



Above photo: Andrew Tart (UK) in the Bond FJ on track during Friday qualifying at the Oulton Park Gold Cup. Picture taken by Charles Rogers

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## 2016 Australian Formula Junior Championship Calendar

Round One	11-13 March	Phillip Island Classic	Phillip Island (VIC)
Round Two	23-24 April	Mallala All Historic	Mallala (SA)
Round Three	28-29 May	40 <sup>th</sup> Historic Winton	Winton (VIC)
Round Four	2-3 July	Historic Queensland	Morgan Park (QLD)
Round Five	21-23 October	Barbagallo Historic	Barbagallo (WA)
Round Six	4-6 November	25 <sup>th</sup> Historic Sandown	Sandown Park (VIC)
Round Seven	18-20 November	Eastern Creek Historic	Sydney Motorsport Park (NSW)



Photo: Can anyone help Mike Rowe with transport to Sydney from Melbourne? If so, call Mike on 0417 943 522 or [mike@bluevista.net.au](mailto:mike@bluevista.net.au)

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## PITSTOP Future Issue Release dates

	Copy Deadline	Release Date
Issue Four	Friday 2 December	Friday 16 December
Issue One 2017	TBA	TBA

## **PRESIDENT'S REPORT**

The Barabagallo historic meeting last weekend provided the backdrop for the first round of the Australian sector of the ongoing world series for Formula Juniors, in all their guises. And some stunning cars there were too. Doug Elcomb's Dreossi, made from an early Jet fighter drop fuel tank attracted much attention and he drove it superbly each time out. Norm Falkiner's immaculate Stanguellini was also popular with the punters and visitors alike.



In fantastic conditions the "Juniors" were divided into 3 categories representing significant stages of development in that class between 1959 and 1963. They were split into front engine cars, early rear engine (Drum Brakes) and later model (Disc Brake) rear engine cars.

The meeting saw the participation of drivers from England, Scotland, NZ, the USA, Canada and South Africa along with locals. Some 8 entries were from the Eastern states that made up a 30 car entry list. Free practise (and I do mean FREE!) on Thursday, more practise and qualifying on Friday with 4 races over the weekend - generous track time made the long journey West well worthwhile.



**Photo:** Mike Rowe, Koala FJ.  
Photo from FJHRA Facebook page.

Local organiser, and oft time European racer, Marty Bullock dominated the weekend winning each event outright in his glorious Lotus 27, but things were much closer in the class divisions. Chris Drake from the UK was sensational in his early drum brake rear engine Elva 300, keeping Marty honest in each race. Eastern State drivers Noel Bryen and Bill Norman flew the flag for the Aussies and David Innes from South Africa in another stunning Lotus 27 also performed well all weekend. He was, however, chased hard by both Phil Foulkes (Lotus 20/22) and John Rapley (Brabham BT6), both from NZ. Driving the magic little KOALA, local Mike Rowe also made his presence felt in each event. Peter Strauss had electrical gremlins all weekend and when it was rectified he fell victim an errant oil spill and was shunted off in the last race! Sometimes we should stay home?

In the Drum Brake class, Chris Drake won well but JR Mitchell from the USA in his LOTUS 18 drove superbly and improved his times each time out -securing 2nd in class for his efforts. Robert Buckley in his GOLFORD was enthusiastic and very competitive ensuring his 3rd spot in class for the weekend. In fact, the top five placings including Bill Hemming and Doug Elcomb from Canada were very close on points and the results could have well been quite different.

Local FJ Enthusiast and co-host with Marty Bullock, Neil McCrudden provided no less than 14 cars for people to drive in various events and classes throughout the weekend, most coming from his museum - WARM - well worth a visit if you are going "West" anytime. Social time was taken care of by Marty and the spit roast he catered for at his premises was also attended by a number of F5000 guys and gals - a terrific night catching up with many folk along the way.



**Above:** Barbagallo. Photo from FJHRA Facebook page.

In the front engine class, the World "Supremo" of all things Formula Junior, Duncan Rabagliati brought over his well know Alexi HF1, affectionately known as the "Carrot" due to its fetching orange body work. Both car and Duncan acquitted themselves well (after some minor mechanical repairs on Sunday morning) taking out a podium result in that class. The shining light in front engine cars on this occasion was Ian Phillips in his beautiful Lola Mk2. Max Pegram in the equally desirable Gemini Mk2 finished on the same points total to Ian but came second on a count back - great driving Max! Norm Falkiner, Stanguellini, was unlucky to be involved in a start line fracas, suffering no damage to his car, but disappointed to not be competitive on points.

The Juniors now move on to Sandown for the second leg of the Australian Sector, followed by Eastern Creek, oops, sorry SMSP, late November.

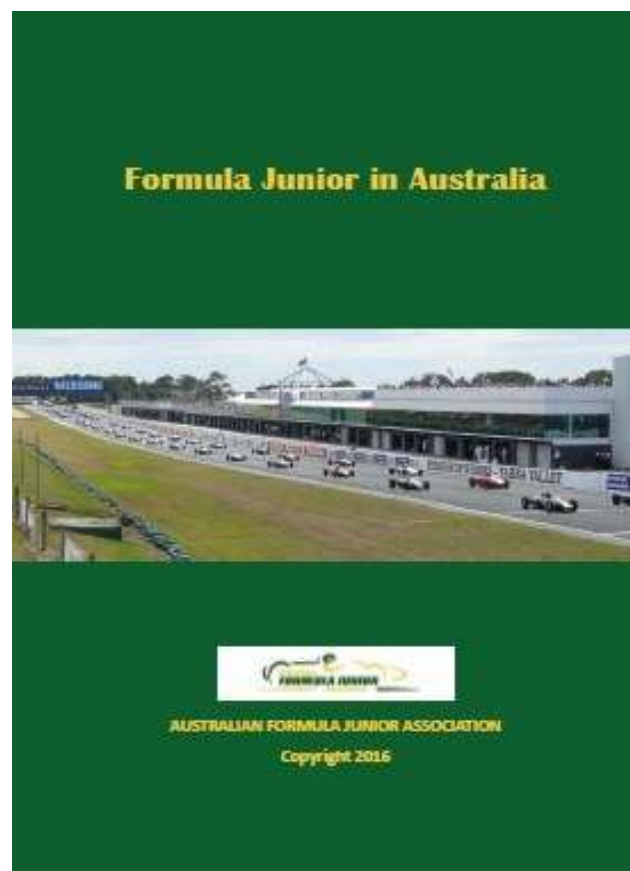
This burgeoning category now has firm commitments from competitors to race "equalised" cars, globally over the next two years. The Jubilee includes 6 race meetings in NZ early next year, then back in the UK followed by 8 races in the USA. 2018 sees more in Europe and a three race series in the Baltic States to complete this amazing world wide series. No other category of race car has ever attempted this type of celebration and to date it has been an outstanding success. Grids have, in one case, exceeded 100 cars, but usually contain about 35-40 cars at each outing - the interest in this class world wide is truly amazing and is in no small part due to the quality and closeness of the racing along with the enormous variety of machinery that can compete on a truly competitive basis.

Cheers,  
Kim Shearn  
President, AFJA  
22<sup>nd</sup> October 2016

**FOR SALE – Get your copy of the 2016  
Diamond Jubilee edition of  
*Formula Junior in Australia***

**ONLY \$10 per copy\***

\*or free to financial members of AFJA



The AFJA have produced 500 books on “Formula Junior in Australia” comprising 42 pages that illustrate 114 cars currently on our register, and we intend to sell each copy for \$10 at local and overseas events where permitted. This publication is an updated version of previous issues produced in 2007 & 2011, but is more comprehensive in its content where it celebrates the forthcoming Formula Junior Diamond Jubilee, and naturally, most existing owners will need to secure a copy that promotes their car, and those they compete with on a regular basis.

Kelvin Prior – (03) 9796 1893

## **Historic Sandown Entry list**

### **Formula Junior Diamond Jubilee World Series Australian Leg Round Two**

<b>Number</b>	<b>Driver</b>		<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Colour</b>
2	Grant	Craft	1962	Brabham	BT2	Blue
3	bILL	Norman	1962	Lynx	FJ	Blue
7	Duncan	Rabagliati	1959	Alexis	HF1	Orange
8	Kim	Shearn	1961	Lotus	20/22 FJ	Green / Yellow
9	Patrick	Barford	1959	Lola	Mk 2	Blue / Yellow
15	Max	Pegram	1960	Gemini - Ford	Mk11 FJ .	Red
16	David	Reid	1962	Cooper	T59	Blue
18	John	Rowe	1960	Lotus	18 FJ	BRG
19	Sir. John	Chisholm	1959	Gemini	Mk2	BRG
23	Bill	Hemming	1962	Elfin	FJ	Red
26	Peter	Strauss	1963	Brabham	BT6	Green/Gold
27	Marty	Bullock	1963	Lotus	27	Dark Blue
36	John	Rapley	1962	Brabham	BT2	White
40	Robert	Edgar	1963	Elfin	FJ	Red
50	David	Watkins	1962	Elfin	FJ	Blue
54	J. R.	Mitchell	1960	Lotus	18	Yellow
55	Chris	Drake	1961	Elva	300	Blue/Silver
61	Phil	Foulkes	1961	Lotus	20/22	Green/Silver
63	Noel	Bryen	1963	Rennmax	BN1	Portsea Blue
58	Dr David	Innes	1963	Lotus	27	BRG / Yellow
67	Robert	Buckley	1963	Golford	FJ	Green/Red
70	Tony	Simmons	1963	Brabham	BT6	Orange/green
72	Bob	Birrell	1963	Wren	FJ	Yellow
80	Erik	Justesen	1960	U2	Mk 2	Green
81	Greg	Thornton	1962	Lotus	22	Red
82	Norm	Falkiner	1959	Stanguellini	FJ	Red
92	Don	Thallon	1963	MRC	22 Ford	Green/Red
94	Doug	Elcomb	1961	Dreossi	Special	Silver/Red

## **NEWS FROM AROUND THE GLOBE**

This August and September the Editor joined the globe jotting set first visiting the Monterey Week in the USA before finding some Formula Junior racing at Oulton Park, Zandvoort and Goodwood.

### **Oulton Park Gold Cup**

Steeped in history, the Gold Cup race was held from 1954 to 2001, with Australians having success there during this period with Jack Brabham a three times winner (1957, 1964 & 1966) and his son Gary Brabham winning the Cup in 1988.

Fast forward to 2016 and a historic 'Gold Cup' would be awarded for the first time to the pre-1966 Grand Prix cars. In a hard-fought battle Peter Horsman (Lotus 18/21). But back to FJ and the Formula Junior Historic Racing Association fielded two grids, one for both each front-engine & rear-engine cars. Bill Hemming and Kim Shearn would both be making the journey.

Well, that's what I was told beforehand. "Where's Bill?" I asked Kim, "Van's broken down near Bristol" says Kim. So after a sleepless two-week effort following a crash at Copenhagen Bill had achieved what many thought impossible and got the little Tojero back together and in the van for the trip up to Oulton Park. Who knew a fuel pump in the trusty van would fail and being a Bank Holiday weekend in the UK that no help would be at hand to get the van fixed. After attempts to hire a rental van to transport the Tojero failed, Bill arrived in a Peugeot rental car – in perhaps not the best mood. He arrived, though in time for the Saturday night drinks and nibbles / trophy presentation. Good timing according to Duncan Rabagliati as he awarded Bill with a *Class win* trophy!

**Above photo:** Bill Hemming receives another trophy – perhaps not the one that will take pride of place at the Elfin Heritage Centre, but has a great story attached to it.



Back to the action and Kim was on track in the Lotus 18. The car ran faultlessly for most of the weekend, but a DNF first feared to be a head-gasket, but turned out to be a water pipe had come adrift somewhere around the track. After some work, all was fixed on the Bank Holiday Monday morning for Kim to take part in the final race. The Oulton Park track is definitely a circuit to go to in your life, it's undulating and scenic, and apparently from a driver's point of view is quite hard to learn with many blind crests leading into corners that catch out ones fear-factor.

### Historic GP Zandvoort



A quick trip across the English Channel and to the beachside resort town of Zandvoort on the North Sea in the Netherlands found me at the Circuit Park de Zandvoort. The Dutch Grand Prix was held in this sand dunes circuit from 1948 to 1985. With the Goodwood Revival running front-engine cars this year there was just the one front-engine entry at Zandvoort. With Bill's trusty van now fixed he was there with the Tojeiro, alongside Kim's Lotus 18. Kim also

competed in the Penny Ford, in the same F3 race as Peter Barclay, racing his Radio London sponsored Brabham BT15.

**Above photo:** Kim Shearn (#88 Lotus 18) had a great nose to tail dice with the Lotus 18 of John Lord all weekend at Zandvoort. Photo taken by Charles Rogers.

Now in its fifth year, the historic races at Zandvoort is a must to visit. The town is a short 10-15 minute walk from the track, and a 40-minute train ride from Amsterdam. Dining is excellent with many pop-up restaurants dotted along the sandy beach (yes, smooth sand). Kim finished mid-pack in the Lotus with Bill further (okay, much further) back.



**Above:** Bill Hemming at Zandvoort. Photo taken by Charles Rogers



### **Goodwood Revival**

I don't need to write too much about Goodwood here, as I'd be repeating it to all of you who have gone there before (I'm assuming everyone's gone at least once!).

Mike Gosbell was the sole Australian in the Formula Junior field with the Nota. Again finishing mid-pack he had some great dices around the fast-flowing perimeter Airstrip circuit.



**Above:** Mike Gosbell (#90 Nota) being passed by Robin Longdon (#5 Lola Mk2) in the Chichester Cup race at the 2016 Goodwood Revival. Photo taken by Charles Rogers

### **Spa 6 Hours – Final round of Sector Two of the Diamond Jubilee World Series**

Not to be outdone by the front-runners of the European scene, El Presidente, Kim Shearn took out the Sector Two win in the Diamond Jubilee World Series at Spa. Taking home the Caravelle Trophy.



## **CLASSIFIEDS**

### **1961 Gemini Mk3A**

One of only nine Mk3a Formula Junior cars produced by Chequered Flag Engineering (Graham Warner). Only four are now known to exist. This is the only one in Australia (see John Blanden's book "HISTORIC RACING CARS IN AUSTRALIA").

First raced England (Silverstone) - Apr 1961;

First raced Australia (Lakeside) - Nov 1961;

Fresh Noel Tuckey engine (all steel - wet sump – zero hours);

Rebuilt gearbox (zero hours);

Spare gearbox and CWP (different ratios).

C.A.M.S Log Book and C of D.

AUD\$90,000 O.N.O.

Allan Conway

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### **1962 LYNX**



One of the 5 original Mk 3 low-profile cars with front disc brakes

It has a Richardson head / Peter Larnar engine with 125+ bhp (only about 2-3 hours old)

I have had the rear end re-built/strengthened to cope!!

It has a strong VW close ratio box; Hewland possible with HTP.

Includes purpose made enclosed trailer, full set of body and screen moulds.

**\$A100,000** ono Contact Ian Bailey 02 9230 3290

### 1962 Gremlin FJ



Australian Special Set up with desirable 1100cc Ford power, VW box and disc brakes, inboard at the rear. Built on an Ivan Tighe hill climb chassis by Bill Smith for Ron Halpin. A well presented car with alloy side panels and silver fibreglass Lynx nose and tail. Car now in Berry NSW and needs to be sold to someone who will use it. Ideal car to participate in upcoming anniversary events. \$40,000. The Gremlin is in good condition and a great introduction to FJ's. CAMS Logbook, CoD and some period history and documentation. Detailed pics and video available please call Geoff Findlay on 0416 193 142

### Lotus 20/22

- Race ready well known Lotus 20/22
- Full pre-season refresh including fresh engine with its only outing being Phillip Island.
- It is in outstanding race ready condition and has the all important 5 speed Hewland gearbox.
- Many other details available on request.
- Current FIA HTP and Australian C of D etc.
- Asking price: \$160,000 AUD. Kim Shearn. [classicblue365@gmail.com](mailto:classicblue365@gmail.com)



### Cooper T59

Australia's fastest BMC engine FJ. Genuine car with all the right bits. Factory XSP BMC engine, dry sump. ERSA Knight 5 speed Citroen box. Engine reconditioned one meeting ago, has a new billet steel crank. Could do with new tyres and seat belt and then ready for the amazing World Series. \$90,000 firm. Michael – 0419044999



## **Regalia Sales – contact the Secretary**

Jim Clark Cap	\$30 + \$5 P&P
Pair of Car Stickers	\$ 5 + \$1 P&P
Business Card advertising for 4 Issues	\$50

## **LAP RECORDS**

Could members please check the following list and if you disagree please send corrections (by means of an email direct to Bill Norman at [lola642@gmail.com](mailto:lola642@gmail.com) . These suggested changes can then be checked against Natsoft for inclusion on our web site.

<b>Circuit</b>	<b>Date</b>	<b>Driver</b>	<b>Car</b>	<b>Laptime</b>
Sydney Motorsport Park (Gardner GP), NSW	11/15	Bill Norman	Lynx	1:46.8412
Mallala, SA	4/07	Jonathan Williamson	Lotus 22	1:20.1561
Oran Park (Short), NSW	6/07	Jonathan Williamson	Lotus 22	51:6004
Oran Park (Long), NSW	6/09	Kim Shearn	Lotus 18	1:22.9204
Phillip Island, VIC	2/14	Grant Craft	BT2 Brabham	1:49.4113
Calder Park, VIC	3/08	Peter Strauss	BT6 Brabham	1:07.7408
Wakefield Park, NSW	9/15	Bill Norman	Lynx	1:08.199
Morgan Park (Short), QLD	5/07	Don Thallon	T56 Cooper	1:13.3961
Morgan Park (Long), QLD	5/15	Bill Norman	Lynx	1:29.067
Winton (Short), VIC	5/15	Bill Norman	Lynx	1:08.1028
Winton (Long), VIC	8/15	Melinda Price	Lotus 20/22	1:38.5733
Sandown, VIC	11/13	Grant Craft	BT2 Brabham	1:24.972
Lakeside, QLD	6/12	Peter Boel	Lola 5A	1:01.4081
Barbaggio, WA	11/12	John Dowson, UK	Brabham BT2	1:07.2317