

AUSTRALIAN FORMULA JUNIOR ASSOCIATION

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PITSTOP

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PRESIDENTS REPORT BY ROGER EALAND

So the AFJA is about to undergo a fundamental change to its structure.

Kelvin and Bunny Prior are retiring. The founder and driving force, the guiding hands behind the growth and stability of Formula Junior in Australia will take a well earned rest. Kelvin and Bunny have sold their house and are moving into a luxury, all singing and dancing town house just down the road and closer to the centre of their town.

It has been easy for us to take for granted the amount of work that both of them have put in on our behalf. It is only now that we look at the tasks they undertook, that the full extent of the job becomes obvious.

Now is an excellent time for all of us to say a big thank you to both of them at the AGM in Winton, Kelvin's last official task, we can make Kelvin and Bunny thoroughly embarrassed with a wonderful send off.

I am sure that they will stay in contact and follow the fortunes of their baby, the AFJA, and still send me emails telling me what to do, so put your feet up, open a quality bottle of Red and remember the wonderful legacy you have left us Kelvin. Thanks mate!



Roger Ealand seen here driving his Mk. 2 Gemini at Phillip Island.

Photo courtesy of Neil Hammond

RESIGNATION FROM COMMITTEE BY KELVIN PRIOR

Having recently sold my Formula Junior, my membership of the AFJA is now classified as an Associate, and hence I am unable to hold office under the regulations of an incorporated organisation. Furthermore, I have relied upon my family and friends to assist my passion in the necessary work involved in the office I have held during the past 15 years, but now realise I cannot continue to rely on their goodwill in the future, as they to have their own futures to explore.

I would also like to express my gratitude to all the members and associates around the world who have assisted me in helping to achieve what is an international contributor to the future of Formula Junior world wide, and in particular, the committee members who have put up with my fanatical need for detail.

EVENTS FOR 2013 AFJA TROPHY SERIES

Round 1	Mar 8-10 Phillip Island
Round 2	Mar 30-31 Mallala
Round 3	May 25-26 Winton A7
Round 4	June 8-9 Lakeside
Round 5	July 13-14 Morgan Park
Round 6	Sept 28-29 Wakefield
Round 7	Nov 23-24 Eastern Ck



*Leo Geoghegan
FJ Trophy*



*Aussie Car
FJ Trophy*



*Nereo Dizane
F3 Trophy*

AFJA FJ/F3 TROPHY SERIES POINT SCORES FOR 2013

Driver	State	Year	Make	Mod.	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
REID David	Qld	1962	Cooper	T59	FJ2R	38	-						38
MEDLEY John	NSW	1959	Nota	BMC	FJ1F	-	31						31
EALAND Roger	NSW	1960	Gemini	Mk 2	FJ1F	30	-						30
SHEARN Kim	VIC.	1960	Lotus	18	FJ1R	22	-						22
HOCKING Wayne	SA	1964	TAD	Spl.	FJ1R	-	20						(20)
BROWN Graham	QLD	1962	Brabham	BT2	FJ2R	20	-						20
MOODY Stephen	VIC	1960	Lotus	18	FJ1R	12	-						12
GOSBELL Mike	NSW	1960	Nota	BMC	FJ1F	2	-						2

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.

2013 AFJA ANNUAL TROPHY SERIES

Clearly the first two events for 2013 have produced some inconsistencies with considerable variations in results due mainly to car reliability that is obviously less than dependable at the beginning of the season, however, David Reid from Qld. clearly proved his Cooper was capable at Phillip Island, where 75% of the entrants were from interstate, as was John Medley when he competed against mainly local cars at Mallala SA in Round Two of the series.

Progress on CAMS Discussion Paper on FIA Regulations for Formula Junior

We have had a lively and thoughtful discussion within the Association, formulating our response to this discussion paper, as you know. Many of you took part.

The upshot of that is that the AFJA have submitted our reply to the Historic Commission.

Our submission said the AFJA were in favour of running under the International FIA rules and regs and specs that apply in Europe.

This submission will be digested by the Commission and in due course a decision will be made.

Paul Hamilton and Bryan Millar have been open and friendly and constructive. Fantastic! We have put our case as strongly as possible, could not have been more persuasive.

We are now in the hands of the Commission Gods!

AFJA TROPHY SERIES ROUND 1 RACE RESULTS AT PHILLIP ISLAND VIC. 8 – 10 MARCH 2013

NAME	STATE	YEAR	MAKE	MOD.	CLASS	R1 / R2 / R3 / R4	TOTAL
EALAND Roger	NSW	1960	Gemini	MK2	FJ1F	10 + 10 + 10 + 0	30
GOSBELL Mike	NSW	1960	Nota	BMC	F1F	1 + 1 + 0 + 0	2
SHEARN Kim	VIC	1960	Lotus	18	FJ1R	10 + 1 + 1 + 10	22
MOODY Stephen	VIC	1960	Lotus	18	FJ1R	0 + 1 + 10 + 1`	12
REID David	QLD	1962	Cooper	T59	FJ2R	8 + 10 + 10 + 10	38
BROWN Graham	QLD	1962	Brabham	BT2	FJ2R	10 + 1 + 1 + 8	20

RACE REPORT REGARDING PHILLIP ISLAND EVENT BY PRESIDENT ROGER EALAND

One of the world's best historic race meetings. A resurfaced track and beautiful weather and some magnificent cars – all made for an outstanding event again this year.

Only six Formula Juniors entered, which looks pretty poor until you realise that all the Juniors had not returned from New Zealand and some were preparing to leave for Europe – (we could see a situation this year, where more Australian Formula Juniors compete at Brands Hatch than at Phillip Island!)

Mike Gosbell and myself were in front engined cars and were put in with JKL. David Reid, Kim Shearn, Graham Brown and Stephen Moody in Phil Segat's Lotus were in Group M. (I pray for the day we have enough cars to have all Juniors in the same race).

Mike and I had a great time until Mike's Nota had some gremlins and didn't make the last two races. David was the star of the Juniors, last seen with a silly expression on his face and two medallions around his neck! Well worth keeping away from till he has settled down.

Kim Shearn had reliability problems (which showed up in his car!), all sorted by the end of the meeting and he was really flying then. The other Lotus 18 driven by Stephen Moody also wasn't running well and retired hurt before the finish. Graham Brown survived through the whole meeting in great style, oh, apart from an oil filter seal misbehaving – great to see him going so well.

Such a special meeting, we might have to make an effort to get 20 cars or so next year and put on a proper show.

AFJA TROPHY SERIES ROUND 2 RACE RESULTS AT MALLALA S.A. 30 – 31 MARCH 2013-04-16

NAME	STATE	YEAR	MAKE	MOD.	CLASS	R1 / R2 / R3 / R4	TOTAL
MEDLEY John	NSW	1959	Nota	BMC	FJ1F	10 + 10 + 10 + 1`	31
HOCKING Wayne	SA	1964	TAD	Spl.	FJ1R	10 + 10 + 0 + 0	20



John Medley seen here driving his Nota BMC at Mallala S.A. during Easter.

Photo courtesy of John Lemm

37th VASC VIC. HISTORIC WINTON 2013

ROUND THREE AFJA TROPHY SERIES

CIRCUIT: 2.03 km short clockwise track near Benalla 200 km north of Melbourne

PROGRAM: Voluntary private practice Friday May 24th
Racing Saturday & Sunday 25th & 26th May

ENTRIES: AASA Entry Fee only \$300
To obtain an entry contact Bruce Maplestone W.03 9555 0606 H. 03 9583 2635
M. 0418 376 447 or download from www.historicwinton.org.

ACCOMMODATION: Most entrants find suitable locations at Benalla or Wangaratta



*Kim Shearn driving
the leading car Lotus
18 No. 8 at Phillip
Island.*

*Photo courtesy of
Neil Hammond*

LAKESIDE HISTORIC EVENT QLD. 2013

ROUND FOUR AFJA TROPHY SERIES

CIRCUIT: 2.41 km clockwise track 30k north of Brisbane

PROGRAM: Voluntary private practice Friday 7th June
Racing Saturday and Sunday June 8th & 9th

EVENTS: Possible free practice sessions on Friday
5 races Sat/Sun plus qualifying
Social BBQ at circuit after racing on Saturday. BYO Drinks

COST: \$250 total cost for each entrant payable to AFJA

ENTRIES: Documents will be forwarded by AFJA to the first 22 members who commit to enter their car via AFJA by May 18th

CAR STORAGE: Pits are provided for each entrant during this event; furthermore, any interstate cars also entered for Morgan Park may be stored in trailer at President Roger's between these events.

TORQUE AROUND THE PITS

Jonathan Williamson and Jude have taken a 12 month sabbatical from work and Historic Racing, and are currently driving their Land Rover from Kuala Lumpur to London via 25 countries incl. China, Russia, the Middle East, and Europe, and can be traced via their Blog at www.lost-and-found-adventures.com

It is with regret that we report the recent demise of Graham Howard who lost his battle with cancer, and will be sadly missed by the Historic Racing establishment in Australia where he played a major role in publicizing events and cars including Formula Junior.

Robbie Nichols from SA has recently sold his Lola MK2 front engine Formula Junior BRJ18 to an overseas buyer after he and the family decided that age and health were not helping his ability to contest Historic events in the car, and we wish him well for the future even though the garage is now more spacious.

Brian Pymble from NSW has sold his BT6 Brabham to Dr. Ian Henderson from Vic. whom we welcome to automatic membership of AFJA, we understand that he hopes to contest overseas events next year in company with Peter Strauss. For the record, Brian was an inaugural member of AFJA, and played an important role during its establishment 15 years ago, and his son Simon is responsible for breaking many lap records in the car during Brian's ownership for past 30 years.

Neville Anderson from Qld. has sold his Dagrada Lancia Formula Junior replica to David White also from Qld. where it currently competes at various AASA historic race meetings, and we are also advised that Andrew Gifford from WA has sold the "GWG" AF2 car advertised in Pitstop to Rod Quinn also from WA where we hope it will reappear in regular historic events.

After considerable negotiations with Dean Rainsford from SA, we are advised that Kevin Taylor from WA has entered into an agreement to purchase the first Rennmax Formula Junior BN1-1 originally owned and raced by Max Stewart in period. Incidentally, Kevin also owns and races a Brabham F3 in the West.

As we go to print on this issue of Pitstop, we are advised there is another car on its way to W.A. namely the Lotus 27 that Don Ballingal restored and has subsequently sold to Martin Bullock following the successful advert. In previous issues of Pitstop.

DUNLOP CONTROL TYRES

The Australian importer of our Dunlop control tyres has advised a very competitive price for our control tyres for 2013, however, I must advise AFJA members that you need to make arrangements regarding the fitting of these tyres to your wheels, as they are not brought to the circuit unless you have ordered them

F/Junior	652643	4.50 L 13 CR65 204	\$290.00	
F/Junior	652721	5.50 L 13 CR65 204	\$345.00	\$1270.00 per set
F/Junior	652423	4.50 L 15 CR48 204	\$330.00	
F/Junior	652716	5.00 L 15 CR65 204	\$330.00	\$1320.00 per set



At long last Jeff Brown has been rumbled at Phillip Island. He was last seen being carted off by the Vic police nobody seemed very concerned.

Photo from an anonymous AFJA member

NEWS FROM NEW ZEALAND ON 2013 SUMMER SERIES BY BRUCE EDGAR FROM PERTH W.A.

The Formula Junior fields and racing in NZ over summer featured some great racing and were generally entertaining. Generally around 24 cars, with significant involvement by overseas drivers (from Aust, UK, Italy, Monaco) and plenty of variety of cars, including several NZ front engine cars (they have 13 there....). There was a total of 6 race meetings over consecutive weekends (comprising 26 races) from Auckland (Hampton Downs) in the north starting early Jan to Invercargill (Teretonga) in the deep south. Note that all the results are on mylaps.com. Due to the number of races I've tried to summarize to give the feeling of the occasion – apologies to anyone I've missed out.

Some good racing even although Pierre Tonetti (BT6 and 2012 Lurani Champion) cleaned up, generally getting pole, leading all but a handful of laps, having the fastest race laps as well as winning 22 races out of 22 over 5 meetings (he left before Teretonga). A pair of well set-up cars and driven well. He was sliding a lot more than I would have expected (was great to watch through the sweeper at Ruapuna) but won everything..... he had a spare car with him



*Graham Brown driving his much loved Brabham BT2 recently at Phillip Island.
Photo courtesy of Neil Hammond*

(and another spare engine) and occasionally used to do private testing prior to meetings (e.g. hired Ruapuna for a morning) to learn the circuits and perfect his set-up. Only had one young guy helping him, but they knew what they were doing, (e.g. checked tyre temperatures) and as far as I know only had one reliability issue (lost compression at Timaru during practice so swapped cars) although the cars were also swapped earlier on. He was generally chased by Robin Longdon / Marcus Mussa (in Robins Lola) and Peter Anstiss (Lotus 20/2). Greg Thorndon also stood out – having his older Cooper T52 higher than it should have been. There was a couple of Oz visitors as well – Tony Simmons who was well in the top 10 and Kim Shearn for the South Island meetings who was generally in the top 3 or 4.

The front engine brigade had their entertaining battles as usual. Nigel Russel starring occasionally in the FMZ and Anthony Olisoff starring in the front Wheel drive Emerson-Elfin. Roger Herrick and Bob Birrell looked to have some good races in their Lola Mk2s until Roger took his lovely Taraschi down south.

Taupo – I didn't go to this meeting but Tonetti (BT6) qualified fastest and won a three, often trailing on the first lap, then generally followed by Robin Longdon (Lola Mk5A) and Sir John Chisholm (Gemini 3A). Best lap 1:45:64. 20 starters. Best for Tony Simmons (BT6) of 5th. Best front engine car being Nigel Russell (FMZ). 20 entries.

HD1 for the "Gulf NZFMR – Celebrating Denny Hulme" with 4 FJ races. Wasn't at this one either, however Robin got pole, followed by Pierre and Peter Anstiss. Robin led the first lap of the first race, passed by Tonetti who won all 4. Max 30 starters.

HD2 This time 5 races. Tonetti (in his second car) qualified with 1 15.9, winning all 5, only being headed once of the start. Races bit processional, with top 3 and 4 pretty settled, with Peter Anstiss second and Chris Atkinson or Tony Simmons 3rd. 21 entries. Seven Aust entries, including Peter Boel and Brian Searles driving Neil McCrudden's Lotus 20/22.

The trip down south was well organised, with containers taking the cars (not only Juniors) to each circuit. At each circuit the organisers erected a marquee for all the Juniors with great camaraderie and general ambience within the group, as well as technical support. On the Sat nights the organisers put on a dinner/drinks night, generally a sociable occasion. Even the weather was great – with fine, warm days for both weekends.

After the Skope weekend at Chch it was however wet and bitterly cold– did a bit of sightseeing with Max (him and Laurie racing a pair of JBS 500s) – city still sadly in recovery mode, still stabilising and clearing rubble from the war zone that is the CBD. However it was heartening (from the point of view of an ex-Cantab) that spirits are high and the city is still going ahead. We visited Auto Restorations, near the CBD, a visit I'd recommend if you like old cars like GP Alfa Romeos, etc. and also visited the RNZAF Museum at Wigram (previous home of the Lady Wigram Trophy Tasman racing) - well worth a visit if you like planes.

Ruapuna 4 races –Again Tonetti qualified fastest, and won all races. Marcus Mussa in Robin’s Lola led 2 laps at the start of race 2 but was passed and had to settle for second. Tonetti led the last 3 races from beginning to end. 21 entries. Again some interesting racing. I was helping Max so missed some of the action and camaraderie but it was interesting to watch the cars around the sweeper I to the front straight. Tonetti was very committed, managing to slide the car through the corner using power. As he was running a silencer it was hard to judge his engine against the others but it was commented that he had the best that Richardsons could provide.

Levels – this time 6 races over the two days! – Stricter noise measures here meant that a couple of cars exceeded the limit and had to be modified. Again Tonetti qualified fastest, and won all races, swapping cars after a practice engine issue. However race 2 was a challenge for him – he was headed for 4 laps , each time trying hard to pass at the right hander after the S/F before finally scrambling through. Not sure if this was Robin or Marcus as they swapped cars during the weekend. Then Pierre led and won race 3, 4 (processional), 5, and 6. Noel W had an oil line come adrift which spilled oil all over the back of his car and the track, but hopefully without engine issues. Nigel R had a front hub break on the FMZ but was saved by getting a new fully machined flown one down from Auckland and transported to the Timaru circuit by an old friend.

Teretonga – bit of a free for all - with Tonetti back in Europe (and I was back in OZ) there was multiple winners, with two races to Paul Smeeth (Lotus 22) and one each to Noel Woodford and Marcus Mussa. In most races the top 6 (including Greg Thorndon in a T52 Cooper with BMC engine) had fastest laps all within a second of each other so sounds entertaining racing, both from a drivers and spectators points of view. The lap times were getting faster as well, with Kim Shearn achieving a weekend best of 1m 09.32 in 2nd chasing Marcus winning the last race of the series. 20 cars raced.

Well, that’s about it – some great racing for all the competitors and reasonably economic – most of the FJ people had camper vans for touring as well as being able to say at most circuits.



*David Reid seen here driving his T59 Cooper in the wrong direction at Phillip Island recently.
Photo courtesy of Neil Hammond*

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NOTICE BOARD - For sale via Secretary Kelvin Prior

AFJA Caps including postage \$25

AFJA cloth badge including postage \$10

Business Card advertising 4 issues \$50



FOR SALE 1961 LOTUS 20J959 FJ2R

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 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 \$68,000. Contact Glen Stewart-Richardson H. 08 9307 5609



FOR SALE 1965 BRABHAM BT15-11-65 FORMULA 3

Original owner John Ralph, current deceased estate
Recent historic racing history in Australia
Car restored by Brabham expert Denise Lupton
Sale price \$75,000 o.n.o.. Contact Barbara Purcell H. 03 9335 2090



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 Contact Don Ballingall W. 03 9459 7002



FOR SALE 1962 ELFIN 625 FJ2R FORMULA JUNIOR

Original Elfin Works car (Frank Match) excellent history
Current 1500cc Ford wet sump, 4 speed CR VW gearbox.
Front Disc's, CAMS log book, C of D, 1100cc engine spares
Sale Price \$70,000
Contact Doug Anderson 0408 910 981



FOR SALE 1962 ELFIN 629 EX RON TONKIN

Recent full restoration using 1500cc Ford dry sump engine
4 speed CR VW gearbox, front disc brakes.
CAMS Log Book, C of D plus spares
Sale Price \$55,000
Contact Doug Anderson 0408 910 981



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Sale price \$2,000. Contact Kelvin Prior 03 9707 1652