

1. Purchasing a Formula Junior

Why?

Marty my mate, has been into single seater racing for years. In 2015 he came second in the Historic Formula 2 British Championship. He is living the dream, racing in Britain and Europe for several months each year, in between managing his company in Perth.



Marty on the right receiving a trophy at Zandvoort in Holland

Whilst I have been competing in Vintage Sports Car Club events for many years, and also tarmac rallies and more recently the CAMS Speed Event Series, I have never actually “raced.”

I had decided in early 2015 to look for a Nb, Nc race car, to enter racing at Barbagallo and Collie Race circuits in WA, as well as the large historic Event at Phillip Island in March each year. I have previously run several times in the Regularity at the Shannons Classic there, running 3rd out of 66 cars at the most recent event I entered. I honed down my search to a BMW 2002, which seemed to be the most competitive in the under 2000 category.

On hearing this, Marty admonished me, and said I should get a proper race car, a single seater open wheeler! He advised that Formula Junior was the best race car and series to enter, and was extremely popular worldwide. Additionally it was coming up to the 60th anniversary of Formula Junior in 2018. A World Series tour was in the planning for 2016 – 2018 and it was going to run at Barbagallo Raceway (Perth) so we would be able to race in it.

Although the idea of “no protection” around you in a single seater was a bit daunting, I decided to change tack from a historic touring car to a single seater.

The Search for a Formula Junior

Marty has a 1963 Lotus 27 Formula Junior, as well as several Formula Atlantics and Formula 2's, so he is very knowledgeable on historic single seaters. He advised several websites to check out.

I found two cars of interest. A 1961 Lotus 20 in Victoria and a 1959 Lotus 18 in Auckland NZ.

Whilst enquiring about these 2 cars with Duncan Rabagliati (FJ Historic UK) and then Roger Ealand (President FJ Historic Australia), I became aware of the potential availability of a one make Australian car with an interesting history. Marty has previously mentioned this car in confidence to me.

Roger commented to me, that due to life threatening illness, he was selling his formidable collection of Formula Juniors. He had already sold a Rennmax, and a Lotus 18. He was going to keep another Lotus 18, but was selling a Koala P2 and a Wren. He suggested I should buy the Koala and that Marty should buy the Wren, which was an all drum brake car.

After viewing a few photos and asking some questions it became obvious that the Koala in deed was a good car for me. It already had a "Certificate Of Description" from CAMS and additionally a "Historic Technical Passport" allowing it to race anywhere in the world. The car also was currently in racing condition, had previously raced in Europe as well as being invited to race at Goodwood in 2011 by Lord March due to its rarity.

Valerie and I decided to purchase the car on August 13, 2015.



Roger Ealand with the unique Koala Formula Junior at Portomaio Portugal



The Koala Cockpit

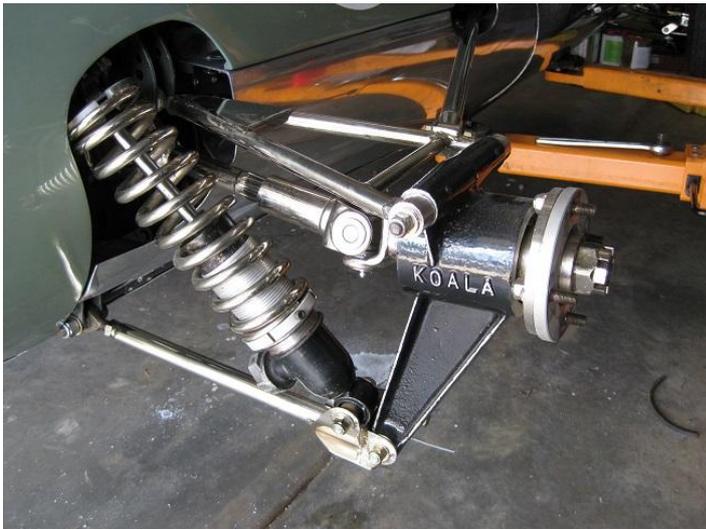


Body off, you can see the twin exhaust which is unique to the Koala in Formula Juniors, and also the rear inboard drums



Roger lined up in a line of Formula Juniors.

The wheels are also unique to the Koala, 3 piece mags, forged at the Toowoomba Foundry in 1962, as were the rear uprights and the Koala Badges. The wheels are embossed with KMRD for Koala Motor Racing Developments.



The uprights are cast with Koala on them.