



HISTORIC FORMULA FORD NEWS

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

*Prepared by Grant Burford
Edited by John Keating
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Congratulations to the HSRCA and all involved in organising the Tasman Revival. As a competitor it was a thoroughly enjoyable event. The atmosphere was electric and how pleasing it was to see so many spectators lining the circuit on Sunday. I have never seen such a busy Paddock at an HSRCA event for a long time.

And what about that formula ford grid? Over 30 cars with both international and interstate drivers. The standard of car preparation was exceptional. We did have a minor issue prior to our qualifying however this was soon forgotten as the weekend got underway.

Trent from Trent Wallis Photography has kindly supplied several of the photographs in his month's newsletter. Trent has over 13 pages of formula ford photographs from the Tasman Revival available from his web site. His prices are very reasonable. See www.trentwallis.com click on Gallery and then Tasman Revival. You will not be disappointed.

Merry Christmas to all formula ford drivers and best wishes for an enjoyable and safe 2009, our 40th anniversary year. – Ed.

GRANT'S RANT

It certainly has been a great end to a year of enormous growth for our category with both Sandown and the Tasman Revival in November. The Tasman revival certainly was the climax.

All year I have been reporting on the new cars that have been surfacing and without making an accurate count it would be in the region of 35 to 38. I must say it is probably the largest increase

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ever. Our numbers now are even greater than when Historic FF started 12 years ago!

Those that were there at the time would recall Jeremy Braithwaite in his "age and treachery" Lotus 61 and Bowin P6 in conjunction with spanner man and DTE winner Stephen Brook. There were many others present at the inaugural years events including Phil Randal in his always beautiful Hawke DL15 and now FV registrar Eamonn Mathews in the 1984 DTE Royale.

Stewart Hungerford was there in a P4 Bowin, Robin Staples DL17 Hawke, Robin Bishop Merlin mk11a (a very special and valuable UK car and winner of many early Brands Hatch events) ably assisted by Tom Brickley. Bob Bramston in the USA spec Lola T540 (complete with slicks and a BIG first gear) that he raced in the states, FF's old mate and supporter and sadly now deceased Graham Beckett in the Image FF4 assisted by mechanic Katie.

Lorenzo Burford Royale RP21, John Evans Royale RP21, Bob Morey Bowin P6, Laurie Bennett Elfin 600 (owned from new) and Tony Harper Elwyn 002 (Elwyn's Elwyn). Colin Nankervis Wren, John "Bendigo used car" Goddard in the Royale RP24, Chris Swingler Alexis mk15, Mark Bisset Lola T342, and Andrew Wilson VD.

Graham Mewburn Bowin P6 assisted by capable mechanic Kay, and Bob Cracknell in an Elfin 600 were there. No doubt many others have been missed and I do apologise but the point that needs to be made here is that FF has always been about **having fun and a good weekend**.

Next year is going to be a ripper as we celebrate the **40th anniversary of FF in Australia**. These events are being coordinated by AHFF's original racer Laurie Bennett; (laurieb@virtual.com.au) and Nick McDonald; (nick@a3recreutment.com.au).



Tom Tweedie dominated the Tasman Revival formula ford races, taking out the John Leffler Shield. Photo by www.trentwallis.com





Historic Rumblings

One of the points that the uninitiated miss about FF KENT is that in Australia we have raced continually from 1968 to today in either state or national competition. These events were one and the same for a period.

I was recently confronted by a concerned HSRCA committee for **running FF races outside of historic**. This worried me as it indicated misinformation is being circulated presently by some.

The fact is the state series has continued uninterrupted for nearly 40 years and **KENT POWERED CARS** have **always** been invited to compete regardless of their group (Pre 90, Post 90 and Historic). Ask the competitors that have just competed in the 08 Larner Engines Historic series regarding their views on this issue? The state series offers owners of historic cars an additional opportunity to run their cars, but further the nature of these events allows for a more competitive attitude and a lot of laps.

As most historic drivers would be aware, there are many historic groups that are fortunate enough to compete in events outside of HSRCA promotions. Muscle Car Masters, A1 Grand Prix, Formula 1 GP, and Touring Car Rounds. Overseas and Interstate Championships, FOSC group S events, GEAR, AASA events, State Series events, Car Club Lap Dashes and Hill Climbs. It is a fairly normal occurrence in historic for owners of 5th category vehicles to compete outside of HSRCA events.

It should be emphasised however that **HSRCA events** have **always taken precedent** over any other event that occurred during the year. The additional FF racing for those that thought it necessary greatly improved their driving and overall the Historic FF numbers improved.

The success of the Larner Historic Festival this year will see it spread into Victoria for 2009. I really don't understand the fuss that is presently taking place as it's **a win win situation** for all involved as long as **Historics** has priority in the schedule of events, What are the Historic promoters going to say when we ultimately present 5 grids of cars **\$\$\$.... it may well be a different story then!**

The other issue that has raised its head is the inference by some that Scrutineering or in other words Compliance with the CAMS and FFA regulations only applies outside the 5th (Historic) category.

It must be remembered by all involved in this issue that this is a **control category** and as such we must abide by the regulations of the period. CAMS have always allocated the responsibility of making and enforcing these rules to the FFA.

In recent times there have been many discussions on the Compliance of historic FF by various parties including several drivers, and the HEC chairman was contacted by those concerned for advice. As I understand it the HC approved the checking cars at our race meetings. On that basis Mr Greg Black (FFA & CAMS approved scrutineer) was approached by the HEC to start his investigations at the recent Tasman Eastern Creek event in November.

Unfortunately as the race program allowed only one race on Sunday, it was difficult to gather the drivers and give the initial required talk on the rules. This visit however illuminated the areas for future attention and I trust that we can continue on at Wakefield Park in February.

I hope this explanation removes the misunderstanding the HSRCA committee has and suggest the HEC chairman be contacted regarding any other future concerns that they may have.



John Smith ran second to Tweedie all Tasman weekend. Significantly down on HP, John showed you don't need a gun engine to be quick in formula ford. Photo by www.trentwallis.com

Historic Car movement Update

I have received quite a number of calls since the last Oily Rag from prospective owners interested in joining in the excitement. I must confess it is causing a drama in arranging the required vehicle type, as they all seem to desire front radiator cars, such as P4 Bowin, 600 Elfin, Lotus 51 & 61 etc. If you can assist in this area please make contact (ph 02 9520 4935). Incidentally there are 5 Bowin P4s out there I still cannot find.





John Joyce was the designer of Bowin (and Kangaroo) race cars after being Collin Chapman's right hand man at Lotus for many years. The first P4 was constructed at his Brookvale workshop. Over the last 4 or so years the owner of the John Leffler/DTE winner John Smith Bowin P4 has kept slipping through our fingers despite many trips to Newcastle. I finally made contact with him in Sydney a few weeks ago and he assures me it will be restored for next year's 40th Sandown event. This is a significant Australian car representative of the period when Australian manufactured cars dominated.

Whilst at the Tasman I was introduced to an old FF champion, Russell Steel, who raced a 600 Elfin in the company of Smith, Bickley, Crouchley, Kreffel, and Brook. It is listed as winning a national event in 1968 (Surfers I think). Later with Frank's assistance he continued on to the UK to further his experience, (in between modelling jobs) with some notable results being posted.

Russell is also interested in returning to Historic competition and renting a drive or two for the 40th. I will endeavour to arrange this.

One of FFs longest standing and loyal supporters, Graham Mewburn has parted company with his beloved 82VD. Graham, it won't be the same without you and Kay at our meetings in the future.



John Tarran made a welcome return to the track in his beautifully restored Lotus 61 at the Tasman Revival. Photo by www.trentwallis.com

Another old racer that is making a Historic re-entry is Collin Nankervis who originally raced a Wren and Lorenzo's Royale RP31 (now owned by Ray Stubber. WA). He is also a senior founding member of the Bendigo Mafia which includes several other well known formula fordors, John Goddard RP24, Brian Johns RP24 and our old mate Barry Rowe RP31. Barry is now improving well after a large shunt in a sports car a couple of years ago.

I also had a meeting with one of the original Historic formula fordors Robin Bishop who still

owns his beautiful light blue Merlin mk11a. Robin is just as enthusiastic as ever and is interested in presenting the Merlin for display at the Sandown event next year. It is a very significant UK car.



Nick Bennet had a successful Tasman meeting in the Wren. Photo by www.trentwallis.com

Race Car Setup

At a recent Eastern Creek event I was fortunate enough to meet with an Australian F1 designer that employed Royale designer Rory Byrne to work on the Toleman / Ralt cars in the UK.

The conversation got round to discussing TYRES on which he made some very interesting comments that should be seriously considered by all competitors when trying to improve or assess their cars performance on the track.

In summary tyre operating temperature is what it's all about. If the rubber becomes overheated the adhesion level consequently drops off. This then starts a chain reaction that only heats up the tyre at an even greater rate. The cars cornering ability is effected and tyre life is significantly reduced. The compound actually changes its characteristics because of the extra slip angle that is being produced, and as we all know this is the start of **"the tyres are going off"** statement that we have all made at some time or other.

The concept that that we need to understand is what produces this situation of overheating. It's effectively the suspension setup. The driver adjusts shocks and springs in an attempt to improve performance without regard of the effects these adjustments are having on the cars contact with the road and thus the tyres operating characteristics.

An important factor to consider in these situations is the **PRESSURE that the tyre is inflated to is a cold temperature.** On the dummy grid pressures can be elevated by 2psi just standing on the bitumen prior to a race.





It must also be understood that regardless of the tyre size used (different sizes front and back) the manufacturer designs all the tyres **to operate at the same pressure**. This is the area that most make an error in as I have noticed a large majority of competitors **staggering their pressures** front to rear. This in turn forces the tyre to operate outside its normal design characteristics. In staggering pressures we are really endeavouring to make the tyre compensate for a suspension malfunction. The result is the previously mentioned overheating of the rubber at either end of the car toward the end of the race. Always remember a race is won in the last lap not the first.

Now because of the soft walls that are used in the Dunlop FF control tyres we employ excessive camber and caster that to reinforce the side walls during cornering. This results in an irregular tread wear pattern and thus irregular temperature gradients across the tyre. Pressure measurement is an extremely important tool to be used for assessing tyre operational characteristics.

The pressure to start with should be around 15psi, front and rear, cold, and should not be more than 18psi hot (after a race). Particularly if you are aiming for a reasonable tyre life and good handling. The other issue that also helps in reducing unbalanced pressures is to lower the ride height **front and rear** to 45mm (with no rake front to rear, in other words keep it flat). This then allows the team engineer to develop all the other suspension settings and to allow proper tyre temperatures to be maintained during a race.



Samantha Dymond in the Penrite sponsored VD at the Tasman Revival. Photo by www.trentwallis.com

Eastern Creek Tasman Report

Formula Ford was privileged to be one of the few groups outside of M&O that had sponsored overseas visitors present and it was great to see the Japanese contingent of 5 enjoying the atmosphere. It indicated to all present just how extensive the spread of FF has been around the globe .since the first race in July 1967 at the Brands Hatch circuit in the UK. It was also interesting to note that the cars that they entered were all of UK manufacture and they included;

Koichi Watanuki, 1970 Lola T200
Mitsuru Miyajima, 1967 Lotus 51a
Itaru Matsuno, 1968 Lotus 51a
Hideaki Hayashi, 1970 Titan mk6
Tadashi Sasaki, 1969 Royale RP2



The Japanese contingent all in a row at the Tasman Revival. Photo by John Pymble.

It should also be mentioned that their attention to detail was second to none and in particular Tadashi Sasaki whose Royale RP2 was impeccable. Almost as magnificent was his female mechanic clothed in a beautiful white mechanics overall complete with black belt and Royale badge on chest. All Australian formula fordors can gain inspiration from their overall presentation for future events.



Itaru Matsuno, 1968 Lotus 51a. Photo by www.trentwallis.com





There were 34 entrants which was a great effort when you compare the responses from other groups at the event. It was a little disappointing not to see more interstate visitors, however I would like to mention Cas Galjaardt, Elwyn 004, for visiting from northern NSW, Nick Bennett, Wren, Daniel Smith, Wren, and Ron Guppy Lola T200 for all making long journeys. Queenslanders Chris and Robert Fry brought their Elfin Aero and Birrana down also Miss Penrite, Samantha Dymond travelled from VIC with her 73VD. Thanks to all for supporting the event.



The immaculate Wren of Daniel and Mandy Smith made the trek from SA for the Tasman Revival. Photo by www.trentwallis.com

Thursday was unofficial practice and it was mentioned by several drivers that with electronic timing in place why in future we don't use the best practice time for the purpose of qualifying.

Friday saw qualifying in the morning with Tom Tweedie on pole in the 002 Elwyn and John Smith not far behind in his Spare Lola t440. Nick Bennett was 3rd in the Wren.

By race time in the afternoon it was quite damp and Tom Tweedie got to the flag first with Smith second and Simon Pymble in father Brian's Reynard third.



Geoff Walters of Rebel Wheels fame is another successful formula forder from the past making a comeback. He matched the pristine presentation of his Elwyn with some very quick laps. Photo by www.trentwallis.com

Saturday's first race winner was Tom Tweedie, John Smith second and all the way from SA Nick Bennett third.

Second race top three places were the same as the first, with a hard charging Doug Mattley 4th in the Reynard. Doug had to change engine bearings over night. A great effort and thanks to all the helpers that made it happen. This in effect is what FF is all about, helping others.

Sunday only had one race in the morning and again it was Tom Tweedie first, John Smith second and Nick Bennett third. At the conclusion of the race the John Leffler Shield was presented to the winner, Tom Tweedie by John Leffler in person. It was certainly the highlight of the weekend with all the drivers present for the presentation.

There were a few issues that have been raised about the event but overall it was certainly successful by FF standards. Without doubt the meeting of the year, and lastly I must thank all our overseas and interstate visitors for making the effort and being part of this great event.

FF of the month

Enthusiastic March 729 owner Peter Landan has imported from the USA the first chassis produced in this series and I thought it may be of interest to other owners. From the photos you can see it is in excellent condition.

March Engineering produced their first FF in 1970 and was called the 708 or 709. It was constructed from their heavy (for FF) F2/F3 already designed chassis. They claimed only one victory in 1970 at Hockenheim driven by Ian Taylor.



In 1971 they produced the 718/719 without much success and by 1972 they had transferred production to Wayne Mitchell Engineering in California, who ordered 4 of the initial batch of





Robin Herd designed 729 chassis from Arch Motors UK.



What's on in FF

7-8 February HSRCA WAKEFIELD PARK

13-15 March VHRR PHILIP ISLAND FF40/1

I trust all Formula Forders have had a great year. I can assure all the readers of this column that next year is going to be bigger and better with the 40th anniversary celebrations taking place around this great country of ours, have a great Christmas.

And Remember toKEEP ON FORMULA FORDING

GCB

IN MEMORY OF MATTHEW LLOYD

- By John F Benson

It's with a heavy heart and great sadness I advise that Mathew "Matty" Lloyd has passed away. Matty may be known to many Formula Ford competitors, particularly in the West where he resided and worked in the automotive industry.

Matty is survived by son Tom and daughter Tyler and his passing is a huge shock to those who knew him.

Matty was one of those 'larger than life' characters who lived for and loved cars and his motor sport, especially historic motor sport. He competed on numerous occasions in his beloved Bowin P6 (ex Grace Bros) his/Tom's RF86, his Ralt and he was finishing off his Bowin P8 F5000 (ex Leffler/Grace Bros) which he was planning to campaign in the new year. He was a terrific

supporter of the young guys coming through the sport and a number of WA Formula Fordsters were helped in some way by Matty.

Matty attended the recent 'Tasman Revival' historic meeting at EC and the V8 Supercar Grand Finale the following weekend. Matty was full of life, plenty of great stories and, always on the 'rev limiter' which was Matty's usual style. Like all great car dealers, he could talk the leg off an iron pot!

We will miss a great competitor but most of all we will miss a champion bloke'. Rest in peace Matty.

LETTERS TO THE EDITOR

We have seen an amazing distribution of our humble newsletter throughout Australia and overseas and have received a wide range of correspondence as a result. Published below is some of this correspondence.

STEVE MOODY, OCEAN GROVE, VICTORIA.

I have enjoyed your correspondence in recent times, as it has kept me in touch with what has been happening. Great to see many of the names from the past, many of whom I could share great memories with.

The Nic McDonald Birrana belonged to me in the early 1970's and in recent times I had the pleasure of driving it for Ken Williams before it was sold to Nic. We enjoyed some considerable success during that period.

Last year I purchased the Totem FF that I built and first raced in 1984. Tony Boot and I built two, the other now having been converted for hill climbing. The restoration of my car will be completed for November next year.

I spent a considerable number of years on the National FF Committee and introduced the engine checking system for the Kent engine (Andrew Hallam in Geelong), as well as the standardised camshaft rule.

Keep up the good work.
Steve Moody





RON LIDDIARD, SOUTH AFRICA.

Hi there,

A friend of mine, Ian Hebblethwaite, has passed a copy of your Historic Formula Ford News letter on to me.

I am presently working in Pert, WA, for my Company which is based in Johannesburg, South Africa.

In South Africa, I have been racing my 1968 Lotus 51A with the Historic Single Seater Racing Cars, which is a mixture of old Formula 1, FJ, SA built specials and Formula Fords.

From your newsletter I gather that most, if not all the historic single seater racing, including the FF's, takes place in the East of Australia.

I have been contemplating whether to bring my 51 over to Australia, but I guess I am living on the wrong side of the planet.

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I would very much like to keep "in the loop" if possible. How would one go about this?

Best regards
Ron Liddiard

RICHARD MORRIS, NATICK, MASSACHUSETTS

Hi Grant and John,

I have just read the November issue of Historic FF News and wanted to say how much I enjoyed it! Clearly, FF is alive and well in Australia and it is very exciting to read about the wide variety of FF models that are being campaigned.

As someone who first raced FF in the UK (BRSCC pre-'74 FF1600, driving a Hawke DL11 in 1981-1983) and now lives in the USA where I have just rebuilt a DL15 and also own a DL17, I was delighted to read about Philip's, Lawrence's and Jeff's Hawkes. Also, glad to read that Grahame recovered his stolen DL11!



It is a very exciting time for FF. I was fortunate to be at the UK's 40th anniversary at Brands Hatch and was interested to read about the plans for the 40th anniversary in Australia. As you may know, we will celebrate the 40th anniversary of FF in the USA at Road America on July 24th-26th, 2009.



I look forward to future issues of Historic FF News. In spite of the geographic separation between Europe/USA/Australia, we are really one global community of FF racers. I attach photos of my DL15 (yellow, like Philip's?).



Best regards,
Richard Morris





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

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





The calm before the Tasman Revival storm.



Photo's by John Pymble.

