



AUSTRALIAN FORMULA JUNIOR ASSOCIATION

Incorporated in Victoria A0049958Z

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PITSTOP

SPRING 2008 EDITION NO. 44

MESSAGE FROM THE PRESIDENT

I have often commented to my good wife Jo that Historic motor racing is more than just about the cars. It's about the people you meet, the places you stay and the adventures you have along the way. Normally, for me and I'm sure for some of you too, this has been predicated by many long hours spent in the shed away from the family. For some of our members, they have been experiencing amazing new ventures with their cars of late, enjoying overseas events and, I'm sure, are looking forward to the last round of the Jubilee Series to be held in South Africa. I have enjoyed reading the emails of those involved, describing the trials and tribulations and I look forward to hearing some more.

At the time of writing this, I find myself sitting on the balcony of David and Annie's place in Queensland, overlooking the most splendid views. We have just arrived after doing the long haul from Adelaide, for a family holiday at the "worlds", and yes, shock horror, there is no race trailer in tow! On the way we called in and stayed with Greg and Glenda Snape at Yass. I even got to take his magic Cooper BMW for a pre Wakefield Park shake down run—just a couple of hundred metres, but what a magic car that Cooper is, with a supercharged BMW motorcycle engine ...amazing power to weight. If it wasn't for my family's involvement (and now mine and Jo's family involvement) growing up with this great sport, we would never have had the opportunity to meet and stay with such wonderful people and befriend so many others along the way.

Now, less of the nostalgia and down to business — members have recently completed a survey that Kelvin Prior will provide greater details on elsewhere in this newsletter. Many thanks to Allan Conway for his initiative and for providing the committee with the draft survey. It was pleasing to see that 38% of our members returned the survey and a number expressed their gratitude to the AFJA committee for the way in which affairs have been conducted in the past. The majority of responses were from current competitors so, unfortunately, we were unable to gauge what, if anything, the association can do to further engage or entice owners of Formula Juniors that we don't see out very often. Please feel free to contact your State rep at any time if you wish to have any further communication with us. We would really like to know if the AFJA could provide more for those who don't regularly compete.

Happy and safe motoring, may all your engines be blessed with strong horsepower and long life.

Michael Shearer
AFJA President



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EVENTS FOR 2008 TROPHY SERIES

- | | | |
|----|---------------|---------------------|
| 1. | March 1 | Calder Park Vic. |
| 2. | March 7 – 9 | Phillip Island Vic. |
| 3. | March 22 - 23 | Mallala Historic SA |
| 4. | May 3 - 4 | Morgan Park Qld |
| 5. | Sept. 27 - 28 | Wakefield Park NSW |
| 6. | Nov. 28 – 30 | Eastern Creek NSW |



*Leo Geoghegan
FJ Trophy*

*Aon Aussie
FJ Trophy*

*Nereo Dizane
F3 Trophy*

AFJA FJ/F3 TROPHY SERIES SCORES FOR 2008

Driver	Car	Group	Calder	P.Island	Mallala	Morgan Pk	Wakefield	Total
Kim Shearn Vic.	Lotus	FJ1	10+8	6+0	-	10+10	10+10	64
Graham Brown Qld	BT2	FJ2	8+8	(1+1)	8+0	6+10	10+10	60
Peter Strauss Vic.	BT6	FJ2	10+10	10+10	-	-		40
Roger Ealand NSW	Lotus	FJ1	6+10	10+10	-	-		36
Don Thallon Qld	MRC	FJ2#	4+4	4+6	-	10+8		36
David Reid Qld	T59	FJ2	3+4	1+3	10-+10	-		31
Geoff Fry NSW	Jolus	FJ1#	3+3	1+1	-	-	8+8	24
Neil McCrudden WA	Lotus	FJ1	8+6	8+1	-	-		23
Mike Shearer SA	T59	FJ2	2+1	3+2	6+8	-		22
Bill Hemming Vic.	Elfin	FJ2#	6+6	6+4	-	-		(22)
Ed Holly NSW	BT15	F3	-	-	-	-	10+10	20
Peter Boel Qld	Lola	FJ2	0+3	1+1	-	8+6		19
Alan Telfer Qld	Lotus	FJ1	-	1+2	-	8+8		19
Peter Johnson NSW	BT6	FJ2	-	1+1	-	-	8+8	18
Jon Williamson SA	Lotus	FJ2	-	8+8	-	-		16
Norm Falkiner Vic.	Stang.	FJ1	2+2	1+1	-	0+1	4+3	14
Geoff Medley NSW	Nota	FJ1#	-	-	-	-	6+6	12
Mac Hulbert Vic.	Lotus	FJ1	-	4+8	-	-		(12)
John Medley NSW	Nota	FJ1#	-	1+3	-	-	3+4	11
Derek Smith Vic.	Lynx	FJ1#	1+0	3+6	-	-		10
Allan Conway Qld	Gemini	FJ1	4+4	0+0	-	-		8
Mike Goodfellow Qld	Talisman	FJ2#	-	-	-	4+4		8
Dennis Neal NSW	Lynx	FJ1#	-	2+4	-	-		(6)
Lance Carwardine WA	McEntee	FJ2#	0+3	0+1	-	-		4
Mike Gosbell NSW	Donford	FJ2#	-	2+1	-	-		3
Noel Bryen NSW	Rennmax	FJ2#	-	1+1	-	-		2
Dick Willis NSW	Ausper	FJ1	-	1+0	-	-		1
Howard Tucker NSW	Lynx	FJ1#	-	0+0	-	-		0
Colin Haste NSW	BT2	FJ2	-	-	0+0	-		DNQ
Ian Ashford SA	TAD	FJ2#	-	-	0+0	-		DNQ
Frank Hook Vic	T76	F3	-	-	-	-	0+0	DNQ

Denotes Australian built car with points towards the Aon Perpetual Trophy

(?) Where points are in brackets they apply to events in excess of 4 contested, or are subject to the provision of a suitable CAMS C of D to the secretary.

2008 AFJA ANNUAL TROPHY SERIES

Following round 5 at Wakefield Park in September, and with only one round to complete the 2008 Series, there are 2 contestants in the lead for the AFJA FJ Trophy, and either could claim the honour of winning at the final event scheduled for Eastern Creek in November. Neither Kim Shearn, or Graham Brown can be overtaken by other competitors, so its important that both cars are very reliable for the Tasman Revival in November, as a non-finish in either race will hand the trophy to the other contestant. The Aon Aussie car Trophy is still up for grabs as either Don Thallon or Geoff Fry could win it in the final round 6, and it would seem that Ed Holly will possibly be the first recipient of the Nereo Dizane F3 Trophy if he gains points at Eastern Creek, and to keep him honest, we expect other F3 cars from Vic. for this event.

RACE REPORT – WAKEFIELD PARK – ROUND 5 – AFJA TROPHY SERIES 2008 – BY PETER JOHNSON

The first NSW round of the AFJA championship produced a small field of juniors and F3 cars in M & O, and 3 front-engine cars in JKL, where the Medley brothers mixed their Nota FJs with Norm Falkiner's beautiful Stanguellini.

Overall numbers were down, only 200 odd cars against the usual grid of over 300. The junior association had several intrepid travellers chasing gold and adrenalin overseas, taking out some of the front running M&O juniors, and with the Tasman Revival circus in late November being a more costly 4 day event, many were probably saving their pennies for what will be a very special weekend of rarely seen cars.

Noel Bryen tested the Rennmax junior on Friday, but due to his involvement as secretary of the meeting was unable to participate further. At least the car is now sorted for the final meeting of the year, where it will be a welcome addition to the large number of juniors expected to compete, with our own stand-alone race.

Friday and Saturday were both fine and the track lent itself to good racing. Graham Brown ironed out a misfire and a small steering box problem with the help of his ever-attentive pit crew, and in race 1 disappeared with Kim Shearn in his quick Lotus 18 to take the fight to the larger capacity cars. These two set the pace for the junior group all weekend, and if Kim's speed is maintained in the Tasman, Roger Ealand will have some serious competition when he returns. This bodes well for junior as a rapidly growing class, as we have an interesting mix of cars.

Ed Holly took his still-for-sale BT15 F3 car to the front of the group with thoughtful driving (and stickier tyres) despite being 100cc down, and only 4 gears. Frank Hook (Cooper T76 F3), Peter Johnson and Geoff Fry in his pretty Jolus brought up the rear of our group. What we all discovered was that to set reasonable lap times, we all had to outdrag the Formula Vees off the start, so they didn't hold us up as they crabbed around corners later in the race.

Richard Carter, Les Wright and the Elfin of Paul Hamilton lapped all the juniors in the field, with Richard doing his usual thoughtful passing of slower cars while maintaining speed and position, though it was obvious that our slower cars were just under the 130% lap time ruling except for one who registered 140% of the fastest Group O cars.

Sunday saw a strong wind blowing sideways across the main straight, bringing some dust, but mostly pollen from the trees in the paddock, and causing a number of drivers to suffer from hay fever. Graham Brown broke the Formula Junior lap record in the morning race with a time of 1-11.9681, but unfortunately suffered slight car damage to his Brabham in the afternoon race when pushed off the track by a Group O car.

Another good weekend of racing despite the small number of competitors, but it made for more laps in each race. Roll on the Tasman Revival, look forward to seeing everyone, and their cars there.



For those who would covet an outstanding car, the ex Glynn Scott Lotus 27 has reappeared after many years undergoing a total restoration

EVERY COIN HAS TWO SIDES by Graham Brown Qld. AFJA member

On reading the HSRCA October M & O Newsletter I note that a Group O car driver was the victim of an accident at Wakefield Park in September, and as I was the driver of the car hit in the rear by that car, I thought I was the victim.

The report suggests, "a slower car being lapped moved over in front of a faster car". This assertion, denied by me, plus following comments did not come from observation by the writer of the newsletter, as he was on the track and ahead of the incident at the time. It may have come from the other driver, perhaps.

I have been told at drivers briefings that we are not racing for sheep stations: that biff and barge is unacceptable, and do not overtake if unsafe to do so.

I was not approached to comment in the HSRCA Newsletter, but I did talk to the CAMS driving standards officer Mr Kevin Bartlett after the event, and I pointed out that as it was my favourite part of the circuit where I slide the car up to the white line and run along the edge of the ripple strip (to a point past where I was knocked out of the way) the suggestion that I "moved down" into his path is simply not correct.

Like a coin every story has two sides, and as my opinion did not appear in the HSRCA M' & O' Newsletter, perhaps the AFJA should publish my point of view, as I am aware that other drivers of slower cars have been hit or forced off the track by faster Group O cars in the past whilst endeavouring to overtake. We need more FJ's out there so we have our own events with less speed and technology differences between these cars.

HSRCA NSW – TASMAN REVIVAL – EASTERN CREEK 2008

FINAL ROUND AFJA TROPHY SERIES

CIRCUIT: 3.93 km anti clockwise track west of Sydney

PROGRAM: Voluntary private practice and drivers briefing Thursday 27th November
Normal practice and racing Friday & Saturday November 28th & 29th
Special Tasman racing including FJ/F3 event Sunday November 30th

EVENTS: FJ/F3 only racing offered provided entry exceeds 20 cars

ENTRIES: Documents may be requested from the race secretary Noel Bryen on (*02) 9913 3662 or download from www.hsrca.org.au Closing date 31st October. Please state FJ entry.

AFJA TROPHIES: Annual Trophy Series Awards to be presented to winners in the "Hinxman Room" above pits at close of racing on Saturday during HSRCA Christmas function.

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

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NEW GROUP FJ PROPOSAL

The recent membership survey clearly indicated there was considerable concern for personal safety in current group M and O racing where at least two Formula Juniors have been damaged in separate incidents, and several near misses recorded when certain group O cars are driven to excess, with their drivers showing little respect for underpowered FJ cars on the circuit. It is also difficult to reconcile the annual AFJA Trophy Series point system when cars from CAMS groups L & M are competing in separate races.

After considerable discussion, the committee resolved that the AFJA propose to the Historic Commission that they create a new Group FJ encompassing Formula Junior cars built between 1958 and 1963, and that these cars together with invited AF2 and F3 cars be aligned with similar L and M racing cars in "A" classification, and FF and FV in the less likely "B" classification as defined in the recently created CAMS compatibility matrix, as this gives event organisers more flexibility when defining suitable grids from entries received.

In the past, CAMS have created car groups based on their age, then recently they agreed to Formula based groups FV, FF, and F5000 which obviously makes sense for a lot of reasons. The AFJA have cited driver safety, car compatibility, and common interest of owners as the most compelling reasons for change. There is also a further benefit when Aust. cars compete overseas, as they will be accepted in FJ events when the cars log book states the vehicle is a Formula Junior, instead of Group L or M as currently applies.

The AFJA is still focused on achieving the ultimate FJ/F3 only races for our Annual Trophy Series, so the proposed alternate back up compatibility matrix system is only there should we fail to fill the grid at any round of the Series. The good news is we expect the number of available cars to reach 58 during 2009, making it easier to reach our objectives.



IMPORTANT NOTICE!

Have you lodged your entry for the Repco Tasman Revival meeting at Eastern Creek?

The AFJA negotiated with the HSRCA to obtain Formula Junior / F3 only races at this prestigious event based on a minimum of 20 entries, and at the time of going to print, there is some doubt whether there are enough cars entered to achieve our goal, so if you are still considering your position, your immediate positive action would be appreciated by your fellow AFJA members.

AFJA MEMBERSHIP SURVEY

At the last AGM, Allan Conway from Qld. proposed a membership survey to establish relevance of the organization, and subsequently assisted with the creation of the questionnaire sent to members in May 08, to which there were 32 respondents. The questions covered a wide range of potential concerns, and the committee is addressing these.

Current basic statistics for the survey involved 84 owners, 96 cars of which 47 are currently capable of participating in the AFJA Annual Trophy Series, and State by State-

	Owners	Cars	Race Ready	2009 Potential	2009 Potential by Group
NSW	35	40	18	21	
Vic/Tas	26	30	13	18	FJ1 car group to 1961 Total 25
QLD.	10	11	9	9	FJ2 car group 62 – 63 Total 24
SA	7	7	5	5	F3 cars Total 9
WA	6	8	2	5	
Totals	84	96	47	58	

Major issues of concern to be addressed as identified by the questionnaire are as follows.

- Cost Containment. – Clearly the majority of members are concerned about the escalating cost of maintaining a racing car, and of using it on a regular basis in different States of Australia when contesting various rounds of the AFJA annual Trophy Series.

Suggestions to help contain members costs included limiting the numbers of events to maximum potential participation, financial sponsorship of the Series via advertising on car transporters, and a major change in the

attitude of event promoters, whereby they accept that national historic race meetings are no longer club days, and there is the potential to offset competitors entry fees by using professional PR to increase gate takings from spectators.

- Social Events – It was clearly defined as a matter of considerable importance, that the AFJA should involve members and crew in regular social functions, possibly organised by the state rep at each round of the National Trophy Series, with a view to turning competitors into comrades who respect and trust one another both on and off the track.
- Eligibility Regulations – This is a contentious subject where members have very passionate opinions, some of which are in direct conflict with the majority that are happy with the status quo. Clearly, there is small vocal group who would like CAMS to adopt the current FIA regulations for Formula Junior cars in Australia.
- AFJA Trophy Series – The vast majority of respondents to the survey were content with the existing Series format, however, there was sufficient evidence to suggest we should consider attending a GEAR day event to support some of our members who don't race their cars. There is also some concern regarding which events will be chosen for future years, as clearly the main concern of respondents to the survey was driver safety, and the necessity to select events where there is more likelihood of separate FJ/F3 racing, as distinct from traditional group JKL, and M&O grids.
- Future Events – As a direct result of the current Golden Jubilee celebrations, there is a firm belief expressed by those who contested events in NZ, that we should continue to promote a regular Junior Tasman Series, possibly on a biennial basis, and this could tie in with other historic groups currently seeking to do likewise.

TORQUE AROUND THE PITS

We are advised that the Cheetah Formula Junior originally built by Brian Shead has been sold to Damien Tange from Vic. and we welcome Damien to membership of the AFJA, and hope the car will be returned to its FJ specifications. Brian Shead built 30 odd cars in his workshop from 1960, and the subject car evolved from 2 previous configurations in 1963, making it an important Australian icon.

Another interesting car has just been discovered in WA by State rep Neil McCrudden, it is a Formula Junior built by Wally Higgs in 1960 using a Peugeot engine, VW gearbox, Fiat 500 front end, and home made body. The car is currently owned by John Napier-winch, and we welcome John to AFJA membership, and trust he will complete the restoration with due haste now that he knows how important the car is.

There was an advert in a recent Australian publication regarding the proposed sale of the ex Penrite Elfin FJ624 currently owned by Wayne Carter in NZ, this is the car originally owned in period by Jim Desira from Jan. 1962. The asking price is \$NZ 75,000 and Wayne can be contacted at <wayneandastrid@slingslot.co.nz>

Bob Hayden from NSW is restoring the Macer originally built and raced by Les Wigget as the Dalro Renault in 1959, and subsequently bought and raced by Brian McEwan in the early 60's initially with a Renault engine, and then in 1961 as a Formula Junior with new name and BMC motor. Looking forward to seeing this car in action in the near future.

Bryan Miller of Eastern Rae Parts has moved his business to 109 Kangaroo Valley Road, Berry NSW 2535 where he can be contacted on (02) 4464 2001 which is different to details on his business card illustrated on the rear page of this newsletter.

Interesting to note that we are now producing Newsletter No. 44. Lets see 4 per year divided into 44. Wow that's 11 years. Sheesh you don't get that long for murder - Bunny



JOKE OF THE WEEK - Mortgage crisis hits Japan!

Following the problems in the sub-prime lending market in America and the run on Northern Rock Building Society in the UK, uncertainty has now hit Japan.

In the last 7 days Origami Bank has folded, Sumo Bank has gone belly up and Bonsai Bank announced plans to cut some of its branches.

Yesterday, it was announced that Karaoke Bank is up for sale and will likely go for a song, while today shares in Kamikaze Bank were suspended after they nose-dived.

Furthermore, 500 staff at Karate Bank got the chop and analysts report that there is something fishy going on at Sushi Bank where it is feared that staff may get a raw deal.



Formula Juniors lined up for their event at Laguna Seca circuit near Monterey on west coast USA, car 23 is an Australian Elfin driven by Bill Hemming.

FINAL ROUND 8 OF FORMULA JUNIOR GOLDEN JUBILEE WORLD SERIES

The final and eighth round of the 50th anniversary Series will be held at the Killarney circuit near Capetown RSA during February 6-8th 2009, and this event will be supported by 2 further events at Zwartkops, and Little London on the weekends before and after Killarney where there is expected to be a major contingent of cars from the UK, USA and Australia.

Nine drivers from Aust. are intending to race in RSA, they are Neil McCrudden (Lotus) & Lance Carwardine (McEntee) from WA. Bill Hemming (Elfin), Kim Shearn (Lotus) & Norm Falkiner (Stanguellini) from Vic. David Reid (Cooper), Peter Boel (Lola), Don Thallon (MRC) & Roger Ealand (Lotus) from Qld. and to make things interesting, three of these cars are currently on a container ship from the USA where it is hoped they will arrive in time for Eastern Creek in November, before shipment to RSA mid December.

Bill Hemming from Vic. driving his Elfin FJ in his first year with this car, is currently in 2nd outright position for the World Series Trophy, and when you consider the editors car is currently 111th in this world ranking following round 2 at Phillip Island in March, Bill is deserving of our support and best wishes in RSA, and maybe we need to consider using Ferrari tactics to ensure that he wins.



Formula Juniors weaving their way through the infamous "cork screw" at Laguna Seca circuit USA, Bill Hemming in his Elfin car 23 clearly leads Roger Ealand in his Lotus 18 four cars behind.

ROUNDS 6 & 7 FORMULA JUNIOR GOLDEN JUBILEE WORLD SERIES IN USA Report by Bill Hemming

Just a quick update from The World's Fastest Aborigines (Roger Ealand, Don Thallon and Bill Hemming) doing the 50th Anniversary Formula Junior races in the USA At the Monterey Historics 1st weekend Laguna Seca qualifying, Don in his MRC 22 got 3rd fastest time, Bill in the Elfin FJ, 6th and Roger in his Lotus 18 qualified 12. In the race, Don came 3rd after coming off at the Corkscrew while in the lead, Roger 9th and Bill 10th.

The fields were split for the main event on the 2nd weekend. Roger finished a fine 5th in his class (1960 to 1961) while in the 1962 -63 class, Don came about 19th and Bill about 21st. I say "about" because they don't produce time sheets or results outside the 1st 10 places. It should be noted that Don blew up his race engine in practice for this 2nd weekend and did a terrific job fitting his spare engine for the race, with the help of Ivan Tighe and Bill Norman. Monterey is definitely an event not to be missed, although it is a bit of a playground for the obscenely wealthy and Phillip Island could show them a thing or two in terms of organisation.

Ran into Alan Jones (raced in the Legends event), Rusty French with his 2 Porsches, George Vidovic, Russ Stuckey and Michael, and Patrick Quinn from Oily Rag, all adding to a strong Australian presence.



Australian Formula Juniors lined up with their team and transporter at Watkins Glen USA east coast. L to R, Roger & Margaret Ealand (Lotus 18) The transport driver, Don & Jeanette Thallon (MRC Lotus), Duncan Rabagliati & Bill Hemming (Elfin)

The Australian team was extremely well received and not to be missed with their Gold shirts, hats and Aussie flags. Perhaps not the ideal representation for cultural attaches, but we definitely will not be forgotten.

We all then drove across America on separate routes. I took in the Bonneville Salt Lakes and the Indianapolis Speedway museum that were both sensational, then to Lime Rock and Watkins Glen on the east coast.

There is no doubt that Lime Rock was the highlight of our 3 track attack in the States. Absolutely superb scenic setting, sensational track, fun pits and very friendly and appreciative crowd.

In the 1st practice session, a super fast front engine Stanguellini showed everyone the way to do it beating a Brabham BT2 and Cooper T67 with fastest time. Over here, specs seem to be a bit flexible with Coopers and Lotus 18s with 5 speed Hewland boxes. But they are beautifully prepared and very, very well driven. Bill's Elfin was 10th, Roger's Lotus 12th and Don's MRC being carefully driven on it's "spare" engine qualified 13th.

In Saturday's race, Don jumped up to 9th, Bill finished 11th and Roger finished his motor...but not the race. Sunday is a "non race day" at Lime Rock due to a Supreme Court ruling made 50 years ago to appease the religious inhabitants of the area. There was not a lot of Christian behavior evident at the track with wine tasting, a huge swap meet and Concours filling in the day. Bill's Elfin won a large trophy for "most desirable formula racing car". Roger reckons it got the donkey votes because no-one knew what it was and Don reckons the MRC would have won but he was working on the gearbox at the time. For the main Monday race, Roger replaced his engine but failed to finish with overheating issues. Don's new gearing paid off with a 7th place and Bill came 10th. At the Awards Ceremony, Team Australia scored another great trophy for showing the Best and True Spirit in "Vintage" Racing.

After a couple of days touring the wine districts and eating (gorging on) lobsters in Maine at less than \$5 a lb, we hit Watkins Glen for 4 days of track time. What a track! And what history! You really, really need gearing for this long, undulating and rough-in-places ride. On the Friday, the Watkins Glen village closes its streets and we had 2 quick laps of the original 6 mile circuit through the national park and town. They were very brave back then with just straw bales, concrete walls and bridges as run-offs, not to mention getting airborne over the railway tracks. Over 50,000 spectators cheered us on.

The track lasted from 1958 to 1962 until drivers and spectators got killed and the current Watkins Glen track was built. Despite Roger continually joking about nobody knowing about Elfin, there were lots of photos of Vern Schuppan in the bars and restaurants from when he came 3rd here in 1979 in the Elfin MR8 a-c.

The feature of the weekend was Formula 5000 and both Warwick Brown and Graham McRae were VIP guests. On the Saturday, our qualifying race was abandoned because fog reduced visibility to about 10 yards. Not to worry, we had already completed 5 sessions and we wanted to get the cars on the boat in 1 piece. For the Sunday race, we all nursed our cars (especially Roger) but Don finished a very credible 5th, Bill 9th and Roger 10th.

The cars are now tucked away in a container to get back for the Tasman Revival at Eastern Creek and then preparation for an assault on South Africa in February next year. It's a great life...if only I could afford it.



Bill Hemming poses with his Elfin Formula Junior at "Lime Rock" on the USA East Coast, and well he might, being in 2nd position of the Formula Junior World Series.

RECOMMENDED CAR NUMBERS as at 1st October 08

1	Current	AFJA Trophy holder	51	Elfin	Doug Anderson
2	Brabham BT2	Graham Brown	52	Cooper T52	Mike Gosbell
3	Ausper T2	Norm Almond	53	Lotus 22	Jonathan Williamson
4	Elfin	Charlie Mitchell	54	Mason	John Holmes
5	Lola Mk5A	Peter Boel	55	Macer	Bob Hayden
6	Gemini 3A	Alan Conway	56	Cooper T56	Jim Madden
7	Lotus 20	Murray Bryden	57	Lotus 18	Roger Ealand
8	Lotus 18	Kim Shearn	58	PennyFord	Marg. Bradhurst
9	MRD BT1	Rob Hands	59	Cooper T59	Mike Shearer
10	Lotus 20	Jim Sherringham	60	Jolus FJ4	Geoff Fry
11	Lynx	Kelvin Prior	61	Jolus FJ1	Geoff Fry
12	Lynx	Dennis Neal	62	Lynx	Ian Bailey
13	Lynx	Robert Ingram	63	Rennmax	Noel Bryen
14	Lynx	Herb Neal	64	TAD	Wayne Hocking
15	Brabham F3	Denis Lupton	65	Elfin	Ian Barker
16	Cooper T59	David Reid	66	Sabre	Brian Beasy
17	Brabham	Ed Holly	67	Golford	Robert Buckley
18	Lotus 18	Phil Segat	68	Brabham F3	Kevin Taylor
19	Lotus 20	Chris Doub'e	69	Brabham F3	Jeff Brown
20	Lotus 20	Alan Telfer	70	Elfin	National Motor Museum
21	Lynx	Howard Tucker	71	Elfin	Geoff Dean
22	Lotus 22	Bruce Mansell	72	Gemini MK2	Tony Caldersmith
23	Elfin	Bill Hemming	73		
24	Elfin	John Medley	74		
25	Cheetah	Damien Tange	75	Lotus 27	John Holmes
26	Brabham BT6	Peter Strauss	76	Cooper T76	Frank Hook
27	Lotus 27	Janet Conheady	77	Brabham F3	Pat Ryan
28	Brabham Boys	Phil. Segat	78	Cameron	Pat Ryan
29	Lola 5A	Haydon Mills	79	Lotus 20B	Geoff Graham
30	Elfin	Lyn Archer	80	Elfin	John Burch
31	Lola Mk2	Robbie Nichols	81	Stanguellini	Ean McDowell
32	Lola Mk5	Haydon Mills	82	Stanguellini	Norm Falkiner
33	Lotus 20/22	Neil McCrudden	83		
34	McEntee	Neil McCrudden	84		
35	Gremlin	Geoff Findlay	85		
36	Ausper T3	Dick Willis	86	Lynx	Ray Dingle
37	Brabham BT6	Peter Johnson	87		
38	Brabham BT9	Bruce Mansell	88	Brabham BT2	Col Haste
39	Koala	Paul Charel	89	Nota	John Medley
40	Piranha	Denis Lesslie	90	Nota	Geoff Medley
41	Rennmax	Dean Rainsford	91	Schazum	Graham Russell
42	Wren	Brian King	92	MRC Lotus	Don Thallon
43	Lynx	Dick Willis	93	Brabham BT6	Brian Pymble
44	Elfin	Mark Poole	94		
45	Brabham F3	Barbara Purcell	95		
46	Brabham F3	Rob Hands	96		
47	Lotus 22	Rob Hands	96		
48	Lotus 20	John Barnes	98		
49	Cooper T59	Glen Stewart-Richardson	99	Brabham F3	Anna Dizane
50	Talisman	Mike Goodfellow	100	Not available	

PLEASE NOTE

This register of preferred car racing numbers has been compiled from original car history records, and member requests to avoid conflict when entering a car in historic competition. Recently the AFJA were informed that at certain circuits, a maximum of two numbers per car would be required, and consequently we have altered some car numbers printed in red to suit. If your car is not listed, or you would like to change your cars number, please contact Secretary Kelvin.



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

CARS FOR SALE



For Sale Brabham BT6 Ex Greg Cusack / Warwick Brown

Restored 1983 by current owner, rebuilt 2003 with little use since. Excellent Aust. history.
 Current CAMS Log Book & C of D.
 Highly sought after car. All reasonable offers considered
 Contact Brian Pymble (02) 9440 0749



For Sale 1962 Lotus 22J5 Formula Junior restoration project

Car recently acquired USA, incl. original 5 speed Hewland less engine
 Genuine offers considered around \$60,000
 Contact Les Miller H 02, 94494731, W 02, 94776333



For Sale Gemini FJ, MK2 car 1041 Formula Junior

Ford Contina engine, CR Gearbox, car recently refurbished
 Sale incl. new tyres, some spares & special tools
 Aust. history from 1974, current CAMS Log book & C of D
 Sale Price \$70,000 negotiable
 Contact Tony Caldersmith 02, 43628055 or caldy@ozemail.com.au



For Sale 1963 Koala FJ ex John Joyce of Bowin FF fame

Important Aust. car recently restored by current owner
 Drum brake, Ford rear engine / VW Transmission
 Terms of sale – All reasonable offers considered
 Contact – Paul Charal H (08) 8359 1810, 0408 801231



For Sale – 1964 Penny Ford 1 litre Formula 3

Built and raced by David Coode in Europe, then Aust.
 Fully restored race ready for FJ/F3 Trophy Series
 CAMS Log Book / C of D, spares and trailer included
 Sale Price - \$33 000 ono
 Contact Margaret Bradhurst (02) 9524 5715

PARTS FOR SALE

Two fully reconditioned Weber 40 DCOE carburetors suitable for Ford engine
 New 7.25" AP racing clutch assembly with VW spline
 Contact John Hartnett 03 5987 3667

Murray Bryden in Vic. has an assortment of Anglia engines and parts suitable to create racing engines for Formula Junior, and would like to clean out the shed should anyone be interested. Murray can be contacted on 0418 332210

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