description, or current application for same. In other words, if you have not already done so, please forward photocopy of your C of D to the secretary ASAP.

LAP RECORDS The AFJA website has for some time contained current lap records for Formula Junior cars established at different circuits within Australia, but due to the implementation of a control tyre from 2007, it was decided to recommence the times, as it is expected that lap times will be slower on the control tyres.

THE “OLD DOG” AWARD – Report by Ian Bailey

We resolved last year that the AFJA would provide a perpetual trophy to be presented annually by the HSRCA to a competitor who exhibited an attitude to historic racing that showed they were involved for the fun of it all. The impetus for the idea was the passing of Dick Macarthur-Onslow (“Old Dog”) who stood out as an example of what enjoyment can be had without taking it all too seriously. The HSRCA accepted the idea and the Trophy as you see it here was created.

The citation states:-

Old Dog loved Historic Motor Racing and participated with a measure of good humour, irreverence and panache that should be celebrated. He and his Lotus 20 FJ showed us what it’s really all about. This trophy commemorates Old Dog and celebrates the joy of it all.



Following careful consideration and wide consultation it was decided to select John Fabiszewski, as the first recipient of the “Old Dog” Award. He has been the driving force behind the development of Formula Vee as a separate historic category and cheerfully lends his time, cars and knowledge without reservation. As was said of him the category would simply not be where it is but for him, and he is one of those rare men who seems not to mind if those who borrow his cars are quicker than he.

The trophy was first presented at the annual HSRCA trophy presentation after the incredible Tasman Revival Meeting in December 2006 at Eastern Creek. Rohan Macarthur-Onslow, Dick’s son and Gold Star Champion in 1988 & 1989 attended with his mother and Dick’s wife Chris. Rohan made the presentation to John and spoke fondly but with appropriate irreverence.

Dick’s Lotus 20 has passed to Alan Telfer who was finding his way and learnt to some surprise the history and affection that is associated with his new toy.

John Fabiszewski summed up his appreciation in his report for the Oily Rag:-

“...and to the people who voted for me to receive the inaugural R.B.Macarthur-Onslow Old Dog Award it was something I never expected and will remember for a long time, for while I do what I do because I have a passion for both Historic Racing and Group V. I gain my reward from the smiles on the faces of all the Group V people every time they run, but to be honoured in such a way for something I get satisfaction from doing and in front of so many people will stay with me for a long time.”



Alan Telfer driving the ex Ken Milburn Lotus 20B, more recently made famous by the late Dick Macarthur-Onslow as seen at Eastern Creek Tasman Revival

Photo courtesy Bill Forsyth

TORQUE AROUND THE PITS

Colin Sullivan from Vic. recently sold his Elfin Catalina to John Burch in NSW and we welcome him to automatic membership of the AFJA, Colin recently completed an extensive restoration of this car which did compete as a Formula Junior in the period, and we live in hope that John will fit the correct engine so he can contest the AFJA trophy series at some time in the future. Collin supported the AFJA during his membership with sponsored adverts in Pitstop, he also designed and supplied our car transfers, and we hope he will continue his involvement even though he has purchased an Elfin streamliner sports car instead.

Regrettably, we are advised that AFJA member Doug Bradhurst from NSW will hang up his helmet for the time being whilst he endeavours to regain his health that has been poor in recent times, Doug has also decided to sell the Penny Ford, see advert this issue, and we wish him well from all AFJA members.

Rob Hands from Vic has slowed down on the MRD restoration due to health concerns previously reported, and whilst we would like to see the MRD back on the circuit, we would much prefer Rob to be fit and well, as he gets very “angry” when he is sick.

Talking with Neil McCrudden from WA recently on different matters, and he stated that he can fit 9 Formula Juniors in a high deck 40 ft container using 3 levels, thus significantly reducing the cost per car in shipment by land or sea, and it is possible this configuration could be an important break through for 2008.

Robbie Nichols from SA is currently rebuilding the engine and gearbox for his Mk2 Lola Formula Junior, and he hopes to be back in action in the near future, and just maybe with the next generation steering it. Well it is possible.

Friends of committeeman Peter Strauss we understand are currently negotiating to purchase Formula Juniors, and it is rumoured that one is a Stanguellini from the USA, which if successful will put another Stang. In Vic., and the 7th front engine Junior in Aust. The other is an Elfin that has been missing for many years, and both cars will help swell our numbers of potential competitors in future events.



Peter Strauss in his BT6 Brabham leads Jonathan Williamson (Lotus 22) at Eastern Creek Tasman Revival

Photo courtesy Bill Forsyth

Another bought and sold involves the Cooper BMC shipped to Aust. from NZ in 2001 by Joe Ricciardo of WA, we now understand that it is a 1962 T59 which the new owner Glen Stewart-Richardson also of WA hopes to restore and race. Welcome Glen to membership of the AFJA.

The T59 Cooper BMC restored by secretary Kelvin, and advertised mid '06 has returned to the USA where it's racing history was established in the period by its original owner Suzi Dietrich. Unfortunately for Australia, there was no realistic local interest in this car. Another car currently for sale is the Lynx Borgward belonging to Lynn Cowan who has commissioned a dealer in the UK to try and sell it now that it has the correct engine for Formula Junior.

Don and Jeanette Thallon toured Europe in 2006 so Don could race his T56 Cooper in the FIA Lurani series for Formula Junior as reported in previous issues of Pitstop. Now it seems that Don not only gained 2nd in class, but was also awarded the John Cooper Memorial Trophy by the Cooper Car Club in England for his efforts during 2006. Not bad for an Aussie battler eh?

It seems that Ian Bailey engaged a works driver for his Lynx at the Tasman Revival at Eastern Creek in December, namely David Kent of Lotus Elan fame. Unfortunately, the differential disintegrated on Saturday, but with the help of some Formula Vee guy's with the correct spares at the track, the car was operational by 6 pm, and ready for Sunday's competition. Now that's dedication.

It is unfortunate that as we grow older, our health seems to deteriorate; this is of course hard to understand when as a racing driver you still think like a 21 year old. Regrettably, Lyn Archer from Tas. is currently in this category with a lifetime of motor racing experience, but on the sick list for the present. Lets hope there is a speedy recovery, as there are many more laps to drive in the Elfin.



*Ian Bailey's
Lynx at Tasman
Revival Eastern
Creek with
Works Driver
David Kent at
the helm*

OVERSEAS NEWS

Further to an article in the last issue of Pitstop, it would appear from information to hand that the FJHRA in the UK, and more particularly, Duncan Rabagliati will resolve their differences with the FIA regarding control of the annual European FIA Lurani Series for Formula Junior, and every indication to date would suggest that Duncan will continue to organise this world class trophy series, that both Don Thallon and Peter Strauss contested last year.

Recent correspondence from a guy in Texas revealed a new concept for car racing circuits in the USA called "Country Club Racetracks" that have similarities to Golf Clubs whereby members pay monthly dues for use of the facilities, this includes a permanent garage for your car, a restaurant and unlimited track time during the week. Currently there is one at Fort Worth Texas, with others planned for the state where they farm Oil.



NOTICE BOARD

For sale via Secretary Kelvin Prior

- AFJA Caps including postage \$25
- AFJA Polo Shirt including postage \$30
- AFJA cloth badge including postage \$10
- Business Card advertising 4 issues \$50

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CARS FOR SALE



For sale 1961 Lotus 20B 20J959
Car originally owned by Lionel Ayers Qld
Full restoration completed (like new)
Disc front brakes, 1100 cc Ford engine
Lotus Renault gear box
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 1963 Penny Ford
Built and raced by David Coode in UK then Aust. Excellent history, fully restored race ready for Aust. FJ Series by current owner with health problems. CAMS log book and C of D, spares and trailer included \$33,000 o.n.o.
Contact Doug Bradhurst (02) 9524 5715



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 MRC Lotus 22 Formula Junior
Unique Aust. Built car based on Lotus 22. Developed by Lionel Ayers. Outstanding fully documented Aust. History. Top HP Ford engine, 5 speed Hewland trans. Most consistent FJ Trophy Series winner in Aust. Expressions of interest to Murray Bryden 418 332 210. Email luckstah@gmail.com

FOR SALE

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

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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