

HISTORIC FORMULA FORD NEWS

*A newsletter for enthusiasts of Historic Formula
Ford Racing Cars
Prepared by Grant Burford
Edited by John Keating
histFF@tpg.com.au*

Welcome to the New Year, and most importantly the 40th anniversary celebrations. Of course our mood is tempered by the tragic situations in Victoria and Northern Queensland. Many CAMS members have been directly affected by the devastating Victorian bushfires and CAMS have established a special Bushfire Support Appeal to provide direct assistance for them.

If you would like to help you can make donations directly to the fund through any branch of the National Australia Bank using the following account details:

Account name: CAMS Bushfire Support Appeal
BSB: 083 166
Account No: 83 304 2862

Any help you can give will be most appreciated. For more information please see the CAMS Website – www.cams.com.au

GRANT'S RANT

FORMULA FORD IN AUSTRALIA

As most competitors would realise 2009 is the start of an Australian wide celebration of Formula Fords 40th anniversary in this country but where indeed did it all start?

The Brands Hatch circuit in the UK was the first stand alone event which occurred in July 1967, with the Jim Russell racing school "Motor Racing Stables" as the promoter.

Australian driver and now CAMS representative, Tim Schenken was a leading

competitor in the early days and took out the 1968 Guards Championship after winning over 24 races in the year driving the CBP Merlyn mk11 prototype. It certainly was the spring board to higher levels of competition and 2 seasons later he landed a drive with Williams F1 in a De Tomaso-Ford and thus set him on his F1 journey.

What many may not realise is that a total of eight world F1 champions also learnt their racing skills in FF and they include: Nigel Mansell, Ayrton Senna, Emerson Fittipaldi, James Hunt, Jody Scheckter, Michel Schumacher, Damon Hill, Jacques Villeneuve and Mika Hakkinen of course there were many other non championship winning drivers also involved so it's always been referred to as a single seater learning category.

During this early period the late Paul Harrington who was employed by MRS to organise events in the UK was asked to head up a Ford sponsored Australian competition centred at Sandown Park and operated by the Light Car Club.

In 1968 he took up residence as manager there, and looking back this may well have started the development of one of the earliest competitions outside of the UK as it was within 12 months of the inaugural event. It is quite amazing that FORD KENT 1600 powered cars still compete relatively unchanged 40 years later both in Australia and around the globe.

After settling in he had created such enormous enthusiasm in the new category particularly in Victoria that by November 1969 the inaugural Australian FF race was conducted at Sandown Park with Richard Knight driving an Elfin 600 the ultimate winner, and from these small beginnings it thus started out on going adventure with the category.

Unlike the UK, Australia did not have a great supply of suitable chassis for conversion to FF so strict cost controls were put in place that after the 30-12-1968 only Australian built cars could compete.

Consequently various constructors quickly took up the challenge and which resulted in many now well known Marques such as Elfin, Wren, Bowin, Beasy, Nota, Andrew, Lynx, Talisman, Tudor, Corsair, Aztec, Fielding, Garo, Adams, Hustler, Nedloh, Chipala, and by the completion of 1969 there were 15 registered cars in competition and in 1970 the

first full year of competition there was a further increase of another 18 competitors.

FF construction had really taken off and it did not change until 1976 when the rules were relaxed to allow imported cars into the competition. This era needs to be preserved as it is indeed a unique period in Australian motor sport history (in those days cars had to carry FF logos on each side of the car to identify themselves from other categories in mixed grids).

The Formula Ford Australia (FFA) was formed in 1970 to look after the interests of Formula Ford competitors and became an incorporated body in 1992. It then became the Formula Ford Association (also FFA) and continued as the category manager for the national championship until 2005 when the Duratec engine was introduced for national competition. FFA is still recognised by CAMS as the sole entity representing competitors competing in Formula Ford 1600 competition.

The association has delegates from each state and takes an active role in all aspects of Formula Ford 1600 including state championships and historic competition. It has recently appointed historic representatives in each state as further commitment to historic Formula Ford and the preservation of this valuable category.

There are 2 appointed Historic representatives on the National committee and which are supported by Historic representatives from each state (see contact list), this ensures stability as the FFA has always been the recognised administrator of the FF competition handbook and the CAMS rules including engine inspections see web www.formulaford1600.com.au for more information and for our Australian Historic Newsletter email histsff@tpg.com.au

Whilst I can't divulge who is involved at this stage a considerable range of discounted race products including Tyres is going to be made available to all historic members this year and I will keep you updated as the discount system evolves. Also if you know of other reputable suppliers or repairers that will service FFs needs and supply a discount please make contact.

The other important issue is the current production of a Historic FFA website solely for our use that will include many fields including: future race programs & entry forms, lap record

holders, championship winners, contact information for new comers to our sport, for sale and wanted items, possibly room for comment, a newsletter archive, FFA news and correspondence, discount suppliers etc.

I thus strongly recommend membership to all FF owners as their will be gains to be made on and off the track as has been proved over the past four decades, and as a consequence there will be great resurgence of interest for the category.

If the current entry list of 59 cars to Historic Philip Island on March 13 is any indication we are going to experience the biggest expansion in our numbers EVER in 2009. And please also remember this ongoing Historic Commission pre 90 issue has cost the FFA a sizeable sum over the last 7 years and we need your support for the next round in March!!!

A NEW COLLECTIVE VOICE FOR HISTORIC FORMULA FORD - Formula Ford Association Historic Sub-committee.

The FFA Committee have approved the formation of a sub-committee devoted to Historic Formula Ford matters. John Van Leeuwen has been appointed as the FFA Historic Formula Ford Representative, with Grant Burford as the Historic Formula Ford Officer.

The purpose of the sub-committee is to act as a collective voice for all Historic Formula Ford competitors Australia wide on all matters affecting them with the Historic Commission. The FFA has appointed the following representatives in each state:

FFA Historic Contact List 09

Official Historic FF Rep; John Van Leeuwen
drivesafewa@yahoo.com.au ph 0418903154

Historic FF Officer: Grant Burford / Hist FF News
histsff@tpg.com.au ph 0405190658

Queensland Rep: Ian Mayberry
ianmayberry@optusnet.com.au ph 0412563932

South Aust Rep: Daniel Smith
ashton@skymesh.com.au ph 0428250664

Vic & Tas Rep: Phil Marrinon
marrinph@cba.com.au ph 03 95608519 h

Western Aust Rep: John Van Leeuwen
dsa@southwest.com.au ph 08 95252252 b

New South Wales Rep: Grant Burford
aburford@exemail.com.au ph 02 95204935 h

And Remember To.....

Keep on Formula Fording on the 40th
Anniversary

GCB

DURATEC IN STATE COMPETITION

This is relevant to historic competitors in that there has been suggested by some that the inclusion of Duratec cars in state racing could be a trigger for the introduction of Pre-90 formula fords into the 5th category.

The Formula Ford Association Committee ratified its position on the possible introduction of Formula Ford (Duratec) into State Championship level competition as published in its position paper in November 2008. As requested by the AMRC, a detailed draft document was tabled for discussion and ultimate submission with the AMRC to assist them with their deliberations.

The Committee expressed their acknowledgement of the current uncertainty being caused by some Vic. Promoters and by CAMS on this matter, and are attempting to have the matter clarified as soon as possible in conjunction with CAMS and its processes.

To help dispel any confusion that may exist on this matter, I have included below the full Statement issued by the FFA Committee outlining the Association's position on the introduction of Formula Ford (Duratec) into State competition.

Proposed introduction of Formula Ford (Duratec) into State level competition- A statement by the Formula Ford Association Committee.

"The Committee of the Formula Ford Association Inc. wishes to express its position on the proposed introduction of Duratec engine Formula Fords ("Formula Ford (Duratec)") into State level competition

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In 2005, a decision was made to introduce Formula Ford (Duratec) as the National Category in Australia with effect from the 2006 season. From then on Formula Ford 1600 cars were positioned as eligible for State level competition only. During 2008 there have been efforts to introduce Formula Ford (Duratec) as also eligible for State level competition, leading to CAMS (via the AMRC) seeking the assistance of the FFA in June 2008 to prepare a submission on the issue. This submission is due to be provided to the AMRC by March 2009 after which the matter will be deliberated and a decision expected.

The FFA wishes to convey to its members the current position of the FFA on the matter to provide stability and clarity. Intrinsically the FFA does not deny the benefits of Formula Ford (Duratec) into State level racing, however feels that the effects and implications of Formula Ford 1600 competitors and interested parties needs to be considered, and be of paramount importance.

Primarily, the FFA is not supportive of the introduction of Formula Ford (Duratec) into State Championships at this juncture. Notwithstanding should CAMS decide that it be prudent to introduce Formula Ford (Duratec) into State level racing, then FFA would seek the impact on Formula Ford 1600 to be minimised by:

1. Ensuring each State provides a race eligible for "Category 1 – Racing Cars" so as to provide a race eligible for Formula 3, Formula 2, Sports Cars, as well as Formula Ford (Duratec) and Formula Ford 1600.
2. Formula Ford (Duratec) to be included in the "Category 1 – Racing Cars" race until adequate and consistent grid numbers are achieved to justify a standalone race.
3. Formula Ford 1600 to remain a stand-alone race whilst suitable grid numbers are achieved, after which it will revert to the "Category 1 – Racing Cars" race.

The FFA also believe other matters need consideration including ensuring Scrutineers are given sufficient support, FFA to have method of input into rule changes, timing of eligibility for Historic racing, among others.

The FFA will continue to ensure that any decision made gives due consideration to all benefits and disadvantages of any such

introduction on the various types of Formula Ford to the continued sustainability, growth and development of Formula Ford as a collective".

40TH ANNIVERSARY OF FORMULA FORD-Nick McDonald

Welcome to the Formula Ford 40 Year Festival!

Formula Ford is turning 40 this year and to mark the event we're holding a national race series for Historic Formula Fords. As this letter was written, entries for Phillip Island - round one in the series - are nearing the 60 mark! It will be the biggest Formula Ford grid ever assembled in Australia. And don't worry if you haven't entered, although there's 5 rounds in the Festival, only 4 can be used to score.

It is a point score series, with an overall winner crowned at the November Sandown meeting, exactly 40 years after the very first Formula Ford race was run. We will also have Group Q and R winners, now known as Fa and Fb. There'll also be place getter trophies and a host of special awards. Although the focus is on racing, we very much want to promote the spirit and camaraderie Formula Ford embodies. The more people we get involved, the healthier our class will stay.

The enclosed Festival entry regs spell out much of the detail, but please aware that with a series of this size and nature, fair play must always come first. As such, scrutineers will be checking cars for eligibility right throughout the year, with a particular emphasis on place getters. We've included the CAMS FF regs to help you.

In the interests of fairness, we're asking all of you to comply with a minimum weight requirement of 495kg with driver. Although it's a pain for some, the differences in the weight rules over the years really aren't ideal if we're looking for an overall winner. In the end, it's just simpler and fairer to put all cars and drivers on the same playing field. And if you have to add some weight, at least you can choose where it goes!

You'll see that we're charging a nominal fee of \$20 to enter. This is to cover admin and artwork costs, pay for trophies etc. Once you've entered, you'll be sent an A3 Microsoft Word template (and instructions) for a "Brag Board" for your car, which we'd love you to bring with you at all the meetings.

With assistance from the various promoters involved, we've secured special treatment at all of the circuits involved and keep Saturday night free at Sandown, for our function night. We'll be handing out many of the Festival trophies and have some sensational guest speakers from the period.

So get your entry in, get involved and be part of what is going to be the best thing historic Formula Ford has ever seen.

Your 40th Anniversary committee

Laurie Bennett, Nick McDonald, Phil Marrinon, Andrew McInnes, Nick Bennett, Daniel & Mandy Smith, John Van Leeuwen, Grant Burford, Ian Mayberry.

REDUCTION IN LICENSING AGE

Subsequent to an approach by several FFA Committee members with CAMS late last year, CAMS have approved a reduction in the minimum licensing age to 14 years. Full details are not available at this stage, or any planned implementation date.

CAR OF THE MONTH

Enthusiastic owner John Turnbull sent in these prints of his immaculate LOLA T200 and I thought a small description on Lola might interest some HFF News readers.



Lola was a manufacturer of just about every type of race car from F1 to Group C sports cars over the years and was started by Eric Broadley in 1958, the T200 was the first Formula Ford produced by the company for this, then new category.



The short wheelbase T200 came off the production line at the Huntington UK factory in January 1970 and which was followed by the evolutionary T202 and T204 models in 1971/2 (Ron Guppy in SA also has a T204 and there are only 2 on the register) with a large number being exported to Carl Haas in the USA as FF had also just taken off over there.



AMMENDED RULES FOR PIT CREW APPAREL

Break out the board shorts and Hawaiian shirts!

TECHNICAL BULLETIN SCHEDULE D – APPAREL

REFERENCE:

CAMS Online Manual of Motor Sport, General Requirements for Cars and Drivers, Schedule D:

See: http://www.camsmanual.com.au/pdf/10_g_en_req/GQ05_Schedule_D_Q109.pdf

RATIONALE:

After successfully trialling the use of short pants for pit crew members in the 2008 V8 Supercar Series and the 2008 Shannons

National Motor Racing Championship, Schedule D will be amended to allow the use of short pants for pit crew members at all circuit racing events.

ACTION:

Amend Schedule D of the 2009 CAMS Manual of Motor Sport, 3(a) (ii) as follows:

(ii) **Pit Crew:** Each person working on automobiles in the pit or paddock area must **at least** wear shoes, and socks, **short pants** and at least a short sleeved shirt. On race day, each pit crew must be neatly attired. The Promoter is authorised to refuse entry to the pit area of any person unsuitably attired.

EASTER HISTORIC MALLALA10-12 APRIL 2009

The 40th Anniversary of Formula Ford in Australia will be headlining next Easter's Mallala race meeting. We are hoping to attract a large field of Formula Fords from all over the country. Those who made the trip over in 2008 were made very welcome and it appears they thoroughly enjoyed themselves! We are hoping to make the event even bigger & better in 2009. The township of Mallala has come on board and is planning a 'street party' with cars on display etc on the Saturday.

The Historic Racing Register (SCCSA) are very supportive of Formula Ford and were delighted with the number of entrants we were able to attract this year, so it would be fantastic if we could significantly increase numbers for next year. We will again be running Groups Q & R in one race with separate trophies for each category.

Mallala is a friendly 'country' type race circuit with excellent facilities, including on site camping for those who wish to camp. We have again negotiated a deal with the Adelaide Manor (details attached.) A number of Formula Ford competitors stayed at the Adelaide Manor in 2008 and a great time was had by all!

There is always plenty of track time at Mallala meetings and the atmosphere is very social, so we would encourage as many drivers as possible to make the trip over to South Australia next Easter (why not bring the family?)

If there are any queries please contact Daniel or Mandy Smith on 0428 130 899

WHAT'S ON IN HISTORIC FF

7/8 February-HSRCA Wakefield see Dec AHFF news for entry

13/15 March-VHRR Philip Island
FF/40-1 see Dec AHFF news for entry

21/22 March NSW State RD 1 Eastern
Creek LARNER -1

10/11 April Mallalla
FF/40-2 see attached entry details

18/19 April NSW State RD 2 Wakefield

2/3 May HSRCA Eastern Creek
LARNER-2

30/31 May State RD3 Oran Park
LARNER-3

30/31 May Austin7 - Historic Winton

27/28 June HSRCA Oran Park
FF/40-3 & LARNER-4

4/5 July NSW State RD 4 Eastern Creek
LARNER-5

25/26 July HRCC/QLD Morgan Park
FF/40-4

12/13 September NSW State RD 5
Wakefield

19/20 September HSRCA Wakefield

31 Oct-1 Nov NSW State RD 6 Oran Park
LARNER-6

7/8 November VHRR SANDOWN
FF40-5 CELEBRATION & DINNER

28/29 November HSRCA Eastern Creek
LEFFLER TROPHY/ LARNER-7

2008 LARNER TROPHY

A presentation was held at last year's Tasman Revival meeting for the 2008 LARNER FESTIVAL trophy recipients. The winning car driven by John Pymble is now for sale. As you can see from the photo below, the trophies supplied by the Larner's were splendid and would make a welcome addition to any trophy cabinet. Hopefully this will help motivate more of you to make the effort to join this exciting series.



LETTERS TO THE EDITOR

In Search Of;

Dear Sir

My name is Gary Quartly and I am trying to get in touch with Don Greig, if you have his contact details or if you are able to get him to contact me my details are as follows

Email quartlys@bigpond.com

Mobile 0414 491 601

I believe Don may be able to help; I'm trying to track down a Formula Vee that I believe he once owned.

Many Thanks,
Gary Quartly

CLASSIFIEDS

FOR SALE: 1977 PRS (Pro Racing Services) RH01 Formula Ford manufactured in the UK by ex Hawke employees who started their 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. Lerner 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: rnethercote@hotmail.com

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.

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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 amcinnnes@pacbrands.com.au

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