



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

Incorporated in Victoria A0049958Z

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PITSTOP

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	Qld. Rep.	Peter Boel	07 3396 1624
	WA Rep	Neil McCrudden	08 9364 7467
	IPP	Ian Bailey	02 9411 4251

What an exciting time to be involved with Historic Formula Junior racing cars, for it would seem that finally there is evidence of increased enthusiasm from around the globe concerning the proposed celebration of the forthcoming 50th Golden Jubilee Anniversary of Formula Junior in 2008, and as a direct consequence, we are now involved in our greatest ever adventure into promoting and organising an international Junior Tasman Series of events for Australia and New Zealand early next year, and will require the full support of all members if we are to make all this work worthwhile. For further information on this matter, see separate article this issue.

The AFJA recently registered itself as an incorporated association following a special meeting of members at Phillip Island where it was agreed to adopt this new entity following previous discussions at the last AGM in Goulburn, when members decided to limit the legal liability of the Association to its current assets.

Enclosed with this issue of Pitstop are minutes of the constitutional meeting in March, and 2 AFJA car stickers for each financial member of the Association, and it is hoped that these will appear on either side of your car to promote the Association. If you did not receive any stickers, they will be available to all who renew their membership during the year.

There has been considerable interest in Formula Junior recently by people seeking to become involved in this international Formula, and this is evidenced by the quantity of bought and sold highlighted in the current "Torque Around The Pits" segment elsewhere in this issue of Pitstop. What is not obvious though is the number of further interested people that have been introduced to owners of inactive cars.

KELVIN C. PRIOR – SECRETARY/TREASURER AFJA



*Roger Ealand
in his Lotus 18
At Phillip
Island*

*Photo courtesy
Neil Hammond*

2008 JUNIOR TASMAN SERIES

As part of the 2008 50TH Anniversary Golden Jubilee celebrations for Formula Junior, the AFJA are negotiating a series of events in New Zealand and Australia in the form of a Junior Tasman Series, whereby car owners from the northern hemisphere can enjoy our southern summer and hospitality in their off season, and we ANZACS can contest these events in each others country.

The overall plan is to nominate certain events initially in NZ followed by Australia with sufficient time to ship cars to and from, and between both countries to satisfy the need and ability of overseas drivers to attend, bearing in mind other similar celebrations overseas during the year.

Members of the AFJA committee met with the NZFJR executive at Phillip Island Historics in March to discuss the series, and agreed to promote two consecutive weekend events in each country, and possibly three if time permits. The tentative dates under discussion are 26-27 January at Pukekohe near Auckland NZ, 2-3 February at Ruapuna near Christchurch NZ, February 23-24 at Calder Raceway near Melbourne, and 1-2 March at Phillip Island s/to the Melbourne AGP being held on 9TH March.

In New Zealand there will be other weekly events following on from Ruapuna in the south island as part of their Southern Festival of Speed, whereas in Australia, we have lodged applications with the Phillip Island Race Committee, The Clipsal 500 admin. For their event in Adelaide, the AGP Corp. board and Historic car demo committee, and have tentatively booked Calder Raceway for our own event.

The AFJA and the NZFJR plan to use 40 ft. multi deck containers to ship our cars to and from and by road within NZ, and dependant upon member's response to this idea, we would look to some form of commercial sponsorship to help defray some of the costs involved.

To date, there is already considerable interest from Europe in the series where they are talking container capacity and logistics, and the Kiwis are confident they can produce 14 cars, but not necessarily in Australia, whilst we believe that we could expect up to 50 cars at local events, we still need to know how many Australian cars will require transportation to NZ, so after speaking with your partner about this wonderful overseas holiday you are about to arrange, please contact secretary Kelvin regarding your decision without delay.



Graham Brown car No. 12 Brabham BT2 leads Peter Johnson car No. 37 Brabham BT6 enjoying the sea breezes at Phillip Island circuit.

Photo courtesy John Lemm

EVENTS FOR 2007 TROPHY SERIES

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



*Leo Geoghegan
FJ Trophy*



*Aon Aussie
FJ Trophy*



*Nereo Dizane
F3 Trophy*

HRCC QLD. – MORGAN PARK AT WARWICK 2007

ROUND THREE AFJA AUSTRALIAN TROPHY SERIES

CIRCUIT: 2.11 km clockwise track 160 km south west of Brisbane

PROGRAM: Voluntary private practice Friday 11th May
Racing Saturday & Sunday May 12th & 13th

EVENTS: TBA

ENTRIES: All documents including Sup. Regs. Available at www.hrcc.org.au or contact Bill Westerman on Bus. (07) 3262 2768 Priv. (07) 3262 2726 email airgard@mgard.com.au

ACCOMMODATION: See Warwick yellow pages

HSRCA NSW – HISTORIC MORGAN PARK 2007

ROUND FOUR AFJA AUSTRALIAN TROPHY SERIES

CIRCUIT: 1.96 km anti clockwise south circuit 45 km south west of Sydney cnr. Cobbitty and Northern Roads, Narellan

PROGRAM: Private Practice Friday 1st June
Racing Saturday & Sunday 2nd & 3rd June

EVENTS: Subject to entries

ENTRIES: Documents available by Fax from (02) 9988 4277 or email race@hsrca.org.au or download from www.hsrca.org.au

ACCOMMODATION: Camden Valley Golf Resort (02) 9606 6211 or contact circuit (02) 4646 1004 for advice

AFJA AND AON TROPHY SERIES CURRENT SCORES FOR 2007

Driver	Car	Group	Phillip Island	Mallala	Total
Jonathan Williamson WA	Lotus	FJ2	6 + 6	10 + 10	32
Peter Strauss Vic	BT6	FJ2	8 + 8	8 + 8	32
Murray Bryden Vic	MRC	FJ2#	10 + 10	-	20
Roger Ealand NSW	Lotus	FJ1	10 + 10	-	(20)
David Reid (Qld)	Cooper	FJ2	1 + 4	6 + 6	17
Mike Shearer SA	T59	FJ2	-	4 + 4	(8)
Mike Gosbell NSW	Donford	FJ2#	3 + 3	-	6
Peter Johnson NSW	BT6	FJ2	2 + 2	-	4
Graham Brown Qld	BT2	FJ2	4 + 0	-	4
Frank Hook Vic.	T76	F3	DNQ	-	0
David Reid NSW	Elfin	FJ2#	DNQ	-	0
Frank Marshall Qld	Golford	FJ2#	DNS	-	0
Geoff Medley NSW	Nota	FJ1#	DNS	DNQ	0
John Medley NSW	Nota	FJ1#	DNS	-	0
Wayne Hocking SA	TAD	FJ2#	-	DNQ	0
Colin Haste NSW	BT2	FJ2	-	DNQ	0

Denotes Australian built car with points towards the Aon Perpetual Trophy

AUSTRALIAN FORMULA JUNIOR TROPHY SERIES

After two rounds we have 2 cars with equal points in first position, and 2 cars equal on points in second position, but with 5 more rounds to contest, and only the best 4 results counting towards the Trophy, it is expected that the leadership battle will change the score to favour other cars in the northern states.

The new F3 Perpetual Trophy is as yet uncontested, but there are owners currently preparing their cars, and we can expect this situation to change in the near future.

The 2 cars with points bracketed will retain their points if and when the relevant CAMS C of D is provided to the secretary, and the cars are deemed suitable to contest the series.



David Reid in his T59 Cooper on outside of corner at Phillip Island closely followed by Mike Gosbell in the Donford

Photo courtesy of John Lemm

RACE REPORT – PHILLIP ISLAND 2007 – ROUND ONE AFJA TROPHY SERIES

Phillip Island is 130 km S.E. of Melbourne, the circuit is one of the best in the country with 4.45kms of undulating track, and the longest down hill straight with views over the ocean for drivers interested in that sort of thing. The weather was mid. 20's with slight breeze, however there was a shower on Sunday during our group of cars non-trophy series race in the afternoon.

There were record entries exceeding 500cars with 40 visiting from overseas, and a large percentage from interstate. We had 14 cars entered in composite races that were divided into two sections requiring a split start between 25 Formula Fords, and 32 monoposto's from the 1960's.

Murray Bryden driving his MRC Lotus gained maximum points for the Trophy Series by being the first Formula Junior in both races; he also set the new lap record at 1-56.4569. Peter Strauss BT6 Brabham narrowly defeated Jonathan Williamson's Lotus 22 into 2nd., but the class act was Roger Ealand in his low flying Lotus 18 in outright 4th, and 1st in class.

Graham Brown BT2 Brabham was next in the first race, but unfortunately damaged his car in the 2nd when he spun on some oil, Mike Gosbell in the Donford was next followed by Peter Johnson BT6 Brabham, and David Reid in the T59 Cooper, who kept improving his times as he sorted a fuel starvation problem during the weekend.



*Jonathan Williamson in his Lotus 22
Formula Junior at Mallala Easter
weekend*

Photo courtesy John Lemm

RACE REPORT – MALLALA 2007 – ROUND TWO AFJA TROPHY SERIES

The SCCSA organise this wonderful Historic race (social) meeting each year during Easter at Mallala 55km north of Adelaide, where the circuit is 2.6km clockwise and flat. The weather was near 30 deg. each day, and each car enjoyed 5 races, 2 of which were 8 lap feature events for our Trophy Series, in which 7 of our cars contested during the weekend.

The first non Trophy Series race on Saturday saw a first corner pileup when Wayne Hocking in the TAD launched his car from the 2nd row of the starting line, taking a few competitors by surprise, Peter Strauss BT6 Brabham endeavoured to pass Jonathan Williamson's Lotus 22 on the inside of the first corner, but clipped his rear wheel with his front and spun Jonathan off the track. By this time the cars behind were all taking evasive action, and unfortunately David Reid received some damage when another car hit him from behind. Jonathan was obviously upset as a result of his encounter and nearly caught Peter by race end setting a new Formula Junior lap record of 1-20.1561 nearly 2 seconds faster than his Qualifying time.

There was some fierce competition in the two main 8 lap races which Jonathan Williamson won in his Lotus 22 which incidentally ran faultlessly all weekend, he was followed closely by Peter Strauss BT6 Brabham who has improved his driving skills considerably in the past 12 months, possibly due to his recent overseas experience in the BT6, then came local driver Wayne Hocking in the TAD after mixing it with Peter in both races.

David Reid T59 Cooper and Mike Shearer in a similar car enjoyed themselves as David tried to coax his car to better performance with various adjustments, and Mike endeavoured to settle in a new motor, then came Geoff Medley who struggled with carby problems on his Nota for most of the weekend.

TORQUE AROUND THE PITS

Roger Ealand has always been a fierce competitor (the original smiling assassin) but it was great to see him in action at Phillip Island at long last with an engine that really works in his Lotus 18, also of interest is his holiday to the east coast of the USA complete with car for 3 months, now that's the way to travel.

Geoff Medley has withdrawn his Nota FJ from sale, and plans to make some changes to the car in the near future that will hopefully make the car even more competitive than it already is, and Wybe Geertsma from Qld. has finally sold his Lotus 18 that Terry Perkins used to drive so well for him, unfortunately, it went to a guy in Texas when the local market declined his offer to sell at a reasonable price on the world market.

A warm welcome to new member Geoff Dean from VIC. who owns, and is restoring one of the ex Jack Hunnam Elfin Catalina Juniors which we hope will appear one day with the correct engine. Another new car soon to arrive in Australia is the very popular front engine Stanguellini being shipped from the USA, and we welcome its new owner Norm Faulkner of Vic. to membership of the AFJA. Norm will spend some time restoring this car to its original condition, which wont want to be too long if he wants to contest the special Historic Monaco next year with all early Italian cars on the grid.

We need to record the recent sale of the Gremlin advertised in Pitstop last year to new member Geoff Findlay of WA where the car will be returned to its former Formula Junior specifications, and we are happy to report that restoration work has already begun, and look forward to seeing this important car in action. Welcome aboard AFJA Geoff.

AFJA Secretary Kelvin has purchased his original Lynx Borgward Formula Junior from Lynn Cowan who recently completed the restoration of a Lotus FF, and was short on garage space. The car was originally purchased from Lynx engineering in 1961 by Kelvin, and he installed the flat four Hanza engine and gearbox for competition during the early 60's, and will now complete the installation of the original 1100cc engine organised by Lynn to return it back to FJ spec's.

Bruce Mansell advertised his Lotus 22 Formula Junior in the HSRCA newsletter recently, and we understand there is a genuine buyer ready to sign up for the car which is in the final stages of a complete rebuild commenced some 8 years ago, then of course Bruce could also decide he likes it too much to part with, we will see in due course.

TECHNICAL REPORT

CONTROL TYRE

It would seem that the transition to a Formula Junior control tyre in 2007 has happened with minimal fuss, and the initial reports seem to indicate there are more benefits than previously thought, for besides aligning our cars with international rules, and leveling our local playing field, the new tyres whilst having different characteristics, don't appear to have changed previous lap times as much as was predicted, they will last longer, and will probably help reduce driveline failure.

CAMS Cof D

Of concern is the lack of response by members to an AFJA decision last year whereby members are required to provide a copy CAMS C of D for their car to gain points in the AFJA Trophy Series. To date we have received 15 copies, and in each case the secretary has advised the owner whether his cars specifications comply with local Formula Junior regulations, as distinct from CAMS group L and M requirements.

The provision of a copy C of D to the Association does not jeopardise the owners title to the car, or give away any technical secrets to other competitors, and whether members intend to contest the AFJA Trophy Series or not, the AFJA need to know which cars have an Historic Log Book and C of D when negotiating future events for these cars.

MINUTES OF SPECIAL MEETING FOR MEMBERS OF AUSTRALIAN FORMULA JUNIOR ASSOCIATION HELD 5 PM 9TH MARCH 2007 AT PHILLIP ISLAND GP CIRCUIT VISITORS CENTRE IN VICTORIA FOLLOWING REQUIRED 21 DAYS DUE NOTICE BEING GIVEN TO MEMBERS.

WELCOME Meeting commenced 5.15 pm, and Chairman David Reid welcomed all in attendance.

ATTENDANCE Graham Brown, Frank Marshall, Peter Strauss, Mike Gosbell, Peter Johnson, Jonathon Williamson, Kelvin Prior.

APOLOGIES Peter Boel, Mike Shearer, Neil McCrudden, Geoff Findlay, Ian Bailey, Dick Willis, Roger Ealand, Murray Bryden.

SPECIAL BUSINESS

- A motion authorising the secretary to incorporate the association was moved by Graham Brown, seconded by Mike Gosbell, and carried unanimously.
- A motion to approve the proposed statement of purpose was moved by Mike Gosbell, seconded Peter Strauss. This was subsequently amended by a motion from Kelvin Prior and seconded by Peter Strauss to delete the second proposed statement of purpose concerning improved car values, which was carried unanimously.
- Kelvin Prior moved, and Mike Gosbell seconded a motion to adopt model rules as provided for in the Associations Incorporations Act (1981) Schedule 5 as provided by the Dept. of Consumer Affairs Victoria, with an amended rule 2 (1) changed to read “Financial year ending 31st. December” was carried unanimously.
- Motion to rescind resolution adopted at previous meeting of members where it was resolved “ That points gained in separate L and M races would in future not merge to obtain results for the trophy series” was moved by Kelvin Prior, seconded Peter Strauss, and after considerable debate, the motion was carried by a 2/3rd majority.

BY-LAWS It was moved by Kelvin Prior, seconded Graham Brown that the meeting note the Committee’s intention to adopt by-laws that will assist with the internal management of the Association, carried.

Meeting closed 5-35PM



*Mike Shearer
in his T59
Cooper at
Mallala
Easter
weekend*

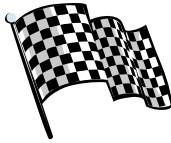
*Photo
courtesy
John Lemm*



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



EASTERN RACE PARTS
MOTOR SPORT SUPPLIES

Australian Distributor of
Hewland Gearboxes and Spares
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CARS FOR SALE



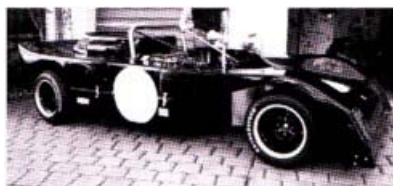
For sale 1961 Lotus 20B 20J959
Car originally owned by Lionel Ayers Qld
Full restoration completed (like new)
Disc front brakes, 1100 cc Ford engine
Lotus Renault gear box
Contact Murray Bryden B.H. (03) 9357 9969



For sale 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 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 1971 Manx Renault Group Q Sports
Car is possibly built from the 1962 ex Bert Bartrop prototype slimline
Lynx FJ111 and could represent restoration project.
Price \$6,000
Contact Rex Jolly (07) 4661 8067 or 0412 695 677

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