

HISTORIC FORMULA FORD NEWS

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

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Photos from the HSRCA Oran Park 40th Anniversary - Another huge grid at the iconic Sydney Circuit, sadly the last HSRCA event there.
Photographs Courtesy Steve Oom

GRANTS RANT

Well the season is in full stride with some very successful and significant meetings behind us. The formula ford fields at the marquee historic events have been impressive.

To follow up the huge 40 plus field at Phillip Island, the recent HSRCA Oran Park meeting also attracted a field of nearly forty formula fords. A credit to all competitors and to the strength of formula ford as an historic class.

You should have received an email regarding the upcoming 40th anniversary event at Sandown. The promoters anticipate strong demand for formula ford entries, so your expression of interest is suggested to allow for the planning of this event.

CAR OF THE MONTH

The car is the **STREAKER** which is a near copy of the twice DTE winning Mawer design but first some background information is needed.

Successful race engineer Dave Mawer produced the first Mawer FF the "Green Car" for Paul Bernasconi to race in the DTE series of 1975 which he won. This car is now owned and raced by Greg Watson and son Garry and run very successfully in Historics. During this initial period the chassis was badly damaged and Elwyn Bickley (later of Elwyn fame) who at that time sub-contracted to Mawer Engineering, produced three more replacement chassis.

It should also be mentioned that Harry Galloway (the Galloway FF constructor) was the team engineer at various times on several of these cars. Harry is highly skilled and assisted in their construction.



The first new chassis was used to rebuilt using running gear form the damaged "green car" but was now painted Red and continued it's life as the Mawer "Red Car", ultimately winning the DTE again in 1979 in the hands of Russell Norden. A great effort 4 years later. This car was raced in Historics by HFF news editor John Keating until he purchased a Royale RP24 that better accommodates his substantial frame. Ex Porsche racer Wayne Cooper now has this car in his garage.

The second new chassis was sold to Camden local and long time FF supporter Sean Wilson. Sean completed building the car and raced it for many years in the state series. He recently sold it to well known enthusiastic Historic collector, Alan Cruickshank and son Brian who is also Dave Mawer's apprentice. I suggest he should be getting **the good oil** for the re build from the original master tradesman.

The History of the third chassis is unknown and any advice on its history would be much appreciated so that the final jigsaw can be completed.

And now to **The STREAKER chassis No FF01** history as supplied by current owners Jeff and Eleanor Sorensen. -GCB

The car was constructed during 1975 by Chick Audsley and Bruce Maxwell, employees of Mawer Engineering in Greenacre. The car was first log booked in January 1976 and raced by Chick Audsley and Bruce Maxwell during the period 1976-1978 The main circuits the car raced at were **Oran Park and Amaroo Park**. The car also competed in the **TAA Driver to Europe Series** during this period.

The Streaker then passed through the hands of Rod Kemp in 1979, Robert Sellar in 1992 and Darren Harris in 2003. My enthusiastic wife Eleanor and I purchased the boxes of bits in April 2006.

We then commenced on our voyage of discovery, learning new skills, meeting many enthusiasts who are always ever keen to share their knowledge and experiences in life and racing.

The restoration has been carried out as much as possible by ourselves and this work would not have been possible without the sharing of knowledge, skills and motivation and connections from many people including; Grant Burford, Fred Frech, Allan Henry, Dave and Barton Mawer, our eldest son Sean, Greg and Garry Watson. This is what HFF is all about, a many thanks to all involved.



We have endeavored to present the car as it raced during 1976 (Fa/Q period), complete with colour decals and body colours, wheels etc.

During February 2009 at Queensland Raceway (our nearest circuit), we had our first drive which after all the hard work this was extremely rewarding. We were really over the moon!! The Streaker performed way beyond our expectations.

Would we do it again,



YES! YES! YES!

Keep on FORMULA FORDING, Jeff & Eleanor Sorensen

HFF CONTACTS

In this section each month we are going to list a new specialist supplier that is familiar with our unique challenges and this time its:

William Wu
CHOICE PLASTICS Pty Ltd

Located at unit 36,195 Prospect Hwy
Seven Hills NSW 2147
Phone # 02 96246688
Email; choiceplastics@hotmail.com

They specialize in all things plastic and in particular moldings & plastic fabrication, and are very experienced in reproducing single seater molded windscreens without a pattern.

40th ANNIVERSARY ORAN PARK – HSRCA

June 25-26

Another terrific list of entries and a magnificent collection of cars from a wide range of current and former manufacturers. A special mention is due to those competitors who travelled interstate making up at least a quarter of the field.

Oran Park is steeped in formula ford history and features a flowing layout with some challenging elevation changes. What a tragedy that this icon of Australian Motor Sport will close in December in the name of progress. I am sure that all competitors enjoyed the opportunity to challenge their abilities at the park.

Friday Practice

A beautiful Sydney winters day greeted the competitors many of whom were Oran Park virgins. The practice sessions were busy with over 40 cars and the track itself was relatively slippery due in part to the cleansing rains of recent weeks and the age of the well polished racing surface.

Most competitors spent the day exploring setup and ratios, however all drivers made it through the day and all was set for a cracking qualifying session on Saturday.

Saturday Qualifying

Another fine day and moderate weather, however the temperature quickly rose due to a lengthy delay in the day's proceedings. This was due to the non arrival of the rescue truck, which we later discovered had been booked and confirmed. According to the latest HSRCA newsletter the contracted company simply did not show and no contact could be made with the owners. Fortunately the organizers made

alternative arrangements and we were underway after a couple of hours wait. Thankfully the organizers recognized the significance of the formula ford event and allowing us the scheduled 15 minute qualifying while other classes had theirs shortened.

Qualifying was dominated by the Watson Mawer with Gary Watson driving. Having missed Friday's practice Gary wasted no time in posting a hot 1:14.69. This performance not only highlights the driving skill of Gary, but also the advantage of quality preparation and setup by his team of father Greg and mechanic Craig Kelly.

John Smith in his Lola was 1.59 seconds behind the Mawer. John, former DTE winner and Aust. F2 Champion in another life, has just rebuilt his T440 and was suitably impressed by the Watson performance.

Qualifying third was Rebel Wheels manufacturer Geoff Walters in his Elwynn with Jonathan Miles an impressive fourth on his first visit to Oran Park.

The full qualifying grid was as follows:

Driver	Vehicle
1 Garry Watson (QFF)	Mawer FF
2 John Smith (QFF)	Lola T440 FF
3 Geoff Walters (RFF)	Elwyn 003
4 Jonathan Miles (RFF)	Reynard
5 Nick McDonald (QFF)	Birrana B72 FF
6 Laurence Burford (QFF)	Royale RP21 FF
7 Chris King (RFF)	Reynard FF
8 Tim Berryman (RFF)	Reynard FF
9 John Connelly (QFF)	Zinc Z10 FF
10 Andrew McInnes (RFF)	Lola 644 FF
11 Nick Bennett (RFF)	Wren FF
12 Laurie Bennett (QFF)	Elfin 600B FF
13 John Tarran (QFF)	Lotus 61M FF
14 John Pymble (RFF)	Van Diemen FF
15 Craig Degotardi (QFF)	Elfin 600 FF
16 Daniel Smith (QFF)	Wren FF
17 Grahame Burton (QFF)	Hawke DL11 FF
18 Steve Weller (QFF)	Elfin 600 FF
19 John Keating (QFF)	Royale RP 24 FF
20 Cameron Walters (RFF)	Elwyn 003
21 Cas Galjaardt (RFF)	Elwyn 004 FF

22 Norm Vesty (QFF)	Zink Z-10 FF
23 Bruin Beasley (QFF)	Lola 440 FF
24 Phil Randall (QFF)	Hawke DL17 FF
25 Doug Williams (QFF)	Van Dieman FF
26 Phil Marrinon (RFF)	Galloway HG 5 F
27 Bob Saunders (RFF)	Wren FF
28 Oliver King (RFF)	Reynard FF
29 Martin Dunlop (QFF)	Elfin 600 FF
30 Peter Landan (QFF)	March 729 FF
31 Graeme Degotardi(QFF)	Bowin P6F
32 Bill Vesty (QFF)	Merlyn Mk 24 FF
33 Ron Guppy (QFF)	Lola T204
34 Mike Richards (RFF)	Royale RP31 FF
35 Vic Andrews (RFF)	VD RF81
36 Lawrence Quilkey (QFF)	Hawke DL17 FF

Race One Saturday PM

The original five lap race had to be shortened to three due to the earlier delay. A first lap incident between John Connelly and Chris King saw the race red flagged. In the subsequent re-run the finishing order was:

Pos	Driver	Fastest lap
1	Garry Watson (QFF)	1:15.5742*
2	John Smith (QFF)	01:16.5
3	Laurence Burford (QFF)	01:17.0
4	Tim Berryman (RFF)	01:17.2
5	Jonathan Miles (RFF)	01:16.9
6	Andrew McInnes (RFF)	01:18.0
7	Nick Bennett (RFF)	01:18.3
8	Laurie Bennett (QFF)	01:18.1
9	John Pymble (RFF)	01:20.1
10	Daniel Smith (QFF)	01:20.5
11	John Tarran (QFF)	01:20.9
12	Craig Degotardi (QFF)	01:21.0
13	Cameron Walters (RFF)	01:20.3
14	Steve Weller (QFF)	01:21.2
15	John Keating (QFF)	01:22.6
16	Cas Galjaardt (RFF)	01:21.6
17	Doug Williams (QFF)	01:22.6
18	Norm Vesty (QFF)	01:21.2
19	Phil Randall (QFF)	01:23.8
20	Martin Dunlop (QFF)	01:24.2
21	Bill Vesty (QFF)	01:27.5
22	Mike Richards (RFF)	01:28.2
23	Lawrence Quilkey (QFF)	01:27.6
24	Graeme Degotardi (QFF)	01:24.8

DNF Phil Marrinon (RFF) 01:24.7
 DNF Nick McDonald (QFF)
 DNF Bob Saunders (RFF)
 DNF Bruin Beasley (QFF)

Race Two Sunday AM

The race results were as follows;

Pos	Driver	Race.Time
1	Garry Watson (QFF)	05:07.2
2	John Smith (QFF)	05:09.8
3	Tim Berryman (RFF)	05:14.5
4	Andrew McInnes (RFF)	05:19.0
5	Jonathan Miles (RFF)	05:19.1
6	Laurence Burford (QFF)	05:19.6
7	Nick Bennett (RFF)	05:19.7
8	Laurie Bennett (QFF)	05:20.4
9	Cameron Walters (RFF)	05:27.0
10	Daniel Smith (QFF)	05:27.5
11	John Pymble (RFF)	05:27.9
12	Geoff Walters (RFF)	05:31.1
13	John Tarran (QFF)	05:31.8
14	Nick McDonald (QFF)	05:32.5
15	Craig Degotardi (QFF)	05:32.7
16	Bruin Beasley (QFF)	05:33.8
17	Steve Weller (QFF)	05:34.3
18	John Connelly (QFF)	05:37.1
19	Phil Randall (QFF)	05:40.9
20	John Keating (QFF)	05:41.8
21	Grahame Burton (QFF)	05:42.0
22	Norm Vesty (QFF)	05:42.6
23	Doug Williams (QFF)	05:44.2
24	Martin Dunlop (QFF)	05:48.1
25	Cas Galjaardt (RFF)	05:53.8
26	Oliver King (RFF)	05:56.6
27	Phil Marrinon (RFF)	05:57.8
28	Peter Landan (QFF)	05:58.4
29	Bill Vesty (QFF)	06:06.7
30	Vic Andrews (RFF)	06:10.1
31	Mike Richards (RFF)	06:26.7
32	Ron Guppy (QFF)	06:27.8
DNF	Lawrence Quilkey (QFF)	03:15.3

Race Three Sunday PM

More contact saw another red flag, pushing the feature 40th Anniversary race to the end of the program. This meant some Victorian competitors had to leave to make Monday work commitments. Also sadly the Watsons had to get back to Port Macquarie and missed the re-run.

Further drama in the Smith pit when an errant throttle butterfly screw found it's way into a cylinder. As these are fitted at the Weber Factory, this is something you cannot plan for or would expect. Due to the red flag the damage was fortunately minimal however this meant the top two qualifiers were now on the trailer.

This left opened the way for Jonathan Miles to take out the main event in an impressive drive considering the talent behind him.

Pos	Driver	Year	Vehicle
1	Jonathan Miles (RFF)	1982	Reynard
2	Tim Berryman (RFF)	1984	Reynard FF
3	Laurie Bennett (QFF)	1971	Elfin 600B FF
4	Andrew McInnes (RFF)	1983	Lola 644 FF
5	Nick Bennett (RFF)	1981	Wren FF
6	Cameron Walters (RFF)	1985	Elwyn 003
7	John Connelly (QFF)	1975	Zinc Z10 FF
8	Bruin Beasley (QFF)	1977	Lola 440 FF
9	John Pymble (RFF)	1982	Van Diemen FF
10	Nick McDonald (QFF)	1972	Birrana B72 FF
11	Laurence Burford (QFF)	1975	Royale RP21 FF
12	Grahame Burton (QFF)	1973	Hawke DL11 FF
13	Cas Galjaardt (RFF)	1983	Elwyn 004 FF
14	Norm Vesty (QFF)	1974	Zink Z-10 FF
15	Daniel Smith (QFF)	1971	Wren FF
16	Steve Weller (QFF)	1971	Elfin 600 FF
17	Doug Williams (QFF)	1976	VD FF
18	John Keating (QFF)	1978	Royale
19	Peter Landan (QFF)	1972	March 729 FF
20	Martin Dunlop (QFF)	1970	Elfin 600 FF
21	Bill Vesty (QFF)	1973	Merlyn
22	Mike Richards (RFF)	1982	Royale FF
23	Lawrence Quilkey (QFF)	1977	Hawke DL17 FF
DNF	Geoff Walters (RFF)	1981	Elwyn 003
DNF	Craig Degotardi (QFF)	1971	Elfin 600 FF
DNF	Oliver King (RFF)	1983	Reynard FF
DNF	John Tarran (QFF)	1970	Lotus 61M FF

DNF Phil Randall (QFF) 1976 Hawke DL17
 DNF Vic Andrews (RFF) 1981 V D RF81

**STATE ROUND 4, LARNER
 SERIES ROUND 5 REPORT**

EASTERN CREEK, JULY 4-5, 2009

A Biased Account - John Pymble

A field of nineteen Formula Ford's took to the dummy grid on a cold and windy Saturday for qualifying. The pack was made up of 13 modern cars, 3 Pre 90's and 3 Historics. The Historic suspects were Cas Galjaardt in the Elwyn 004, Steve Weller in the Elfin 600 and myself in the Van Diemen RF82. It was nice to be joined in the garage by Don Holland in the 1989 Reynard, Doug Matley in the newly acquired 1989 Reynard and Tom Tweedie, having a weekend off from F3 duties, in his 1986 Van Diemen.

Qualifying results saw Leigh Burges in the Comtec Spirit on pole with a 1:39.42, closely followed by Daniel Lewis (Van Diemen RF02) and Ryhs McNally (Stealth S3). Tom Tweedie was 7th outright and the fastest of the Pre 90's on a 1:41.21, followed by Matley (1:46.66) and Holland (1:47.07). Back where it really matters, in the Historic Department, it was Pymble 1:48.12, from Galjaardt 1:49.49 and Weller 1:50.49.

Back in the garage there was excitement a plenty after Qualifying as Don Holland decided to do an engine change due to a serious lack of oil pressure. All hands and the cook leapt into removing the offending part while Don took off to grab his spare engine. We suggested a ten spot drop on the grid but Team Holland were having none of it. They made it to the race with seconds to spare, a very close run thing.

Saturday afternoon's race, a seven lapper, saw 20 cars face the red lights, a sight us Historic folks are not that used to. Anyhow, when they went out we all took off. At the chequered flag it was Burges from Lewis and McNally. Of the Pre 90's it was Tweedie by 35 seconds over Matley and Holland a further 6 seconds behind. Eight seconds later Pymble arrived having had a lonely race but first of the Historics, followed 7 seconds later by Weller, just three tenths ahead of Galjaardt.

Sunday morning's race was a six lap sprint under a sunny but cold sky. Matley had a poor start with clutch problems and by turn two Pymble was ahead of him and Holland only to be overtaken on the straight. Of the Pre 90's, Tweedie had cleared out and was first home and fourth outright, followed 26 seconds later by Matley, then 8 seconds to Holland with Pymble one second adrift and first Historic. Ten seconds later saw Galjaardt ahead of Weller by one tenth after a race long battle. Up front it was Burges from McNally and D'Limi after Lewis retired with mechanical problems. A blow for Daniel's Championship hopes as he was a solid second to Leigh.

Sunday afternoon's eight lap race promised to give us something to get our teeth into and it did not disappoint. Back in the Old Boys Department Matley again had a poor start and by turn two Pymble was ahead of him and Holland and this time managed to hold them off for a couple of laps before being overtaken yet again down the straight by this pair and Craig Willis in a Spectrum, who had joined in the fun. Weller and Galjaardt were locked in their usual battle until the latter put an outside move on the former in turn one and it didn't quite come off, but Cas did! Happily, the spin was uneventful, but it did leave Cas with eyes like an owl in a storm. Of the Pre 90's, Tweedie again cleared out to finish first and 3rd outright, six seconds later was a freight train of Matley ahead of Willis (in a Spectrum) by .03 of a second, then Holland .02 of a second later and Pymble, again first of the Historics, two seconds behind. Twenty one seconds later Weller took out second Historic with a recovering Galjaardt arriving 17 seconds behind to take third. Up front it was Burges from McNally and, as previously mentioned, Tweedie.

It was a very well run Meeting with some great racing, but best of all the cars came home with all their corners on them. Apologies for my skimpy report on the modern cars but from where I saw the races they were out of sight.

Wakefield Park Spring Festival

Wakefield Park together with the Astor Hotel and Motel have combined resources to offer competitors a one day meeting this coming August 7. Running under AASA this meeting offers real value or money, and is open to competitors with either a CAMS or Wakefield Licence. Contact Tony Cavanagh for details on 02 4822 2485.

ORAN PARK
SCRAPBOOK
photography courtesy
Steve Oom



Gary Watson, Maser 004



Feature race Winner Jonathan Miles follows Tim Berryman



Laurie Bennett Elfin 600



Andrew McInnes leads Burford, Bennett and Walters Sr. onto the main straight.



John Tarran waves to the Lotus fans. His unique aerodynamic setup was actually due to some unfortunate contact in the final race.



Bruin Beasley Lola T440

Formula Ford 40 Year Festival Points Tally – By Outright

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
Miles	Jonathan	B	13.5	34	27		74.5
McInnes	Andrew	B	12	32	20		64
McDonald	Nick	A	18	35	6		59
Berryman	Tim	B	21		31		52
Bennett	Laurie	A		25	19		44
Bennett	Nick	B	9	18	12		39
Tweedie	Tom	A	39				39
Stubber	Ray	B	34.5				34.5
Burford	Laurence	A	16.5		16		32.5
Waston	Garry	A			26		26
Smith	John	A	4.5		20		24.5
Blanchard	Tim	A	19.5				19.5
Connelley	John	A	9		9		18
Eva	Greg	A		18			18
Smith	Daniel	A	1.5	7	7		15.5
Watkins	David	B	3	12			15
Beasley	Bruin	A		5	8		13
Richards	Mike	B	3	5	3		11
Walters	Cameron	B	3		8		11
Pymble	John	B	3		7		10
Guppy	Ron	A	1.5	7	1		9.5
Walters	Geoff	B	7.5		2		9.5
Matley	Doug	B	3	6			9
Sampson	Brian	B	9				9
Vesty	Norm	A		6	3		9
Beats	Allan	A	3	5			8
Watson	Greg	A	7.5				7.5
Dunlop	Martin	A		3	3		6
Galjaardt	Cas	B	3		3		6
Johns	Brian	B		6			6
Vesty	Bill	A		3	3		6
Williams	Doug	A	3		3		6
McInnes	Geoff	A	1.5	4			5.5
Marrinon	Phil	B	3		2		5
Tarran	John	A			5		5
Burton	Grahame	A	1.5		3		4.5
Newall	Andy	A	4.5				4.5
Koch	Jonathon	A		4			4
Thompson	Jeff	A	1.5	2			3.5
Brennan	David	B	3				3
Brewin	Jonathan	A	3				3
Chisholm	Snow	A	3				3
Cowan	Lyn	A	3				3

Cowan	Keith	B	3					3
Crozier	James	A	3					3
Degotardi	Craig	A				3		3
Edger	Ian	B	3					3
Falkner	Paul	A	3					3
Foulkes	Phil	B	3					3
Grant	Peter	B	3					3
Keating	John	A				3		3
Lillington Price		A	3					3
McMahon	Paul	A	3					3
Nankervis	Colin	B	3					3
Quilkey	Lawrence	A				3		3
Randall	Phil	A				3		3
Reed	Brian	A	3					3
Sanderson	Bob	A	3					3
Van Der Zee	Terry	A	3					3
Warrick	Luke	B	3					3
Warrick	Max	B	3					3
Weller	Steve	A	0			3		3
Andrews	Vic	B				2		2
King	Oliver	B				2		2
Landen	Peter	A				2		2
Lawrence	Stan	A	1.5					1.5
Miller	Guy	B	1.5					1.5
Turnbull	John	A	1.5					1.5
Degotardi	Graeme	A				1		1
Saunders	Bob	B				1		1
King	Chris	B						0
Mewburn	Graham	C						0

Formula Ford 40 Year Festival Points Tally – By Class

Class Fa

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
McDonald	Nick	A	18	35	6		59
Bennett	Laurie	A		25	19		44
Tweedie	Tom	A	39				39
Burford	Laurence	A	16.5		16		32.5
Waston	Garry	A			26		26
Smith	John	A	4.5		20		24.5
Blanchard	Tim	A	19.5				19.5
Connelley	John	A	9		9		18
Eva	Greg	A		18			18
Smith	Daniel	A	1.5	7	7		15.5
Beasley	Bruin	A		5	8		13
Guppy	Ron	A	1.5	7	1		9.5
Vesty	Norm	A		6	3		9

Beats	Allan	A	3	5				8
Watson	Greg	A	7.5					7.5
Dunlop	Martin	A		3	3			6
Vesty	Bill	A		3	3			6
Williams	Doug	A	3		3			6
McInnes	Geoff	A	1.5	4				5.5
Tarran	John	A			5			5
Burton	Grahame	A	1.5		3			4.5
Newall	Andy	A	4.5					4.5
Koch	Jonathon	A		4				4
Thompson	Jeff	A	1.5	2				3.5
Brewin	Jonathan	A	3					3
Chisholm	Snow	A	3					3
Cowan	Lyn	A	3					3
Crozier	James	A	3					3
Degotardi	Craig	A			3			3
Falkner	Paul	A	3					3
Keating	John	A			3			3
Lillington Price		A	3					3
McMahon	Paul	A	3					3
Quilkey	Lawrence	A			3			3
Randall	Phil	A			3			3
Reed	Brian	A	3					3
Sanderson	Bob	A	3					3
Van Der Zee	Terry	A	3					3
Weller	Steve	A	0		3			3
Landen	Peter	A			2			2
Lawrence	Stan	A	1.5					1.5
Turnbull	John	A	1.5					1.5
Degotardi	Graeme	A			1			1

Class Fb

Driver	Cat	Ph Island	Mallala	Oran Pk	Morgan	Sandown	Total
Miles	Jonathan	B	13.5	34	27		74.5
McInnes	Andrew	B	12	32	20		64
Berryman	Tim	B	21		31		52
Bennett	Nick	B	9	18	12		39
Stubber	Ray	B	34.5				34.5
Watkins	David	B	3	12			15
Richards	Mike	B	3	5	3		11
Walters	Cameron	B	3		8		11
Pymble	John	B	3		7		10
Walters	Geoff	B	7.5		2		9.5
Matley	Doug	B	3	6			9
Sampson	Brian	B	9				9
Galjaardt	Cas	B	3		3		6
Johns	Brian	B		6			6

Marrinon	Phil	B	3	2	5
Brennan	David	B	3		3
Cowan	Keith	B	3		3
Edger	Ian	B	3		3
Foulkes	Phil	B	3		3
Grant	Peter	B	3		3
Nankervis	Colin	B	3		3
Warrick	Luke	B	3		3
Warrick	Max	B	3		3
King	Oliver	B		2	2
Miller	Guy	B	1.5		1.5
Saunders	Bob	B		1	1
King	Chris	B			0
Andrews	Vic	B		2	2
Mewburn	Graham	C			0

Suggested Formula Ford ratios for Hewland MK8/9 and 9:31 Diff.

	Eastern Creek	Mallalla	Oran Park	Phillip Island	Sandown	Wakefield	Winton
1	14:36	14:36	14.36	14:36	14.36	14:36	14:36
2	19:31	19:33	20.31	20:30	19.32	19:32	18:32
3	22:28	21:30	22.29	22:28	22.30	21:30	20:31
4	25:27	24:27	25.27	25:26	24.27	23:28	22:29



Value for money
Max track time



Astor Hotel/Motel Invitation Spring Carnival - Friday 7 August 2009

Invited Categories:

1. Racing and Sports Racing Cars 1968 to 1977
2. Racing and Sports Racing Cars Post 1977
3. Appendix J
4. Formula Ford Pre 90
5. Formula Vee – 1200

CAMS Circuit Racing License or Wakefield Club License L2. Practice Thursday August 6.
www.wakefieldpark.com.au www.astorhotelmotel.com.au

WHAT'S ON IN HISTORIC FF

1. 25/26 July HRCC/QLD Morgan Park FF/40-4
2. 6/7 August Astor Hotel Spring Carnival Wakefield
3. 12/13 September NSW State RD 5 Wakefield
4. 19/20 September HSRCA Wakefield
5. 31 Oct-1 Nov NSW State RD 6 Oran Park LARNER-6
6. 7/8 November VHRR SANDOWN FF40-5 CELEBRATION & DINNER
7. 28/29 November HSRCA Eastern Creek LEFFLER TROPHY/LARNER-7

TECHNICAL TORQUE

-Grant Buford

This newsletter we are going to discuss SHOCK ABSORBERS in Historic Formula Ford as there have been a few different views aired as to what is in fact a suitable application for your car, and I stress that if the Historic Eligibility Committee have other views then we welcome their input to this Newsletter on this complex area of suitability.

But first lets analyse what occurs in the UK where it all started 40 years ago, the first prominent point is that all cars use STEEL BODIED shocks (there is also a rule that restricts all suspension components inc Shock absorbers to be constructed from Aluminium)

If GAS shocks are used they must contain the gas within the central housing or body of the unit and not have external reservoirs, it is also important to note that external cockpit adjustment is also banned.

In other words no adjustments should be made whilst the car is in motion, this however does not apply to sway bar adjustment for cars produced after 1981.

Now if we consider most FFs that were produced in the historic period were of UK manufacture then it would be fair to suggest that all cars exported would comply with these above standards, including USA, AUSTRALIA NZ, SA etc although specification changes were made in relation to Track Width with respect to the use of Slick tyres in some countries.

In Australia where all cars were of local manufacture for the first six years Steel bodied units were exclusively used as Aluminium bodied shocks were not available until 1981, and when imported cars arrived in 1975 the UK standard unofficially applied, however it should be noted that there were no formal restrictions in place until 1987 when Aluminium shocks were not allowed in local FF competition.

This then allows some cars that competed in this early pre 87 period to use Al bodies if it can be proven to the HEC that in fact this occurred but it could be a difficult task, where it gets messy is when cars are imported and used in our Historic competition complete with shocks that don't comply with our regulations and that have been changed at some period after leaving the UK. They may have even been changed outside the Historic period before arriving here the responsibility is always on the owner to provide documented material to support their use.

One of the issues that causes some consternation on top of the construction material is weather the shocks were adjustable (and if so how many adjustments) and if they are pressurised, (note Shocks such as adjustable Gas Spax and Koni 8211 series were twin tube and not pressurised).

Now let's consider if you had an early FJ derived FF with a non adjustable oil/ steel bodied shock, can you change it for a Steel bodied single or double adjustable Gas unit.

No, it would be normal to change the shocks to a similar type as originally used unless after informing the HEC that possibly the shock type or size for example is not available then a decision could be arrived at that allows for the use of an oil/ single adjustable steel unit which would require the C of D to be modified accordingly.

(Rule 3.2.1 GENERAL REQUIREMENTS which is applicable to Group F states that-
 (i) Suspension: The suspension must be unaltered from the period specifications on the subject vehicle. Spring rates, ride height and damper settings are free. Fore and aft axle location on beam axle vehicles may be varied. Transverse location may not be altered from group period specification. Externally adjustable shock absorbers and "Rose"-type joints are permitted only if fitted to the subject vehicle in the group period.)

What if you had a late UK manufactured car imported from SA to AUS that was fitted with Gas non adjustable shocks? This is quite normal in the Fb period. Can you change them to single or double adjustable Gas shocks even though the car never had them fitted?

No, again it would be seen to be modifying the car to a form that it did not exist in when it competed during the Historic period however if evidence could be presented to support previous use of this type of unit on the car then HEC could consider the application and modify the C of D for its use.

(Note most cars manufactured in the late 70s through to the 90s had pressurised non-adjustable Bilstein shocks fitted by the manufacture when they left the factory, valved to factory specification.)

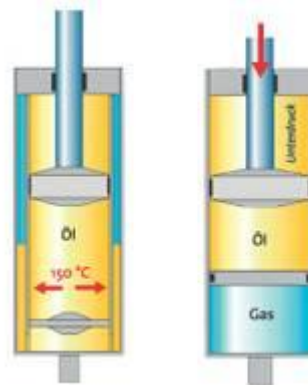
Always remember the motto "AS IT WAS, SO IT SHALL BE" applies in historics.

Remember the Philosophy in the CAMS Manual states: The express purpose of these regulations is to ensure that vehicles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed. "Updating" in whatever form is not permitted.

CAMS reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Vehicles must conform with the appropriate group date specification in concept and in detail and which must represent one point in time in the vehicle's history. Where any doubt exists between Historic regulations and the original period specification, the latter will take precedence.

It really is all about ensuring that a level playing field exists and as most would be aware there exists a very tight balance in performance between the Fa & Fb groups a fact the HC recognised when Historics were

formed, it would be in all our interests to really oppose any changes that biased the competition against owning an **early** car.



Twin Tube on left,
 Pressurised monotube on right.

LETTERS TO THE EDITOR

Dear Grant and Anne,

Neil McCrudden has kindly given me your email address and suggested that I get in touch with you as the Formula Ford contact people in Australia and tell you about the Bruce McLaren Festival to be held in New Zealand in January 2010. Information about the Festival will be found on our website www.bruceclarenfestival.com Racing will be at the brand new Hampton Downs track 22-24 Jan 10, and Pukekohe a week later 29-31 Jan 10.

You will see that we will run 10 classes of cars at the Festival and one of these will be a standalone grid for Formula Fords – their 40th anniversary. In the same FF grid there will be the earlier cars up to 30 June 1980 as well as later cars up to 31 Dec 1989, providing the later cars are using the Hewland Mk8/9 gearbox.

There will be a maximum of 45 cars allowed on the grid at Hampton Downs (22-24 Jan 2010), and 40 cars at Pukekohe (29-31 Jan 2010). Already, I have 'registrations of interest' from 28 early cars and 10 later cars, with a number of other owners/drivers yet to decide. Of these 38 cars, 18 have already submitted an official entry.

On my list of 'registrations of interest', I have 6 early cars and 6 later cars from Australia - of which the owners of 5 cars in total have

completed race entry. Assuming they will all enter, cars will come from WA 3, NSW 7 and Vic 2. There are 2 more from Vic yet to decide.

FF Coordinators are as follows – David Reid Qld, Jeff Thompson NSW, Adam Berryman Vic, Neil McCrudden WA. All emails addresses for these kind 'volunteers' are above.

If you know of any more Australian drivers who would like to come and race their Formula Ford at the Bruce McLaren Festival to be held in NZ in Jan 2010, please ask them to get in touch with me as soon as possible. Slots on the grid are becoming limited.

Hamburg Sud shipping line have offered a good discount to help those shipping cars to NZ and for those who have an interest, I encourage them to get in touch with Stewart Garney of Tradelanes Global Solutions PTY in Melbourne (email above).

In NZ, we will convey shipping containers from the Port of Auckland to the tracks at Hampton Downs and Pukekohe for free. We also offer free race entry and free pit garages/marqueses as available.

If anyone has any questions, please contact me,

With kind regards,
Jim Barclay
Festival Chairman
jimbarclay@xtra.co.nz

CLASSIFIEDS

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 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.

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

FOR SALE: Wren FF for sale completely restored. Phone Ray De Costa 03 5940 1647.



FOR SALE: 1983 Lola 644 Formula Ford Chassis Number HU01. This model FF is the last Lola produced before focusing on higher classes. The 640/642/644 series was very successful throughout the world.

This car was restored in 2007 by MINDA Motorsport, running for the first time at Sandown Historic in November 07. It has only run at 5 meetings since this restoration, and has not missed being on the podium.

There is nothing to spend, and includes a hand over day with the new owner. Ongoing preparation is available. Join the 40th year celebrations in a great car, ready to win!



\$35,000 Complete and race ready (also available without engine). Contact Andrew McInnes 0414 991 777 Or email amcinnnes@pacbrands.com.au

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.

FOR SALE: 1973 ROYALE RP16 FORMULA FORD. Full CAMS documentation Certificate of Description and Log Book. Documented history of the car since sold new in USA and imported in 1996. Larner engine and spare set of wheels and tyres. The car has not been raced since 2003 (Phillip Island Classic Motor Races) and is in excellent condition. Vehicle is located in Melbourne. Ideal for someone who wishes to compete in Formula Ford at the Historic FF level-\$22,500 ONO. Contact: Gary Parnaby AH: (03) 9752 1690 Mobile: 0407 83657
Email: gary.parnaby@bigpond.com



FOR SALE: 1983 Reynard Formula Ford. Fast and very reliable car with a strong engine and lots of spares. Comes with enclosed trailer. Grp R lap record holding car. Selling due to lack of time! Great way to enjoy the 40th FF anniversary in 2009. Spares include body parts, moulds, 4 rims, lots of gears, sway bars, springs, etc, etc. \$32,500 firm
Contact Nick Lubransky, 0414 725 644 or Nick.Lubransky@Shell.com



FOR SALE: Highly competitive car restored by Elwyn Bickley, extensive spares including full set of gear ratios, 4 spare wheels, suspension set up jigs etc. More info and photos on request.



Les Wright
02 9997 3610

FOR SALE: 1970 Bowin P4A Ford Motor Company Display Car Comes with Historic Certificate of Description and Race History Spare ratios, Alloy Wheels Fully enclosed trailer, NSW Registration.

For more details please ring Stuart on 0418972635
\$35,000.00 O.N.O.

1975 LOLA T342 FORMULA FORD. Eligible for Group Q Historic racing. Certificate of Description and logbook included. Your chance to own the most distinctive looking Formula Ford in Historic racing. Price: \$23,000.



Contact: **BRIAN REED** (0427 395 296) email: brianr@cams.com.au
or **ROB NETHERCOTE** (0439 870 070) email: methercote@hotmail.com

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There is nothing to spend, and includes a hand over day with the new owner

Ongoing preparation is available

Join the 40th year celebrations in great car, ready to win! \$33,000 Complete and race ready (also available without engine)

A Black Lola 640 also available, contact me for more information;

Contact Andrew McInnes 0414 991 777
Or email amcinn@pacbrands.com.au

1982 VAN DIEMEN FORMULA FORD

winner of the larner engine series trophy for 2008.

Larner engine with one meeting since freshen up by Don Holland racing.

New body and paint in 2008. All rod ends, bearings, bolts, uprights, wishbones, brakes etc replaced where necessary.

Two sets of wheels, panasport and compomotive.

C of D and log book.

Taller drivers can be accommodated.

Asking \$30,000



Contact John Pymble m 0419232616 h 0298175528 W 0297406011

Lola T440 For Sale

Car is located in Cranbourne Victoria, but cheap shipping in a crate can be organised. Willing to drop the crate off in Melbourne Area as i have a crane truck at my disposal.



Asking Price is \$8500 ono. Car has 2 U.S. Logbooks which match the chassis plate.

Additional parts to come with whats photographed. 2 x 711M Blocks Minister Race Head - Ready to go



Balanced and Lightened Flywheel and Clutch. Basket - 3 x Axle Sets of Brake Pads Misc, Oil lines and rod ends etc Hewland Gbox Caliper Brackets. Extra: Taz Douglas State Engine (Used During 2006 Vic State Championship Win) Fresh with Minister Sump and Oil pump \$4250 or \$4000 with Car.



TO PLACE A FREE CLASSIFIED PLEASE SEND DETAILS TO histff@tpg.com.au