

HISTORIC FORMULA FORD NEWS

*A newsletter for enthusiasts of Historic Formula Ford
Racing Cars*

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After a long break it was terrific to be back in action racing the world's fastest works of art. The HSRCA's first meeting for the year was run over the weekend of April 19-20 at Eastern Creek in less than favourable weather. Sydney experienced virtually continuous rainfall throughout April, and the fact that we were racing did not dampen El Nina's enthusiasm.

I am pleased to report that despite the inclement weather, FF practice and racing was free of the type of incidents that marred some other classes events. The rain made the circuit conditions slippery and unpredictable. Despite the conditions, 23 FF's practiced and raced over the weekend and returned home in one piece. All drivers should be congratulated for the standard of driving and common sense they displayed.

Another particularly pleasing feature of this event was the entry of two drivers new to Historic Formula Ford, HSRCA President Peter Addison racing his RF83, and Vic Andrews in his RF81. A warm welcome to both gentlemen and we all look forward to racing with you into the future.

On a sadder note it was very distressing to learn that Grahame Burton's lovely Hawke DL11 was stolen early Monday morning from his property in Hurlstone Park, Sydney. Grahame is in the process of building a new garage, and so the car was left on trailer behind it's tow vehicle in his front yard - secured by a chain and lock. About 4:30am three men were seen by a neighbour loading the trailer onto a flatbed truck. The car was insured, however we would all agree that our cars are irreplaceable and no amount of money could compensate for such a loss.

What these morons hope to do with the car is unknown, and it would be reasonable to assume that they have no idea of what they were taking or

were driven by malice of some kind. Please all be on the lookout for any FF parts for sale, Grahame would appreciate any leads that may help apprehend the culprits.

Grahame Burton
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Tweedie dominates round one of the Peter Larner Festival for Historic Formula Fords, Eastern Creek April 19-20.

Despite qualifying second Tom Tweedie took advantage of the wet weather to win all three races of Round One of the Larner Festival. A very smooth and polished performance by Tom, who without doubt will be a contender for this year's Formula Ford State Title.

Qualifying

Gary Watson was fastest in an overcast but dry qualifying session, and although the circuit surface was not at it's best, he put together a superb lap to win pole with a time of 1:41:44. Gary has not driven a racing car in anger for over six months, further emphasising the quality of his performance. Tweedie was a mere 6 tenths behind while Laurence Burford was still running a new engine qualifying third a couple of seconds further adrift.

Race One – 5 laps

The weather held off all morning until the Formula Fords formed up on the dummy grid, leaving no time for anyone to alter their set-up. Watson led for the first lap, but was passed by Tweedie on lap two who remained in the lead for the remainder of the race.



Watson, Tweedie, Burford, first lap into turn 4. Photo courtesy JPMPHoto.com.au

Watson and Burford remained second and third respectively for the rest of the race. While they remained in contact with Tweedie, both were unable to match his consistent pace who finished with a lead of eight seconds. Of particular note was Burford in his Royale who suffered from continual rear wheel spin on the up hill straight joining turns five and six. Watson set fastest lap at 2:16:88.

A superb drive by Craig Degotardi in the Elfin, starting from 12th and finishing 4th with a fastest lap of 2:22:94 in diabolical conditions. Other movers through the field were Ed King, 8th to 5th, Cas Galjaardt 20th to 13th and Steve Wella from 19th to 14th.



Craig Degotardi in his lovely Elfin. Photo courtesy JPMPHoto.com.au

Race Two

Despite our prayers Sunday gave no respite from the weather. Earlier glimpses of sunshine only served to tease as again the rain began to fall heavily as the cars grided up.

Excitement in turn one when Bob Saunders, after a superb wet weather start spun on a sheet of water flowing across the apex. Following drivers did a superb job of avoiding the stricken Wren.

Watson led for the first lap, until Tweedie again took the lead on lap two. Burford then took second place from Watson on lap three to finish only half a second behind Tweedie while setting the fastest lap of 2:12:53.

Ed King finished 4th 8 seconds ahead of a hard charging Craig Degotardi, who took 5th place after starting 12th. Another terrific drive by Craig.

Race Three

A daunting 10 lap prospect faced all competitors as the rain continued throughout the afternoon, and considering the number of table top trucks traversing the paddock with damaged cars from other groups, it was not surprising to see a reduced field grid up for the final race.

Fortunately the rain did stop before the flag dropped offering some respite, and while the track conditions remained slick, at least visibility was improved by the let up in precipitation.

Tweedie led the field away as the Watson Mawer was already safely on it's way back to Port Macquarie, and by the end of lap one held a four second lead over Burford in second. Young Tom continued to extend his lead for the remainder of the race, finishing over 30 seconds down the road from Burford, with Ed King a further 40 seconds behind in third.

Aside from the superb performance of Tweedie, special mention is warranted for the nail-biting race between Doug Matley in his Reynard, John Pymble in his Van Diemen and ultimately Oliver King also in a Reynard. Without doubt the battle between Matley, Pymble and King, in taxing conditions, was the dice of the weekend.



Doug Matley - Reynard. Photo courtesy of JPMPHoto.com.au

Racing within a second of each other Matley and Pymble swapped positions four and five at least three times. When, on around lap seven they were joined by Oliver King, who, having started in 13th, drove a remarkable race to take 5th on the final lap with Matley in 4th and Pymble in 6th.

Ten laps around EC in the wet, gave us a race time of over 22 minutes, a long time I am sure all drivers agree. All drivers did extremely well over the weekend to stay out of trouble, but we did register our first DNF's for the weekend in the final race. Considering the track condition over the weekend all drivers can be proud of their efforts.



Lynn Cowan's immaculately presented Lotus 61. Photo Courtesy JPMPHoto.com.au

Who is Tom Tweedie?

Tom is a 19 years old Sydney based driver and son of touring car legend and historic racing stalwart Robert Tweedie. Tom started his racing career in Historics in 2005 and is now competing in his second year in the FF State Championship



Tom and his State Championship FF

Tom has already proven himself to be a natural talent, having arrived on the historic scene in 2005 he immediately was on the pace with very quick experienced drivers such as Greg Watson, Gary Watson and Laurence Burford.

Firstly Barton Mawer and now Tom Tweedie have both shown that Historic FF is a great place for youngsters to begin their motor racing careers. Although it is highly unlikely that you will impress many team owners with a win in historic's, it provides a low stress environment for the newcomer to break into a sport that has a very steep learning curve. Good luck to Tom in this years State Championship.



The Tweedie Elywn 002

WHATS ON IN FF 2008

- 19th April - First round of the Peter Larner Festival at Eastern Creek
- 24th May - Historic Winton OR second round of the Peter Larner Festival at Eastern Creek
- 21st June - Third round of the Peter Larner Festival at Oran Park
- 28th June - Forth round of the Peter Larner festival at Oran Park
- 26th July - Fifth round of the Peter Larner festival at Oran Park
- 27th September - Sixth round of the Peter Larner festival at Wakefield Park
- 9th August - Morgan Park
- 8th November - Sandown Historics
- 27th November - John Leffler Trophy race at Eastern Creek Tasman meeting

Please contact me regarding entry forms to any of the above events. (Note that these dates are subject to change by various Promoters, and FF entry is not yet guaranteed at some of these events). Let's KEEP ON FORMULA FORDING. GCB

JPM Photographics supports the Historic Formula Ford Newsletter

James from JPM Photographics has kindly agreed to supply his photography for our newsletter. Photos from each event at Eastern Creek Raceway are available on his website the following day after the meet. Any competitor looking for a particular shot of themselves on the circuit (their favourite corner for example) can arrange this with James by giving him a call the morning of the event.

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LARNER FESTIVAL FOR HISTORIC FORMULA FORDS POINTSCORE

NUMBER DRIVER	ENTRANT	YEAR CAR	CLASS	RND1 TOTAL
4 Peter Addison (RFF)	Peter Addison	1983 Van Diemen RF83	FB	31
5 Oliver King (RFF)	Oliver King	1983 Reynard Formula	FB	50
6 Ed King (RFF)	Ed King	1984 Reynard Formula	FB	66
7 Cas Galjaardt (RFF)	Cas Galjaardt	1983 Elwyn 004 Formu	FB	35
9 Bob Saunders (RFF)	Bob Saunders	1982 Wren Formula Fo	FB	43
11 Grahame Burton (QFF)	Grahame Burton	1973 Hawke DL11 Form	FA	53
13 Graham Mewburn (RFF)	Graham Mewburn	1983 Van Diemen RF 8	FB	37
14 Kendal Barry-Cotter RFF	Kendal Barry-Cotter	1982 PRS 82F Formula	FB	46
16 Steve James (QFF)	Steve James	1972 Valour Formula	FA	37
19 Tom Tweedie (QFF)	Tom Tweedie	1977 Elwyn 002 Formu	FA	81
22 Norm Vesty (QFF)	Norm Vesty	1974 Zink Z-10 Formu	FA	54
27 Greg Watson (QFF)	Greg Watson	1974 Mawer 004 Formu	FA	56
29 Nick Harding (RFF)	Nick Harding	1982 Elwyn 003 Formu	FB	45
48 Bill Vesty (QFF)	Bill Vesty	1973 Merlyn Mk 24 Fo	FA	46
54 Steve Weller (QFF)	Steve Weller	1971 Elfin 600 Formu	FA	49
61 Lynn Cowan (QFF)	Lynn Cowan	1969 Lotus 61 Formul	FA	29
73 Graeme Degotardi (QFF)	Graeme Degotardi	1973 Bowin P6F	FA	31
77 John Keating (QFF)	John Keating	1978 Royale RP 24 Fr	FA	45
78 Doug Matley (RFF)	Doug Matley	1983 Reynard Formula	FB	69
81 Vic Andrews (RFF)	Vic Andrews	1981 Van Diemen RF81	FB	32
82 John Pymble (RFF)	John Pymble	1982 Van Diemen Form	FB	59
117 Craig Degotardi (QFF)	Craig Degotardi	1971 Elfin 600 Formu	FA	42
121 Laurence Burford (QFF)	Laurence Burford	1975 Royale RP21 For	FA	72

**JPM Photographics, In-house Photography for
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Call James on : **0414 947 344**
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Grant Burfords Setup Secrets

A point I must make before starting is that by comparing other drivers set-up details or even original factory settings can be very time consuming and unproductive, particularly if practice sessions are not conducted between race meeting to test their effectiveness. It's far better to try and understand why the car is misbehaving in it's existing form so you can then approach the area of concern technically to correct the problem.

Essentially this is what "Race Car Set-up" is all about so here is my initial abridged version.

Firstly, the most important thing that determines the grip on the track, are the TYRES. In FF Australia we have a control tyre, the Dunlop CR82 135/165. It's been around for a long time and its use throughout the world has been interchanged with the Avon ACB 9/10 at various periods to well, keep them honest. It's an extremely good tyre in that it handles well and has great wearing properties if treated correctly, I really can't understand why it's not used in other categories (M & O) to ensure its availability, in most other countries they use it.

The thing that determines the effectiveness of any tyre is its operating temperature, so our object is to, through this discussion, keep the operating temperatures down. Lorenzo has been racing FF Historics for about 7 years and we have just purchased our 3rd set of tyres, and with an occasional top 3 finish thrown in, makes it a very economical way to go racing. We recommend these principles to all drivers.

There's no question putting new tyres on for every race meeting is a quick way to go, but when combined with the wrong suspension set-up, just destroys the tyres, and does not help with the continual evolution of the car. It should be said at this point that if you aspire to have optimum handling, there is no standard set-up that will win you races every time, so its necessary on the day to adjust for this optimum grip, and that's what you must ultimately learn to be competitive, In the state series, top 10 qualifying position holders can be separated overall by 0.1sec, so set-up becomes very important.

The easiest way to monitor the temperature of tyres is to not have a pyrometer, that's good for slicks, but not treaded FF tyres due to wear patterns giving a false indication. Instead use a pressure gauge and definitely NOT an analogue gauge. Lash out and buy a digital recording gauge and always record the data on your set-up sheet both prior to and after each race.

It's important to note that the maximum operating pressure after a race (measured on the side of the track, not in the pits) should be a maximum of 18PSI, on a proper handling car the pressures should be the same at each corner, if they are not, the handling of the car is not balanced, and this will be made evident later.

How many times have we heard the stories of the tyres 'going off' towards the end of the race? It's a result of too much initial (cold) pressure in the tyres and subsequently an excessive amount at the finish. Always remember the race is won on the last lap, not the first! It is far better to be slow on the first 3 laps and faster on the last 5!

There are many variables to be considered when assessing the correct (cold) tyre pressure prior to a race and an error of ½ - 1 psi can destroy the tyres as previously mentioned. If all cars were set-up correctly it would be easier but the handling characteristic (soft /hard) temperature of the day, length of the race and the drivers style (more on that at a later time) change the pressure to be used. It should be noted also that all tyres must have the same pressure front and rear and should be checked by your pit crew on the dummy grid, as a 2psi increase can occur on a hot day.

On a normal day the dummy grid pressure should not exceed 16psi cold and not increase during the race by more than 1.5psi, as mentioned earlier there are many variables at play but this should be a good starting point. Always remember for qualifying and colder days an increase in pressure would be appropriate but make them in ½ psi increments until you understand the effect it plays on your individual car and lap times. In wet conditions there can be many tricks at play but to keep it simple, increase pressures to 28psi front and rear. For red flagged races where you return to the dummy grid have your tyres deflated to the cold starting grid pressure before you resume racing, this stops over heating.

And for the penny pinchers out there do not turn tyres inside out or swap tyres from other cars as it reduces the grip level by a large margin and makes it dangerous for others. So those of you who can afford new tyres each race meeting, don't bed them in for qualifying go out unused and you will have your quickest ever lap times in those tyres and always remember, the car won't go faster by itself, it needs your help.

Classifieds

Open to offers: Mawer 004B FF Group R. The log booked continuation of the original 'Green Car' constructed by Dave Mawer. Rebuilt by Mawer/Bickley in 84/85. Previous owners include Bernasconi-1975 DTE winner, Norden-1979 DTE winner, Besnard, Rooklyn, Kane, Finlay-NSW Hillclimb Championship. A genuine piece of Aust. motorsport history. Historic log book and C of D.



Further significant restoration has been undertaken since purchase from Peter Finlay. Rose joints, CV's, gearbox seals, all new plumbing, new Smiths Instruments, belts, Minister Engine and so on. This car has real significant Australian history, and is subject to offers as I need to make room for my group Q project. This car is a genuine potential front runner as proven by it's sister car raced by the Watson family. Please submit reasonable offers to survcad@tpg.com.au or call John on 0407 677 783.

For sale: Fully restored FORMULA FORD in excellent condition, includes C of D, spares, and Tilt trailer, nothing to spend. A piece of NZ motor sport heritage \$30,000 or best offer. Contact Steve James on Daytime: 0414 779 620



For sale: 1977 PRS (Pro Racing Services) RH01 Formula Ford manufactured in the UK by ex Hawke employees who started there own company and were very successful in the German series winning it for two years. There were about 8 cars imported in to Aus over the 4 models produced and were quite modern in their day.

This car has had a powder coated chassis new aluminium panels, new body (moulds supplied), gearbox re build with new crown wheel, motor re built and assembled as a rolling chassis stage with new wiring brake lines and instruments fitted. It really only needs painting and some final commissioning.

I really would like to sell this car to make space for our Tasman Revival project that needs to be finished by Dec so I am putting it on the market at \$20,000. A price that it could not be built for-please phone 02 95204935 or 0405190658 if you are interested, please find below photo of similar RH01 model.



For Sale: 2 x LOLA T200 FF A very sort after car (there are only 3 in Aus) particularly in the UK early pre 76 group. Essentially in pieces with new body and moulds, and both need total restoration Best offer over \$19k each. Grant Burford on behalf of owner 02 9520 4935 or 0405 190 658

For Sale: Van Diemen post 1980 rear cast uprights. The last available from the VD company and available here cost plus delivery \$300 each, you could not even machine one for that. Contact Brian Beasy with your needs on 0397355090.

For Sale: Wren FF for sale completely restored. Phone Ray De Costa 03 5940 1647.



For Sale: Elfin 600 FF#70006 ex Larry Perkins car restored and ready to race. The car that started the legend with LP winning the 1971 "FF DRIVER TO EUROPE Series" - catapulting him into F1 Fully restored & re-upholstered with original Larry Perkins seat etc. New tyres, fresh engine, resprayed to 70's colour & livery. Genuine offers to Peter Turnbull | 03 6442 3459.



For Sale: Rebel FF wheels available for the first time in many years from the original manufacturer. Only one batch is in production essentially to service historic FF needs and may never be

produced again. Contact Jeff Walters/Rebel Wheels 02 4272 5529.

Wanted: Wheel spacers to suit FF, 25mm to 10mm. Slide on 14/36 first gear ratio for Mk9. Please email John at histsff@tpg.com.au or call 0407 677 783.