

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

Incorporated in Victoria A0049958Z



13 Inglis Road, Berwick Vic. 3806 Australia

Email: afja@iprimus.com.au

www.australianformulajunior.com

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PITSTOP

SUMMER 2011/12 EDITION NO. 57



PRESIDENTS REPORT BY ROGER EALAND

Its got to be a joke! I can't believe that 2011 has almost gone and Christmas is on us. Where has the year gone?

On behalf of Kelvin (the hard working one) and myself, can I wish you all a Happy Christmas and a fabulous New Year.



Next year we plan to be a cracker. We are looking to get more cars and to have a lively, social and well supported trophy series. We are also planning to go to W.A. and support Neil at Barbagallo and we will be hosting the Poms and the Kiwis as well as the other championship rounds, so we need you to do your bit and bring your car out!

I have returned from overseas a bit like a 'born again'! I studied how they transformed an unsuccessful Formula Junior series - 10 cars max, bickering membership - into the most diverse and successful series that the Historic movement has ever seen. There is no reason why we cannot do the same here.

If that is what you want too, 2012 can be the start of that journey.

Go easy on the Christmas pudding!



Victoria LeGallais seen here driving her Brabham F3 with new paint scheme at Wakefield Park Round 6

Photo courtesy Peter Schell

True Blue Trailers Denis Lesslie

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2011 AFJA TROPHY SERIES

Round 1	March	18-20	Phillip Island Classic Vic.
Round 2	April	20-26	Mallala speed week SA
Round 3	May	28-29	Lakeside 50 th Qld.
Round 4	July	30-31	Morgan Park Qld.
Round 5	August	13-14	Winton long track Vic.
Round 6	September	24-25	Wakefield Park NSW.
Round 7	November	26-27	Eastern Creek NSW



*Leo Geoghegan
FJ Trophy*



*Aussie Car
FJ Trophy*



*Nereo Dizane
F3 Trophy*

AFJA FJ/F3 TROPHY SERIES FINAL POINT SCORES FOR 2011

Driver	State	Year	Make	Model	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
THALLON Don	QLD	1963	Lotus	MRC	FJ2R#	40	-	50	30	-	38	(11)	158
LeGALLAIS Victoria	NSW	1965	Brabham	BT15	F3	34	30	37	(30)	(30)	36	(20)	137
GOSBELL Mike	NSW	1960	Cooper	T52	FJ1R	26	-	40	30	-	40	(10)	136
BROWN Jeff	VIC	1969	Brabham	BT28	F3	38	-	46	-	-	36	-	120
STRAUSS Peter	VIC	1963	Brabham	BT6	FJ2R	22	30	-	-	30	32	-	114
BROWN Graham	QLD	1962	Brabham	BT2	FJ2R	(4)	-	14	17	-	21	14	66
FALKINER Norm	VIC	1959	Stanguellini	FJ	FJ1F	38	20	-	-	1	-	-	59
REID David	QLD	1962	Cooper	T59	FJ2R	9	-	30	20	-	-	-	59
EALAND Roger	NSW	1960	Lotus	18	FJ1R	-	-	50	-	-	-	-	53
		1963	Koala	FJ	FJ2R#	3	-	-	-	-	-	-	
BUCKLEY Robert	QLD	1963	Golford	Spl.	FJ2R#	-	-	12	11	-	-	12	35
BOEL Peter	QLD	1963	Lola	MK5a	FJ2R	-	-	21	10	-	-	-	31
CRAIG Greg	QLD	1960	Gemini	MK3	FJ1R	-	-	30	-	-	-	-	30
MEDLEY John	NSW	1959	Nota	BMC	FJ1F#	-	-	-	-	20	10	0	30
LANE Max	NSW	1960	Lola	MK2	FJ1F	27	-	-	-	-	-	-	(27)
NICHOLLS Robbie	SA	1960	Lola	MK2	FJ1F	-	26	-	-	-	-	-	(26)
CONWAY Allan	QLD	1960	Gemini	MK3a	FJ1R	-	-	-	24	-	-	-	24
HULBERT Mac	VIC	1960	Lotus	18	FJ1R	20	-	-	-	-	-	-	(20)
SIMMONS Tony	NSW	1963	Brabham	BT6	FJ2R	20	-	-	-	-	-	-	20
TELFER Alan	QLD	1961	Lotus	20B	FJ2R	-	-	17	-	-	-	-	17
SHEARN Kim	VIC	1960	Lotus	18	FJ1R	-	0	-	-	-	-	-	16
		1961	Lotus	20/22	FJ2R	16	-	-	-	-	-	-	
BLACKWOOD M.	NSW	1961	Lotus	20B	FJ2R	-	-	-	-	-	-	16	16
HOCKING Wayne	SA	1964	TAD	Spl.	FJ1R#	-	11	-	-	-	-	-	(11)
BRYDEN Murray	VIC	1961	Lotus	20B	FJ2R	7	1	-	-	1	1	-	10
WILIAMSON Jon	QLD	1962	Lotus	22	FJ2R	7	-	-	-	-	-	-	7
BRYEN Noel	NSW	1963	Rennmax	BN1	FJ2R#	7	-	0	-	-	-	-	7
GOODFELLOW Mike	QLD	1964	Talisman	SPL	FJ2R#	-	-	-	5	-	-	-	5
PYMBLE Simon	NSW	1963	Brabham	BT6	FJ2R	-	-	-	-	-	-	1	1

Denotes Australian built FJ car with points towards the Aussie Car Perpetual Trophy

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

Geoff Fry & Associates

Financial Planning

89 Rankin Street, Bathurst NSW 2975
 PO Box 1789 Bathurst NSW 2795
 tel +61 2 6332 3677 fax +61 2 6332 3699
 email: geoff@geoff-fry.com.au

Geoff Fry CFP Dip F.P.
 Authorised Representative of
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 ABN 48 009 189 495
 AFSL 240687



2011 AFJA ANNUAL TROPHY SERIES

There were 29 cars that contested the 2011 Trophy Series, and one car driven by Victoria LeGallais raced at all seven events throughout Australia, winning her the coveted “Nereo Dizane Memorial F3 Trophy” in her Brabham BT15 in which she has improved from amateur to pro in a very short period of time.

Don Thallon drove his MRC 22 exceptionally well to win the “AFJA Leo Geoghegan Australian Formula Junior Trophy” for the third time against considerable opposition at five of the scheduled rounds of competition, and Robert Buckley driving his Australian built Golford has won the Aussie car Trophy sponsored by Geoff Fry and Associates.

EVENTS FOR 2012 AFJA TROPHY SERIES

Round 1	March	9-11	Phillip Island Classic Vic.
Round 2	April	6-8	Mallala SA
Round 3	June	8-10	Lakeside Qld.
Round 4	July	28-29	Morgan Park Qld.
Round 5	August	11-12	Winton long track Vic.
Round 6	September	22-23	Wakefield Park NSW
Round 7	November	10-11	Barbagallo raceway WA
Round 8	November	23-25	Tasman Revival E/Crk. NSW



Graham Brown in his BT2 Brabham at Wakefield Park seen here either waving to his fans or was it seeking permission to leave the circuit

Photo courtesy Peter Schell

TORQUE AROUND THE PITS

Rob Hands has sold the Formula 3 Brabham project car advertised in the previous edition of Pitstop to AFJA member Brian King in NSW, where it will keep company with Brian’s Wren Formula Junior that he purchased several years ago.

Talking with Frank Hook the other day about his T76 Cooper Formula 3 that he has owned for some time, and has been a regular contestant in the AFJA Trophy Series, well it seems that Frank might be at that stage when he would talk seriously with a genuine purchaser, and of course we would want the car to continue in our Series.

Received an email recently regarding the restoration of the ex Brian Shead Cheetah Formula Junior by the current owner Damien Tange, who I understand has engaged Peter Larner to carry out most of these works, and from the photo it would appear the car restoration is nearly complete, and we look forward to seeing it back on the track.

As previously announced, the number of FJ/F3 cars in Australia is rising due to the strength of our currency on International markets, and we currently have 112 cars on our Register as a result of another 4 Lotus cars arriving in Victoria during November

TECHNICAL REPORT

We are advised that the Historic Commission have decided to change their regulations regarding the internals of engines fitted to cars up to and including Group M. The existing regulations state that the internals of these engines are free, but the new regulation will prohibit the use of roller rockers within the valve train, and we are also advised that the eligibility committee are considering further restrictions that may adversely affect the reliability of our cars.

VHRR PHILLIP ISLAND CLASSIC 2012

ROUND 1 AFJA ANNUAL TROPHY SERIES

CIRCUIT: 4.45 km anti clockwise GP circuit 128 km south east of Melbourne Vic.

PROGRAM: Practice and qualifying Friday 9th March
Racing Saturday & Sunday March 10th & 11th

EVENTS: Front and rear engine FJ/F3 cars with Group F.F.
Four races over both days including a feature race on Sunday

ENTRIES: Available from Event Secretary Janis Holloway (03) 9390 2191 or download from www.vhrr.com.
Entries close 5/2/12 or when grid capacity reached.

Essential that all entries specify FJ/F3 type car

ACCOMMODATION: Phone 1300 366 422 or www.visitphillipisland.com



*Don Thallon winner
of the AFJA Trophy
Series in his
MRC 22 with Peter
Strauss giving way to
Don at Wakefield
Park*

*Photo courtesy
Peter Schell*

31ST SCCSA MALLALA ALL HISTORIC EASTER MEETING 2012

ROUND TWO AFJA ANNUAL TROPHY SERIES

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

PROGRAM: Voluntary private practice Friday April 6th
Racing Saturday & Sunday April 7th & 8th

EVENTS: Subject to entries. Expect minimum four races in each category

ENTRIES: To obtain an entry please contact Ann Ozgo 0417 847 329 or download details from
www.sportingcarclubsa.org.au. Entries close around 12th March

ACCOMMODATION: Most entrants including locals camp at the circuit, which will be available Friday,
Saturday & Sunday at approx. \$20 per car per night subject to confirmation, or arrange other accommodation
with your entry.

HOSPITALITY: The Sporting Car Club of SA provide the best social event on our calendar with Happy Hour following
racing on Saturday with possible Dinner Function to follow, then Sunday is traditional breakfast in the pits

WAKEFIELD PARK – 24/25 SEPTEMBER 2011 – REPORT BY DON THALLON

Wakefield Park can either be so hot the bitumen melts or so cold it snows. The latter was almost the case in September, with temperatures on Saturday and Sunday hovering around 10°C with a light misty rain blowing in from the south. Not nice.

Friday was a test day and most took advantage. A lovely day (25°C) and fast times were recorded. Our entry consisted of Graham Brown – Brabham BT2, Peter Strauss – Brabham BT6, Mike Gosbell – Cooper BMC T52, Murray Bryden – Lotus 20B and Don Thallon – MRC 22, all FJ. F3 cars were Victoria Le Gallais – Brabham BT15 and Jeff Brown – Brabham BT28. Only seven cars mixed with the other M & O Sports and Racing. We were in obvious need of the 4 Aussies (actually 3 Aussies and 1 NZ) who were finishing their tour of the UK and Europe, to build up our numbers. This was a round of our Championship and very disappointing to have such a sparse entry. Wakefield is a great little circuit and suits our cars.

Qualifying on Saturday morning was a different “ball game” to Friday - cold and no grip. My time for example was about 3 seconds a lap slower. Victoria was fastest in the F3 Brabham and made the most of the better handling and wider tyres. Then came Strauss, Thallon, J Brown, G Brown and Bryden. Gosbell elected to run with the JKL cars.

Race 1 Saturday – Cold, windy and dry

Strauss got a good start and led from start to finish. Thallon following, with Le Gallais all round and beside him on the corners with plenty of tyre smoke, in very determined fashion. It appears the FJs have a little more speed than the F3 in a straight line which proved quite frustrating for Victoria. She set the fastest lap time, then followed J Brown. Bryden and G Brown had DNFs. Unfortunately, Murray Bryden had a mechanical problem and headed back to Melbourne.

Race 2 Saturday – late pm – Cold and Wet

Strauss and Thallon led away in a display of “unrehearsed synchronised” driving, sliding in unison side by side at times, without touching (lucky) until the last lap when Strauss got a huge attack of the whoops and eventually spun out just in front of Thallon, showering the MRC with mud and rocks. Jeff Brown handled the conditions well and finished 0.3 seconds behind in second place. All others were a lap down. Strauss had a DNF when he got confused, no doubt due to mental issues associated with the gyrations, and came in a lap early.

Race 3 Sunday – Cold and Wet

All were lapped by the faster cars except Thallon. Second was Jeff Brown and then Victoria Le Gallais. I noticed on the warm up lap that it was particularly wet coming onto the main straight, but with a dryish line from the previous race. Strauss and Les Wright (Dalro Jaguar) spun in opposite directions here, right in front (see photo). This was quite an exciting race with spinners and yellow flags throughout.

Race 4 – Late Sunday – Cold and Dry

Thallon and Strauss had a good clean close race finishing only 0.3 seconds apart. Following Strauss home was Le Gallais, G Brown, J Brown.

All in all not the most pleasant of weekends. I think we were all pleased to pack up in one piece, turn on the heater and head for home.

FJ/F3 RACE RESULTS FROM ROUND 6 AT WAKEFIELD PARK NSW 24 – 25 SEPTEMBER 2011

NAME	STATE	YEAR	MAKE	MODEL	CLASS	R1	R2	R3	R4	TOTAL
MEDLEY John	NSW	1959	Nota	BMC	FJ1F	10	0	0	0	10
GOSBELL Mike	NSW	1960	Cooper	T52	FJ1R	10	10	10	10	40
THALLON Don	Qld.	1963	MRC	22	FJ2R	8	10	10	10	38
STRAUSS Peter	Vic	1963	Brabham	BT6	FJ2R	10	6	8	8	32
BROWN Graham	Qld.	1962	Brabham	BT2	FJ2R	1	8	6	6	21
BRYDEN Murray	Vic	1961	Lotus	20B	FJ2R	1	0	0	0	1
LeGALLAIS Victoria	NSW	1965	Brabham	BT15	F3	10	8	8	10	36
BROWN Jeff	Vic	1969	Brabham	BT28	F3	8	10	10	8	36

EASTERN CREEK – 26-27 NOVEMBER 2011 – REPORT BY DON THALLON

Our final race meeting for 2011 was held at Sydney's premier (read only) motor racing facility, Eastern Creek, an excellent circuit with good facilities, and always organised by friendly helpful members of the HSRCA. This is their big meeting of the year and featured two Enduro Races for Production Sports Cars – Groups Sa, Sb and Sc this year. A very successful format with 2 grids of around 40 cars each. Next year the Tasman Revival is back on and I hear a stand alone FJ race is planned with overseas participation. A must do for us all. No doubt our leader will lobby hard on our behalf.



Kim Shearn driving his Lotus 18 car 8, with Ed Holly in his BT6 Brabham car 17 on the inside at Eastern Creek during Round 7

On Creek. It started off very wet.

Testing on Friday was a waste of time (and money)

unless one wished to test a wet weather set up. Wet again on Saturday morning for our Qualifying session which saw Simon Pymble, Brabham BT6 easily fastest, followed by Don Thallon MRC22, Victoria Le Gallais Brabham BT15 F3, Maurice Blackwood Lotus 20B, Graham Brown Brabham BT2, John Medley Nota BMC, Robert Buckley Golford and Kim Shearn Lotus 18. A total of 23 cars practiced which included Groups L, M & O Racing Cars.

Most races on Saturday afternoon were cancelled after a Group N Holden EH crashed heavily, and the car required extensive cutting to release the driver, who was immediately hospitalised. A sobering way to finish off the day.

This left two races for us on a fine and warm Sunday, and a catch up programme with diminished laps of 4 and 6. Unfortunately both Simon Pymble and Kim Shearn had a DNF and DNS respectively in Race 1. An uneventful race with Thallon (1st in FJ), Le Gallais (only F3 competitor), Brown, Blackwood, Mike Gosbell in the Mk1 FJ Cooper and Buckley.



Race 2 saw a few more casualties. Brown and Thallon had DNFs. Victoria Le Gallais was the best of our group and had quite an interesting tussle with Dick Willis (Group L, 2 litre Mildren Cooper) and crossed the line about half a second ahead, much to her excitement! Only two other finishers – Blackwood and Buckley.

Mike Gosbell driving his T52 Cooper on 3 wheels at Eastern Creek, closely followed by Graham Brown and Dick Willis in his Cooper car 37.

Photo courtesy Peter Schell

FJ/F3 RACE RESULTS FROM ROUND 7 AT EASTERN CREEK NSW 26 – 27 NOVEMBER 2011

NAME	STATE	YEAR	MAKE	MODEL	CLASS	R1	R2	TOTAL
MEDLEY John	NSW	1959	Nota	BMC	FJ1F	0	0	0
GOSBELL Mike	NSW	1960	Cooper	T52	FJ1R	10	0	10
SHEARN Kim	Vic	1960	Lotus	18	FJ1R	0	0	0
BLACKWOOD Maurice	NSW	1961	Lotus	20B	FJ2R	6	10	16
BROWN Graham	Qld.	1962	Brabham	BT2	FJ2R	8	6	14
BUCKLEY Robert	Qld.	1963	Golford	Spl.	FJ2R	4	8	12
THALLON Don	Qld.	1963	MRC	22	FJ2R	10	0	10
PYMBLE Simon	NSW	1963	Brabham	BT6	FJ2R	1	0	1
Le GALLAIS Victoria	NSW	1965	Brabham	BT15	F3	10	10	20

“BEDROOM FIND” STORY BY ANDREW FELLOWS

No this is not about any anatomical parts that Bill Hemming may have lost, I don't doubt they are still nailed to a kitchen wall for posterity. No this is about a Lotus stored in a back bedroom of a house in California for 37 years. The house belongs to Kenny Gibbard ex RAF pilot, emigrated to the States in 1957, part time oval racer and sports pilot with an engineering business.

Kenny has just divorced, must be that at 84 you need a new challenge. Casting around for things to sell to pay for his passion of flying he decided to part with the Lotus 32 chassis that he had taken as part payment for some work done in 1974. He posted on 10/10ths asking for help. I did my homework, well I didn't really as I cheated, I had a little help, well lets get this right, I did no work at all and it was all done for me.



Kenny had found the tub number and these things are listed in the Lotus build sheets. 63/12 belongs to chassis number 27/JM/35 which as it happens is the missing works team car. Clearly worth trying to acquire. Now the things that differentiates a 27 from a 32 is that the former has parallel radius rods and the latter does not, the former has internal pick up points the latter external but being an ignorant Brabham driver I was oblivious to this and bought the car and rocked up to Peter Denty to order the bits required to reinstate it.

Even in a jet lagged semi conscious state I did pick up quickly that when Peter said it was a Lotus 32 and not a 27 I could have got it all a tiny bit wrong. I had one of those good ideas and thought a quick email to Clive Chapman would get the drawings for a 27. He echoed Peter Denty. It was a 32, I would apparently not require the drawings.

Hey ho, I'd show them how wrong they were, I knew when it landed in Oz I could scrape away the paint and reveal the internal 27 pick up points.

David Kent picked it up for me, and told me no 27 pick ups points. Now we all know what a wind up merchant David is, hey David get real, he was, very real, there were no Lotus 27 pick up points. Awawah!

David offered to do an internal search (is he good at that?) when he got home. One hand on his phone the other well inside the monocoque (multi talented) he once again found nothing. No satisfaction there. Oh well a Lotus 32 with twin cam would be a quick little number, at least it wouldn't be yet another green and yellow car, almost as bad as all those green and gold ones.



However David did redeem himself two hours later (slow to get going but gets there in the end) with photos from a camera that he'd stuffed up inside the monocoque. The tub had been re-skinned and the bulkhead that holds the 27 pick up points was there but the points themselves were not. Now I have always thought what a wonderful guy David is and I was very happy to tell him in detail, and at length. Seeing that I thought he was so wonderful he did suggest that the car would be much better off in his hands, It would save me the drive down to Sydney too. It also would have the merit of me being spared the usual wife thing, 'What is this load of rubbish that you have spent *our* money on this time?' I have slowly learnt over time that it is not in my interest to float the reply 'it'll be worth a fortune' line to the wife, one, she will fry me with the look and two why volunteer to share the profit?

So here are a few photos by David Kent of 27/JM/35, delivered new May 1963 to Ron Harris for the works team, painted B.R.G. as per London Show car with yellow wheels. Collected from the works by G Hill. I don't think it was driven by Mike Spence or Peter Arundell as they were out prior to this car being delivered (can't ask them as they are both dead anyway) which leaves John Fenning or the spare. What it did in the USA is not known, a SoCal FB racer according to Kenny.

Now, where is that green and yellow paint? Awawah!



Maurice Blackwood in Jim's Lotus 20B car 20 in close company with Kim Shearn, Mike Gosbell and Graham Brown bringing up the rear at Eastern Creek

Photo courtesy Peter Schell

CARS FOR SALE VIA MIKE GOSBELL

FOR SALE: 1964 EH Holden 149 Special Sedan, "original unrestored" Fowlers Ivory with red trim and carpet. One family owned 1964-2004 (father & son). In this time the car was housed in the same northern tablelands garage. After 47 years the car still remains in as new condition, it has many period extras that were installed by the original owners, ie: tow bar, front and rear window, side front indicators, driver side window - wind protector, external wibrook mirror, front seat belts, push button radio, external sun screen. In 2004 the car was purchased by a friend of the family who removed the old crossply tires, replacing them with a new set of white wall radials. The car has had limited car club use over the past 7 years. As at 12/10/2011 the recorded miles is 17,450! Price \$25,000.

Serious inquiries only to Mike Gosbell 02 66518141 Mobile 0428 518141

FOR SALE: 1970 Morris Cooper S "original unrestored" Connaught Green with White roof and black trim and carpet. Fully documented history from new. Original lady owner 1970/1991. Second lady owner who I personally know 1991/2007. I have owned the car since then. This car is only offered for sale so that I can indulge myself - with my wife's permission - in another historic racing car. price \$40,000. Serious inquiries only to Mike Gosbell 02 66518141 mobile 0428518141.

FIVE CARS AVAILABLE FROM SOUTH AFRICA

1. 1960 Scorpion Formula Junior No 500-S-7 fully restored car with 3 Cyl.DKW 1100cc 2 stroke engine
Excellent history A\$46,000 ONO
2. 1961 T56 Cooper Formula Junior with 1100cc BMC engine, and 5 speed Jack Knight gearbox.
Car previously owned by Ivan Glasby NSW A\$59,000 ONO
3. 1957 T41 F2-1-57 Cooper, 1500cc sohc FWB Climax plus original FWA 1100cc block.
Car currently under restoration, basically complete except gearbox A\$59,000 ONO
4. 1957 T43 F2-29-57 Cooper, 1640cc dohc FPF Climax engine, ERSA 4 speed gearbox.
Car recently restored A\$105,000 ONO
5. 1955 MK9-12-55 Cooper F3 Aircooled car. Recently restored using Tiger 100 twin.
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For further information on these cars contact Richard Daggitt <dickon@worldonline.co.za>



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NOTICE BOARD - For sale via Secretary Kelvin Prior

AFJA Caps including postage \$25

AFJA cloth badge including postage

Business Card advertising 4 issues \$50



FOR SALE 1961 LOTUS 20J959

Car originally owned by Lionel Ayers from Qld
Full restoration completed (like new) by current owner
Disc front brakes, 1100 cc Ford engine
Race ready opportunity. \$85,000 price reduced
Contact Murray Bryden B.H. (03) 9357 9969



FOR SALE 1960 NOTA BMC FJ EX BOSWORTH

Very competitive Aust built front engine car
New steel engine, C.R. gearbox, diff ratios
CAMS Log Book/COD, Inc. Trailer & spares
Sale Price \$39,900
Contact Geoff Medley 0424 138 369



FOR SALE 1961 LYNX FORMULA JUNIOR FJ108

Extensive racing history, ex Powell/Wherrett/Sulman car
Ford Anglia engine, Renault Transmission, Drum brakes.
Car recently restored. Current CAMS log book & C of D
Sale Price \$55,000
Full details Howard Tucker 0409 669 929



FOR SALE 1961 GARD BMC FORMULA JUNIOR

Car designed / built by Jamie Gard in WA for 1962 AGP
1100cc BMC engine, VW g/box, Drum brakes
Recent restoration completed in SA
Sale Price \$30,000 Full details - contact Peter Bail (08) 8362 5554



FOR SALE 1962 T59 COOPER FJ-40-62

Ex Midland Racing Partnership Team car
BMC engine, 5 speed ERSA box, disc brakes
Excell. cond. FIA papers, spares incl. wheels etc.
Sale Price \$85,000. Contact Glen Stewart-Richardson H. 08 9307 5609



FOR SALE 1961 LYNX FORMULA JUNIOR FJ 107

Ex Bartlett, Lynx works car, fantastic history
Top BMC engine, Gordini trans., drum brakes
CAMS Log book, C of D, many spares and trailer
Urgent Sale \$70,000 o.n.o.
Full details contact Herb Neal 02 4573 2424



FOR SALE 1963 RENNMAX BN1-1 EX MAX STEWART

1100 cc Ford engine, disc brakes, VW trans.
Little use since 60's, recent total restoration
Rare opportunity to acquire race winning car
Sale price \$72,000 o.n.o. Contact Dean Rainsford 0418 855 414



FOR SALE 1963 LOTUS 27JM18 FORMULA JUNIOR

Ex Glyn Scott car, Important Australian history
Recent total restoration by current owner
New dry sump steel engine, Hewland 5 speed gearbox
Sale price by negotiation with genuine purchaser. Contact Don Ballingall W. 03 9459 7002



FOR SALE 1965 BRABHAM BT15-11-65 FORMULA 3

Original owner John Ralph
Restored and raced by previous owner Denis Lupton
Available with fully enclosed Rice tandem trailer
Sale price subject to negotiation. Contact Barbara Purcell H. 03 9335 2090

EASTERN RACE PARTS
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