

HISTORIC FORMULA FORD NEWS

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FF NEWS - APRIL

It has been a long break between drinks, however we have not long to wait as our first event of the year, Eastern Creek, April 19-20 is almost upon us. The interest generated by such a long break should prove be enough to ensure another successful outing. The HSRCA has made a special effort to make Formula Ford a feature of this meeting and I am sure I speak for all of us when I thank the club for the recognition of our class. Attached is the entry form in case you have forgotten to enter.

As I understand it Philip Island had 530 entrants, reduced by track density constraints to 480. At a cost to promote of over \$900k we can see how far Historic Motorsport has come and grown since the first historic event at Amaroo in 1976.

One important event at PI was a round of the Formula Junior Golden Jubilee, the 50th anniversary world celebration of Formula Juniors. No International Formula has been more truly worldwide than Formula Junior. The Golden Jubilee World Series is taking place in New Zealand (Pukekohe), Australia (Philip Island), Europe (Monza, Brands Hatch GP and Nurburgring), USA West Coast (Monterey), USA East Coast (Lime Rock), with the grand finale in South Africa (Killarney). There were about 45 starters at PI which produced some typical close racing for FJ and importantly no incidents which I am sure pleased the promoters.

FF drivers may not realise that early FF's were in fact re-engined FJ cars with Cortina GT 1500 power plants. After starting in 1960 in Aus, FJ had a relatively short life of 3 years. FJ guru Kelvin Prior informs me that there are still about 80 of these cars on his data base in this country. There are many similarities between FF and FJ. Both are a single seater control category designed as an entry level class and stepping stone. When first eligible for Historics, FJ had an uphill battle for recognition as they were mixed with other more powerful Group M cars. The FJ Association was formed to promote the interests of FJ owners, and now they are one of the most successful international classes in historics. I must congratulate the FJ association for forming such a

great group of like minded competitors that can now stand out from other categories, independent and with a passion for their development as an historic class. They have set a standard that other categories should aim to achieve.

I urge all members to investigate their website <http://www.australianformulajunior.com/> as I think that it may well show us an approach to follow for the development of historics into the future. As I have stated before we have around 250 existing historic eligible FF's that I am aware of and together with a spate of recent discoveries there should be enough cars to fill most historic FF grids. The secret I believe is to motivate the owners of these cars to present them at our meetings and to attract both new starters and drivers from contemporary classes to historic FF. I would be interested in your views!!

Formula Ford 40th Anniversary.

Long time FF racer Laurie Bennett, (owner of an Elfin 600 #71014 since new), has been given the task by the VHRR to arrange the 40th anniversary of FF in Australia. Scheduled to coincide with the original date of the first event celebrations will take place at Sandown in November and at Philip Island in March next year - Lets get into that preparation mode as these events have the potential to put us on the map in historic terms and hopefully reduce the number of cars sitting in garages. There will be a dinner at Sandown with previous champions present, of which there are many. Potential attendees include Larry Perkins, Brian Beasy, Richard Carter, John Leffler, Peter Lerner, Bob Skelton, Paul Bernasconi, John Smith, Stephen Brook, Bruce Connelly together with the UK and NZ visitors. This should make for a memorable evening.

Most enthusiasts would not realise that Jack Brabham, Bib Stillwell, Frank Matich Leo Geoghegan, Kevin Bartlett, Allan Hamilton, Bob Jane and lastly Allan Moffat were all FF competitors in 1971. They competed in the RACE OF CHAMPIONS at Calder Park (see inset). Moffat was the winner, with the Coffey Ford sponsored Beasy Special driven by our old mate Brian Beasy on the cover.

Formula Ford Newsletter

The response to the FF newsletter has been quite exceptional and for the first time since the old days have we now a medium that maintains contact with all participants.

Already this has helped with many new cars surfacing that were not on the data base. They include, Ron Guppy-Lola T204, Laurence Quilkey-

Hawke DL17, Victor Andrews-RF81 VD#401, John Keating-Royale RP24, Peter Mohr-Reynard FF83, Warren Edwards-Elfin 600 #69003, Ivan Glasby-Lola T200, Mark Stephens-Elfin 620, Shane Morrow-PRS 82F, Des Kelly-Bowin P4, Don Greig-Elwyn 004. If you know of any other owners that have dropped off the radar, please urge them to make contact.



Hot action from Harold Roberts at Eastern Creek in Elfin 600 # 69001, the first car built and the car that Richard Knight won the DTE series in 1970. Harold has owned the car for most of its life and has always been a great ambassador for this historic FF category.

A tragic and sad loss.

I was immensely saddened to learn that UK collector and racer Richard Lloyd and FF racer of some repute David Leslie (in a Royale RP24 FF and many other cars) have been both killed in a light plane crash in the UK. It is very similar to the crash of Graham Hill and his mate Tony Breise, driver of the PH8 Elden FF that won 31 races in 1971, and who was also a competitor with Leslie and obviously a notable FF driver in the UK.

Formula Ford Engines

There is some confusion as to which engine should be used in Aus. as two were used originally. The type 681 was the first available having originated from the Cortina 1600 sedan and whilst it looks the same as the later 1971 Capri xl 1600 type 711 it is quite different internally. The motor has the same bore and stroke but uses a cylinder head with a normal combustion chamber and flat top pistons. The conrods look the same but the later 711 rods are constructed of a higher tensile steel to combat fatigue, the crankshaft is of a lighter construction as is the cylinder block. Effectively there are few components that are interchangeable between the engines however if your car raced with this early type 681 engine then you have the option to

continue to compete as long as the specification is to the pre 1972 CAMS rules.

However if you choose to change to the post 1971 type 711 engine then it must comply to the current Aus FF Kent specifications as laid out in the CAMS manual. The checking of this standard has been given to the Formula Ford Association to administer; it has engineers to certify compliance. As far as historic. I intend to investigate this issue further with CAMS. In the meantime I suggest that all engine building be carried out by one of the many recognised experts like Roy Goodman, Peter Larner or Tubby Ritter, this is after all a CONTROL category and without control what do we have?

WHATS ON IN FF

- 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).

To all of the new participants in Historic Formula Ford a warm welcome to the category and please do not hesitate to contact myself for any assistance you require. Formula Ford gives you the biggest bang for your BUCK in all forms of motor sport and as always. Let's KEEP ON FORMULA FORDING. GCB

All Historic Mallala - Easter 2008

First of all, we would like to say a big thank you to all the Historic Formula Ford drivers who travelled over to South Australia for the annual All Historic Easter meeting at Mallala. Your support & enthusiasm was very much appreciated by all concerned.

Following the record breaking heatwave of the previous week, competitors were treated to near perfect weather conditions over the Easter weekend. Thirteen drivers from Victoria and New South Wales made the trip to Adelaide for a great weekend of Historic Motorsport. The Formula Ford races were very closely contested with Andrew McInnes, Nick McDonald and Keith Simpson battling for top 3 honours all weekend. The rest of the field of 16 cars provided close and exciting racing in typical Formula Ford fashion!

Many of the interstate drivers had not been to Mallala before and were very impressed with the circuit's facilities and the friendly atmosphere of the Easter meeting, which always provides drivers with plenty of track-time. Most guys have vowed to return to South Australia for Easter 2009 and to drag along as many other Formula Fords as they can. Plans are already underway to make next year's Easter Formula Ford events even bigger and better. If you have or know of anyone who has a Historic Formula Ford gathering dust in the shed, now is the time to start getting rid of that dust and bringing the car out to support this great category in 2009 our 40th anniversary year.

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 Ph: 0428 130 899

"Spin, Spin, Spin..."

The words made famous by the great Murray Walker, WWII veteran and sorely missed commentator.

Over the last couple of years we have seen some incidents involving our fellow competitors getting involved in other peoples accidents - an inevitable risk of motor racing. We can all take steps to reduce the risk of this occurring by ensuring that if we spin, we lock the brakes and avoid rolling back across the track in the aftermath of a spin. Yes you will bugger your tyres but rather than a bugged chassis or worse.

So when you "Spin, Spin, Spin" remember to "Lock, Lock, Lock". Thanks Murray.

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 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.

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.