

HISTORIC FORMULA FORD NEWS

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

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November is upon us and we must wonder where the year has gone however we still have the Tasman Revival to look forward to and of course it is time to prepare for next years 40th Anniversary Celebration. With an increasing array of cars coming out from hibernation it is an exciting time for historic formula ford. – Ed.

GRANT'S RANT

The popularity of FF is certainly gaining momentum this year with an unprecedented expansion in the number of imported and Australian cars that have surfaced since the last newsletter. It seems that the 40th anniversary next year is giving most a time table to finish their cars and join Australia's most successful and longest lasting single seater control category.

By the time you read this the last round of the 6 event Peter Larner Festival will have been run and won at Wakefield Park. It has now proven to all competitors what a great event it will be next year with even larger fields possible. Peters' vision has given a much needed boost to the future of FF, particularly in NSW, and has certainly been very successful and appropriate.

State level formula ford is the ideal step for the stars of tomorrow coming out of karts, and with the national series now running the newer and more expensive Duratec's, there are plenty of reasonably priced cars available for the aspiring talent with a limited budget. The Larner festival has also given the historic competitor an additional opportunity to run their cars, and all those who competed will agree that the step up to competitive state level racing has greatly improved their driving.

We are now all geared for the premier open wheel racing event in NSW for many years, the Tasman

Revival. Although the Tasman Cars are the feature event, we have almost thirty FF cars entered and more to come, justifying our inclusion in this major meeting. We will be competing of course for the John Leffler Trophy with many and varied gifts to be given to worthy competitors and the various class winners. I trust all can attend as it will be a great event with a DTE winner or two to present the prizes.

Next year we are endeavouring to include Victoria. With the enthusiasm of long standing FF competitor Nick Mc Donald, who is now the VHRR FF representative, and together with FFA rep Phil Marrinon and president Ian Tait's direction its quite feasible historic FF continue to grow and be more successful in the future. (It must always be remembered that there exists 6 full grids of historic FF cars in Australia of which a large percentage reside in VIC).

At this point I am sure I speak for all involved in FF when our thanks are given to our old mate Philip Randal, who has now stepped down as VHRR FF rep. after steering us through the evolution process that Q&R FFs have had to endure at the hands of the commission. It certainly has been an outstanding effort and I am sure we all appreciate his dedication, A JOB WELL DONE & I trust he keeps his beautiful yellow Hawke DL15 on the track.

40TH ANNIVERSARY FESTIVAL UPDATE

The VHRR are in the process of organising the concept of this event and with Laurie Bennett over in the UK racing his Elfin 600, the job has been left to Nick Mc Donald to continue. After a long discussion with him on the various pros and cons it has been tentatively decided to conduct a 5 round, 4 state competition, as existed in the past. The first event Philip Island 13th March followed by Mallalla at Easter 10th April, Morgan Park 9th August, Wakefield Park 21st September, and the finale at Sandown 7th November (on the original weekend of the first event in 1969).

Whilst the festivities have not yet been finalised we have approached Ford for their involvement and intend having a dinner at Sandown for all drivers and DTE champions. Combined with the Formula Ford Associations involvement this should be a great event!! Put it in your diary.

NEW FORMULA FORDER'S AND NEW OLD FORMULA FORDER'S

As previously mentioned there have been many new cars coming on stream. They include two DTE drivers. John Smith has imported 3 Lola T440s from the USA for use next year and Geoff Walters has just rebuilt 2 Elwin 003 cars for both

himself and son Cameron to drive. One of the Walters' cars is the Elwin Bickley DTE car, the other the ex Factory Enterprises, Paul Mulhern sister car,

There were only five of these cars constructed and they were certainly the leading cars in the Australian and state championships until David Brabham imported an RF84/5 Van Diemen. This was the beginning of the Van Diemen era which revolutionised FF racing, sadly leading to the demise of the Australian manufactured cars that dominated the previous decade. This difference in performance is a typical example of the reason we have a cut off in historic of 1983/4 (well done HC).

Bruin Beasley has also purchased a Royale RP21 from the UK and should be gracing the track next year, Jeff Thompson, an Elfin 600 driver of yesteryear has purchased the ex Jeff Senior/Davison Hawke DL17 which has not seen daylight for 15 years or more, Fred French from QLD has imported an Crossle 34 and intends joining us next year. I think this is the model Peter Lerner also has on the water as I don't know of any others in Australia.

Historic competitor Peter Landen has imported a beautiful March 729 chasis#1 and coincidentally Stan Laurence from QLD has also imported a March 729, which happens to be the last car manufactured in the UK. (Construction then started in the USA) .

A group of cars that had dropped off the radar surfaced recently when owner Ian Mayberry contacted me in relation to some of the "facts" published in the last newsletter. He mentioned that he owned WREN chassis numbers 1 & 3 and that #1 has cert of origin no7 and #3 has origin no8. He assures me that they will be in the 40th Anniversary races next year.

Lastly John Turnbull has purchased the ex Peter Bick Lola T200 (a very rare car) and the ex Larry Perkins Elfin 600 has changed hands along with the Mr Elfin - Bill Hemming Aero . There will be many new and old faces emerging in the future.

WHAT'S ON IN FORMULA FORD

- 8th November Sandown Park Historics
- 27th November Eastern Creek Tasman/ John Leffler Trophy

To all the newcomers to FF welcome to our group and I am sure you will find that there is a side to historic other than racing- that is a common interest in a most successful worldwide category.

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 all of these events).

AND REMEMBER TO... KEEP ON FORMULA FORDING GCB

MY ELFIN STORY-by JEFF THOMPSON **(Current Hawke DL-17 owner)**

ELFIN was an Australian race car manufacturer that over a period of 24 years produced a total of 250 sports/racing cars. This featured article concentrates on the single seater type 600, of which 17 were FF in a total production run of 44. Engines ranged from Kent powered FF up to the world championship winning Repco V8. The ongoing Elfin legacy stands as a testament to the integral strength of the original design.

I became aware of Elfin while competing in Lionel Ayres team in 1968- I had the Lotus 20B, now owned by Malcolm Aldred, and Lionel in his Lotus 23 replica copy (now owned by Steve Fryer).

My crew Geoff Campbell (Fred) and Gordon O'Donohue attended me and the Lotus 20B during the Tasman series at Sandown. I met my first wife Rosalie who lived in Adelaide, whose uncle John Webb worked for Elfin fabricating aluminium sheet metal. I met Gary Cooper, sold the 20B and placed a deposit for an Elfin 600B FF chassis. It was all I could afford, being a first year apprentice jeweller with Wallace Bishops Jewellers - my first pay was £5.9 and sixpence.

I travelled from Brisbane to Adelaide in my Fiat 125 regularly while courting Rosalie, buying suspension bits, steering wheel etc as the money became available.



I took delivery in January 1971 of chassis 71010 and kept the chassis with the unpainted fibreglass body in the lounge of our first house at Alderley, a suburb north west of Brisbane. When the money

became available I purchased a Hewland Mark 8 gear box via Gary, and then the suspension. I made the tail shafts and coerced a friend of a friend to paint the fibreglass body a midnight blue the same as the Fiat 125, with a day-glow yellow in the nose. I then saved up for the Kent engine which came in a timber box via Ford in Melbourne – I needed to extend the single car garage by 7 foot because Rosalie said the Elfin is NOT staying in the lounge room and the engine must be taken out of the kitchen – something about marks on the carpet and no room in the kitchen. Anyway it was going to be awkward to turn the Elfin on it's side and get it through the door when assembled.



The 600's first race was at Adelaide International Raceway. I took the finished Elfin to Gary's factory at Edwardstown on a Wednesday for a check over of my assembly – my wheel alignment was a joke, so the boys at Elfin explained to my willing helpers Geoff, a motor mechanic, and Gordon, a watchmaker, how and what to do.

Private practice Friday, official practice Saturday and by the end of Sunday the Elfin had the FF lap record. Did I fiddle with the engine? Yes. Tim Harlock balanced and Ivan Tighe did the blueprint. I knew nothing else and anyway, I couldn't afford any expensive engine preparation from to gurus at Lerner or Ritter engineering. I was still an apprentice and those Goodyear control sports car tyres kept me penniless.

The only other time the Elfin went back to Gary was after an off in the wet at Phillip Island at the top of Lukey Heights, as you slip down that

hollow I hit the tree and a star post – they're not there now!

The bottom and top chassis rails were crushed – the meeting was cancelled because of the rain and was re-run a couple of weeks later. I towed the car to Adelaide (Elfin) for repair then home to Brisbane then back to Phillip Island – madness but all good fun.



We had some help from Coachcraft Ford in Brisbane who supplied a tow vehicle and painted the 600 and the enclosed trailer, plus some "lap" dollars – it wasn't much but gratefully received. I had no idea how to market myself! We took the Elfin to Surfers, Lakeside, Winton, Oran Park, Amaroo, A.I.R. during which some great friendships were established; Peter Bull - Elfin, Don Sorenson - Elfin, Allan Whitchurch – Bowin P4, Col Liftin – Lotus 20, Brian Schuster – Lotus 18, Brian Power - Renmax, Ivan Tighe - Elfin, Glyn Scott - everything, Bob Remano – Elfin sports, and Vern Hamilton to name but a few. There were many others.

I sold the 600 to a Neil Smith at Newfarm, Brisbane during 1980, I understand it is now owned by Austin Miller in Victoria.

I hope my story inspires you to write your own and forward it to Grant Burford (mobile 0405 190 658).



I have taken the time to write and ask Peter Bull for his story – Peter and I competed many times at Surfers and Lakeside – those were the days!

There is more but that's enough from me – a special thanks to my partner Wendy, the editor, typist and all things that make a computer work because I can't. (Editor's note – he could learn if he took his mind off the Elfin for a few minutes!)

DRIVER PROFILE – JOHN SMITH (-Ed)

Historic enthusiasts know John as the person entrusted with steering the Dawson-Damer Lotus collection. He won the inaugural Tasman Revival race in the DD Lotus 49 after a memorable duel with Spencer Martin in the Waggot Brabham. John is a former Toyota factory driver, and one of Australia's best open wheeler drivers from the 1980's.

John is a Cronulla boy who won the FF Driver to Europe series in 1978. He was recognised early in his career as a natural talent reaching the pinnacle of Australian Motor Racing in the 80's.



John in his DTE championship winning Grace Bros. sponsored Bowin P4.

After winning the DTE he graduated to F2 and then Formula Pacific winning the ANF2 title in 1981 driving an RT-1. Most notable was his second place in the 1983 Australian Grand Prix to Roberto Moreno with names like Alan Jones, Geoff Brabham and Jacques Laffite in his mirrors.

I asked John what the cars were like to drive in those days, especially the RT-1;

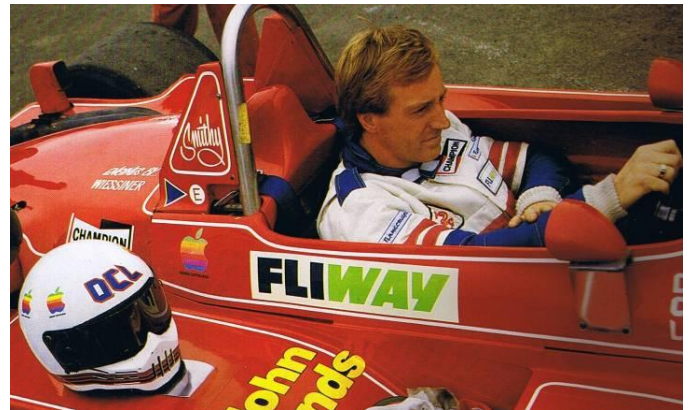
“The RT1 was just a great car. I think we had everything nailed on that car perfectly, and it was delicious - just a fabulous car to drive.”

And how did it compare to the RT-4's that dominate Q and R racing today?

“I don't really hold much of a soft spot for an RT4. They were OK, a fast car, but I would choose an RT-1 any day. You could drive the RT-1 on the limit all day every day.”

As is the case with most of Australia's racing car talent, he moved into touring cars to further his career locally. In his own words “I drove for the

(Toyota) factory for ten years, hoping against hope that we would get something in Group A that would be competitive; and then they finally turned up with a Supra. Then they canned Group A and it was all over. In the end they canned the race team. I drove for Dick Johnson with Bowe at Bathurst....we ended up second outright in the Sierra in 1988”.



John in his RT-4, 1983 Calder Park AGP from the 1982/83 Australian Motor Racing Yearbook.

As well as driving the Dawson-Damer collection, John still has the Supra and has been racing it recently at Historic events. His true love remains open wheelers and he has recently seen in an 89 Reynard, competing in the NSW State Championship. In one of the drives of the year he took out a second and two thirds at the Eastern Creek May state round with a field of young studs in their latest spec. cars behind him.



John shows the young studs the meaning of respect at Eastern Creek, State Round May 08.

Now John has taken possession of two 1976 Lola T440's and will be joining us in our 40th anniversary celebration year. I asked John why he chose formula ford rather than the one of the faster groups?

“I like formula ford because it gives you the best value for money. It is very competitive, even in historics, and unlike some of the other groups where the cars have vastly differing performance you can't hide behind a chequebook in formula ford!”

TASMAN REVIVAL – JOHN LEFFLER TROPHY INTERNATIONAL ENTRANTS! (-Ed)

Tasman Revival entries for formula ford look like exceeding 30 cars. This is a terrific result for the HSRCA and shows the strength of our class in historic racing.

In particular we have four cars coming from Japan which will add a rousing international flavour to the event. Also our old mate John Tarran has finished the rebuild of his Lotus 61 after his unfortunate Eastern Creek incident. We look forward to welcoming him back as his personality has been sorely missed around the paddock.

Also Graham Burton has recovered his Hawke after it's theft, and although it had suffered at the hands of some mongrel thief who set off the extinguisher, Graham has restored it to it's former glory and will be back with a vengeance at Eastern Creek.

LARNER FESTIVAL (-Ed)

Congratulations to John Pymble who took out the Larner Festival with Doug Matley a close second. Unfortunately Doug had a clutch failure at the earlier Eastern Creek state round, and then an engine failure during the last round at Wakefield Park; otherwise the result would have been much closer. A terrific season John; fast and consistent driving at all six events ensured John was a deserved winner.

Despite discordant and prejudiced criticism from some quarters in total 39 drivers participated this year. We will certainly be working hard to continue the momentum established to make 2009 even bigger and better.



2008 Larner Festival Champion John Pymble.

WAKEFIELD PARK REPORT (-GB)

Wakefield Park is traditionally held in November but due to the Tasman this year it was swapped with the popular September Eastern Creek meeting.

The leader into the last round was John Pymble in the RF82 VD closely followed by a hard charging Doug Mattley in the Dalcar 83 Reynard. Doug's car in the hands of Thomas Mazera took out the DTE in 1984, I should also mention here that Doug was one of the original group that helped float the idea of a 6 round festival in NSW.

There were a few new starters present and they included ex group M driver Simon Pymble driving his father Brian's 83 Reynard and the Rebel Wheels father and son team of Geoff and Cameron Walters driving the two Elwyn 003 cars that Geoff owned when they were new.

Hawke DL17 driver Lawrence Quilkey was having his first run at the track along with long term enthusiastic Victorian driver Greg Eva in the trusty Elfin 620b. It should also be mentioned that one time Wakefield record holder Damon Handcock was driving club president Addison's US spec narrow track RF83.

Nick Bennett had travelled all the way from SA to drive father Laurie's original 81 Wren owned since new by the family. Mention should also be made of the commitment to FF that long time racer Vivian King has made to allow his 3 sons to drive the family's team of Reynard's. Team Degotardi also boasts a family of FF racers.

I must say that seeing all these father and son teams certainly reinforces the future prosperity of Historics, and gives them a sound grounding for future competition.

Qualifying

Nick Bennett who has only been driving for a couple of years was the man to beat having gained pole position hotly perused by Doug Mattley, Damon Handcock, with newcomer to FF Simon Pymble not far behind in 4th position-a great effort.

They were followed by Ed King, Geoff Walters, Greg Eva and Craig Degotardi, QLD Driver Kendal Barry Cotter in the 82 PRS, Graham Mewburn in the for sale RF83, young starter Oliver King followed by championship leader John Pymble in the T car after demolishing his other 82 VD engine in practice. (It should be mentioned that this required a trip back to Sydney on Friday evening to substitute cars - now that's commitment!!).

Laurence Quilkey was coming to grips with the circuit and Elfin 600 driver Steve Weller not far behind, hotly perused by newcomer Cameron Walters and the experienced old hand Graeme Degotardi in his trusty Bowin P6.

Race 1

Saturday pm Results: first home was 3rd position starter Hancock was followed by Matley, Bennett , Ed King , Simon Pymble, Barry Cotter, Eva the first group Q car, Craig Degotardi , Oliver King , John Pymble in the not so good T car, a much improved Graeme Degotardi , DTE racer Geoff Walters not far in front of son Cameron with Weller and Quilkey having a great battle, DNF Mewburn.

Race 2

Sunday am Results: Ed King was having a great weekend being first home Great Driving!! Hancock had gained second from Bennett in the Wren, the surprise of the race was Barry Cotter who had been running in a new motor and had jumped from a qualifying 9th (non progressive grid) to 3rd – a tremendous effort. Next was S Pymble, C Degotardi, Eva, O King, and Mewburn (who was showing what this type of griding does having had a DNF previously). Next was J Pymble, G Degotardi, Quilkey, C Walters and a DNF for Weller and G Walters.

Race 3

Sunday pm Results: Again Ed King was finding his feet with another win hotly pursued by

Hancock, S Pymble, a much improved Eva in the 620b, Barry Cotter, C Degotardi, Oliver King who had motored up from 11th position in a great effort!!, Mewburn, G Degotardi, J Pymble, C Walters, L Quilkey, DNF Bennett and Weller.

Over the yearm, with the extra miles under the belt due to the Larner Festival races, the standard of driving has improved and It is great to see the newcomers develop. The end result is safer and closer driving for all.

There were some arguably unnecessary accidents in groups M & O single seaters over the weekend. This is very disappointing considering the value and fragility of these cars. Over the years it seems such incidents usually involve the same drivers. This would not be allowed to occur in FF as Mr Kevin Bartlett, the driver standards officer is given a list of drivers to observe and report on at each event.

This observance has occurred over the last five or so years and has thus improved the driving standards that FF accepts. If any driver thinks this is Formula 1 please think again. Historics is for enthusiasts to enjoy the companionship of other like minded owners and run their cars in relative safety. Historics is not an environment for frustrated wannabes to stroke their egos living out some forlorn dream.

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2008 Larner Festival Results

2008 Larner Festival Results

		Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
		HSRCA	State R2	State R3	HSRCA	State R4	HSRCA	
		EC	EC	OPGP	OPGP	OPGP	W Park	
John Pymble	Fb	62	88	93	79	69	68	459
Doug Matley	Fb	73	69	95	72	72	48	429
Cas Galjaardt	Fb	48	76	84	54	64		326
Norm Vesty	Fa	58	82		61	92		293
Steve Weller	Fa	53		88	60	20	24	245
Gary Watson	Fa	58			84	81		223
Ed King	Fb	70			62		83	215
Greg Watson	Fa	0	96	108				204
Oliver King	Fb	54			58		71	183
Tom Tweedie	Fa	83			82			165
Bill Vesty	Fa	50			50	59		159
Nick Bennett	Fb				76		65	141
Greg Eva	Fa				60		79	139
Kendal Barry-Cotter	Fb	62					74	136
Grahame Burton	Fa	57	76					133
Craig Degotardi	Fa	59					74	133
John Keating	Fa	48	83					131
Graeme Degotardi	Fa	46					65	111
Bob Saunders	Fb	57			53			110
John Smith		0	108					108
Lawrence Quilkey	Fa				46		62	108
Graham Mewburn	Fb	40					55	95
Damien Hancock	Fb						88	88
Simon Pymble	Fb						83	83
Vic Andrews	Fb	35			44			79
Laurence Burford	Fa	76						76
John Connelly	Fa				76			76
Lynn Cowan	Fa	34			41			75
Nick Harding	Fb	48			19			67
Cameron Walters	Fb						66	66
Daniel Smith	Fa				60			60
Wayne Cooper	Fa				57			57
Ron Guppy	Fa				48			48
Steve James	Fa	40						40
Geoff Walters	Fb						34	34
Peter Addison	Fb	33						33
Tony Cavanagh	Fa				20			20

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 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.

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: 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 I 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.

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



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