



COMMITTEE : A.Robertson, M Elder, R.Toshach, M.Smit, R.Low, D.Christensen, G.Love, L. Low T.Penrose, D.Wilson, I.McKeown (Technical subcommittee) Gill Cox (Historic subcommittee)

JULY 2022

Hi Everyone, Welcome to the July newsletter and the good news stories for our overseas drivers just keep coming. The Scott McLaughlan win at Mid Ohio was all class and reminiscent of his Supercars exploits. He did benefit from Pato O'Ward's misfortune but just the same ran at the front comfortably all day long. Watch for him becoming a regular podium occupant. Scott Dixon is still driving well and finished fifth in the highly competitive series. A good day made even better when Hunter McElrea dominated practise, qualifying and the Sunday race to now sit fourth in the Indy Lights championship series with six races still to go. Los Angeles born with dual US-NZ citizenship (Andy is an Ashburtonian; it should really be US-Ashburton citizenship)), Hunter's first karting sponsor was Scott McLaughlan Racing no less. My enduring memory of Hunter is him apologising to Gary Lovie for giving him a push in a F1600 race at Levels. It was all news to Gary; he didn't realise anything had happened !



The just finished Supercars round at Townsville resulted in another two wins for SVG. The first was a come through to the front win that we have seen before and the strategy definitely brings out the best in Shane. The second was different. He led and had to make the tyres last. Things got very interesting in the last three hundred metres. A last



corner lunge by Anton De Pasquale spun the Red Bull Commodore (left). DP realised the consequences and tried to redress before the line, but Shane who had got going again, wouldn't pass, knowing full well that DP would get a

time penalty for the contact. He did; five seconds, which resulted in the probable finishing order anyway. Now I would love to know whether the Race Director knew what was going through SVG's mind and opted for a penalty that would reflect the redress intention and no more. I reckon he did. Shane certainly knows the rules though.

The other aspect at Townsville that I was relieved about was the presentation of the National Anthem. I'm no fan of national anthems. In some cases the tunes are OK, but in the ones I can understand, the words are at least three hundred years out of date. To add to my misery, far too many of the soloists seem determined to add their own flavour to the tune. The Americans are particularly good at this with theirs. Invariably, by the time the last notes are screeched out and the national source of inspiration has been reduced to shreds, it is left to a bunch of bemused drivers to find their way back to their cars and restore the day. Thankfully they always do. By way of a contrast at Townsville, the Aussie one was sung by a soloist from the Australian military, perfectly, and about 30% of the drivers joined in.....amazing. They should stop having any more while they are ahead.

Still on Supercars, they will be at Pukekohe on the 9th-11th September. NIFF will have their second round at the same meeting and want all the entries they can get. The plan is to container SI cars. The entry fee for SIFF members is \$700 and they must have new Yokohamas fitted. These meetings are massive and a great opportunity to showcase our category. Go if you can please.



SOUTH ISLAND FORMULA FORD



How about Platinum ranked (it doesn't get better) Brendon Hartley winning pole and then adding a third Le Mans victory to his CV, and more importantly cementing his place as one of the world's best endurance racers. Ultimately every professional driver wants a long term career. One of the key indicators for any driver is to be employed by the top teams. With Porsche and Toyota, Hartley has achieved that recognition, and that only comes on the back of results which he continues to produce, hence the significance of the Le Mans win. At thirty-two and with all the coping skills on hand that any top sportsman has to have, he has years left if he wants to. A good position to be in.

Another ex-driver involved with Toyota at Le Mans, was Austrian Alexander Wurz. As a young man he raced Formula Ford in NZ with John Crawford's team. For the Baypark meeting three young drivers shared a hotel room, and in the inevitable chaos, Wurz could only find one boot. He had to borrow a second one, same size, different colour. Promptly went on to win his first race. He decided that the odd coloured boots bought him good luck and from then on throughout his career (he raced in F1), he wore odd coloured boots.

The British GP was won by Carlos Sainz, but who remembers that when the world's luckiest man Zhou Guanyu, against all the odds, walked away from an horrendous crash. Initially I, like most, hated the sight of the halo, but it's worth has been proven too often to cling to that attitude.



Zhou wouldn't have had a chance without it. Look at the photo. What is really impressive is the protection it provided when the usual rollover protection, that T-shaped thing, obviously completely failed. Most of the F1 Cars have the same rollover system and that has to be a concern.



Mitch Evans (right) continues to perform well in Formula E, finishing third at Marrakesh, Morocco (they get around). Still fourth in the championship albeit 15 points off the pace. The next stop is New York so we will see if he can narrow the gap. One puzzle I have is the performance of Nick Cassidy in the category. He is a massively accomplished driver, especially in single seaters, but seems to struggle to get consistency in the E cars after showing early promise. The only small consolation is that his team mate isn't shining either.



SOUTH ISLAND FORMULA FORD



Occasionally I watch a Nascar race and I do like the new upgraded models with their Mustang/Camaro/ Toyota bodies, centre-lock wheels, etc. Seeing these cars on the Sonoma road course was interesting, especially the driving style of many with big power slides on corner exit especially. Garth Tander said recently that early in his career he was advised that “if you can’t win, at least look spectacular!” Plenty bought into that. The race was won by Mexican Daniel Suarez, his first Cup win. One interesting stat was that Hendricks Motorsport, one of the big teams, clocked up 100,000 leading miles in Nascar racing at Sonoma. Impressive.



Heard a good story about Louis Sharp recently. Louis is part of the Carlin F4 team, as are apparently the two young development drivers for McLaren and Williams. These lads turn up with all the trimmings : personal, chef, personal physio, personal shrink, etc etc and all the respective teams considerable support equipment. Louis turns up with his dad, Jason; that’s it, and I don’t know if Jason can even cook ! To date Louis has six podiums from twelve starts and apparently that is causing a few furrowed brows in the camps of the chosen ones.....chuckle.

Another good news story is Harry McDonald. The 2002 BMW Championship winner is about to head off to Europe to compete in the Scandinavian GT4 series, driving for Toyota Gazoo Racing Sweden. The cars are factory built Supras and Harry will race at three meetings, consisting of six races and each race is one hour long and includes a driver change. Toyota GR Sweden won the GT4

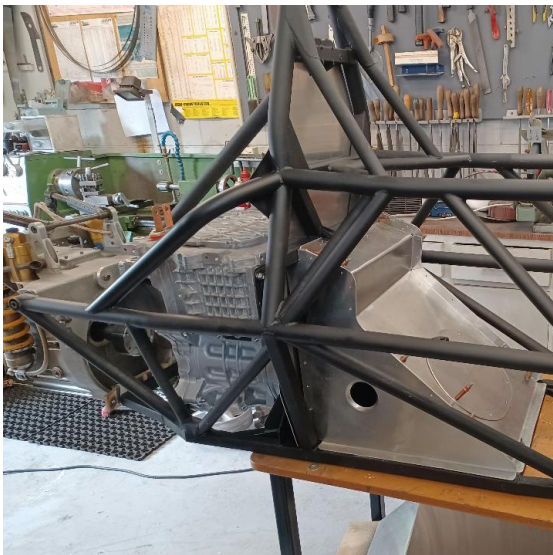


championship last year, so the team has all the credentials. The first meeting is at (swallow) Spa Francorchamps, Belgium on the 26th-30th of this month, but Harry’s first appointment is at the Toyota Gazoo Racing HQ in Cologne, Germany. What an opportunity and well done to the McDonalds and their supporters for putting all this together. Go well Harry.

On the home front and still staying with Toyota, National Champion Alex Crosbie and NIFF Champion Bree Morris have both had a run in an FT60 and FT50 respectively at Hampton Downs, Alex doing some 144 laps. I bet he slept well that night. It is great that Toyota gives our champions (still one to go) a taste of driving one of these brilliant cars. We must never forget that without Toyota this would never happen here. We are fortunate. Thanks Toyota



The electric car is making progress. John Sloane has taken over all the physical work and is making a great job. Essentially the chassis has been stripped out, the engine bay altered slightly to accommodate the Leaf motor and inverter, new bulkhead panels and a new cover where the fuel tank was, which will house the electronics on the E-car. The stepped front floor common to the '94-96 Swifts has been changed to be flat to the front, providing a much better footwell. The pedal layout will be simple. A fly-by-wire potentiometer (throttle) for the right foot, and a brake pedal for the left. No clutch or gearlever of course. The driveshaft from the motor to the gearbox input shaft will probably be made this week, and that will see the completion of the major engineering from the rollhoop back. The batteries are going to be ordered hopefully in the next couple of weeks. These will be mounted side-pod fashion on the outside of the car, and will be set up so they can be removed as a pack. The batteries are disappointingly heavy...approx 70kgs, (we need 120 of them), so my expectation that the car would be on the light side may be more of a challenge than I first thought. Here are a few photos showing some of the work John has done



Note curved diagonal and relocated roll-hoop stay



Front RH motor mount

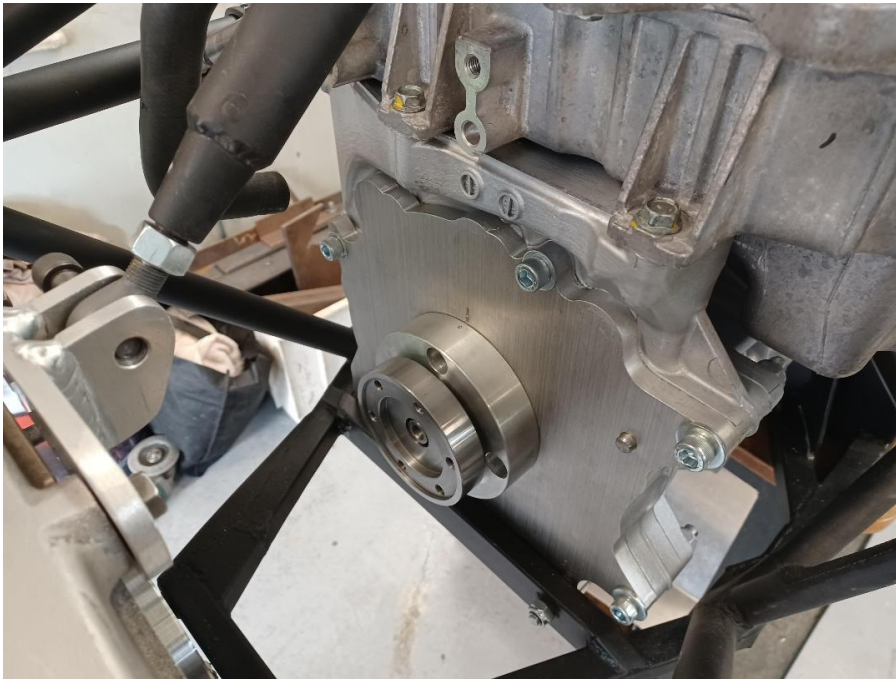


From the top down : 1. new roll-hoop stay and bracket

2. CV joint flanges for motor and gearbox input shaft

3. At the bottom, an additional transverse box section tube for the lower rear motor mounts.





A different angle from the previous photo. Note the beautifully profiled motor back plate.

John has set the engine bay up so that the motor and inverter can be lifted out in one unit. This may be necessary every five years or so to vacuum the floor.

#1 CHAIRMAN'S CORNER

Hi Racers

Well it's a bit cold in the shed these nights I must say. I hope all is going well with the off season maintenance and just a reminder that It's a good time to check over the safety gear as well. Check the overalls gloves, helmet and Hans straps for wear and tear.

Our first meeting is in October and these items will be seriously checked over this year I'm told. If purchasing new equipment I advise doing so from a reputable company. There is some imitation gear kicking around. The hint is in the price and while it might look like the real thing the quality is very substandard. While you are in the mood have a look at your "pit" safety kit also. Make sure your 4.5kg fire extinguisher is up to date and fuel containers and equipment are in good condition.

Your committee is looking into a safety station for Parc Ferme this season hopefully we will never need it but best to be prepared.

I am very pleased to announce that the Hampton Downs Racing Academy and Tony Quinn Foundation is backing our Category again this year with Pole cheques up for grabs at all Regional and Nation rounds and travel fund for the Nationals as well. The support from Tony and the team is really appreciated. It has added another dimension to our series and will assist members to compete at the highest level.

You will be aware Tony was involved in a rather nasty incident at Townsville in the weekend and I have fielded a number of calls on his condition. Thankfully he will be ok in time, although he has quite a few broken bones and will be on the sidelines for a while. We wish Tony all the best in his recovery.

We are currently working through Schedule F for the upcoming season and I'm pleased to say the groups are all on the same page and no big changes ahead for the category. We all agree the category is in a good place and the engine rules should be left alone and no further additions to the "parts catalogue" this year. We are aiming to have them off to MSNZ this week and published by Aug 1st.

Well that's it from me so back to the shed

Andy



Further to Andy's comment about checking the extinguisher, if it is a plumbed-in system, and most are, check that the tubing complies with Schedule A :

"For plumbed-in systems all tubing / lines shall be metal (no plastic, rubber) and be adequately secured"

The modern lines are metal inner with an outer plastic coating, presumably so they bend without kinking. If yours are just rubber or plastic, they have to go.

Also check Andy's letter copied in after the classifieds for details of the Technical evening set for Tuesday the 26th of July at Motorsport Solutions. These are very good value, so set the evening aside.

You will also find a SIFF membership form there too. Memberships are due from July 1st and they don't get cheaper as time goes by, so for the thousand or so of you that want to join, now would be a good time.

#2 CHAIRMAN'S CORNER



It's actually Derek writing on Gill's behalf. There are two main items that the Historic committee decided upon at its recent meeting. The first is the adoption of a SIHFF Code that encapsulates the spirit that competitors are expected to adhere to when they race in the series. The aim is to have an on-track race environment that is competitive but not combative, complemented by an enjoyable atmosphere off the track. Competitors are expected to commit to this when they enter the series. A copy of the Code is at the back of the newsletter. Note the last paragraph. The committee fully intends to give the Code teeth, and to that end, participation in the SIHFF series will be by invitation only. In short, inappropriate behaviour both on and off the track may mean the withdrawal of the invitation. Clearly this will not be done hastily, but nonetheless the committee has expectations and the "by invitation only" gives it the authority to enforce those expectations.

Those of you who study the classifieds will notice that Nigel Huston's Johnston is no longer listed. It has been bought by Canterbury University engineering student Clark Fountain who intends to compete in the 22-23 SIHFF series. Welcome to the Club Clark.

The other car that will be coming down to Christchurch very soon is the Willie Scott Swift LM1 to be driven by Johan Roberts. This is being done purely out of the goodness of Willie's heart, and he made the point to me recently that there will be other cars sitting that for one reason or another, the owners won't drive. The question was, why not make them available for some young person to get a start? The suggestion has merit. The SIHFF Series at four meetings is not long, and as already mentioned, the driving has to fit the environment. If you have a car, or know of someone who has, and may be interested in doing this sort of thing, contact one of us on the committee (we are in the "Info" section), and we will make it happen.



Gill. (next time)



There we go. That's it from me and you are barely half way through so have a good read of the info, the ads, the technical evening on the 26th, the SIHFF Code and attend to that membership.....I have, so I feel quite self-righteous.

As always, until next time,
Stay Lucky,
Derek.

TECH CHECK

CAST HEADS : The maximum size for the exhaust ports for these heads is 29.5mm. Over time these ports can erode to in excess of 29.5mm. If you have an old cast head, check the exhaust port size.

VD REAR HUB BOLTS : Probably not the right title, but the big cap screws that hold the rear hubs on the 90-92 VD's can break. These need to be replaced regularly.

VD 92 : The pins at the inboard end of the front pushrods on the 92s need to be crack tested regularly, as do the top outer vertical pins on all the uprights.



FIRE EXTINGUISHERS.....GAUGES AND TAGS

It will be a requirement that these must be able to be read unobstructed by covers etc. For the pit extinguisher, it is a good idea to remove the Zip tie and R-clip out of the handle while the extinguisher is in the pits so the extinguisher is "at the ready".

Plumbed-in systems must have metal lines. No plastic or rubber ones are permitted. Modern lines have metal inners with an outer plastic coating.

RAIN LIGHTS : These must be mounted as close to the car's centre line as possible, and facing rearwards. There is no height requirement but some could certainly be mounted higher and unobstructed by rear anti-roll bar levers.

BRAKE CALIPERS & PISTONS : Have you checked yours with a magnet ? They must be a ferrous material.

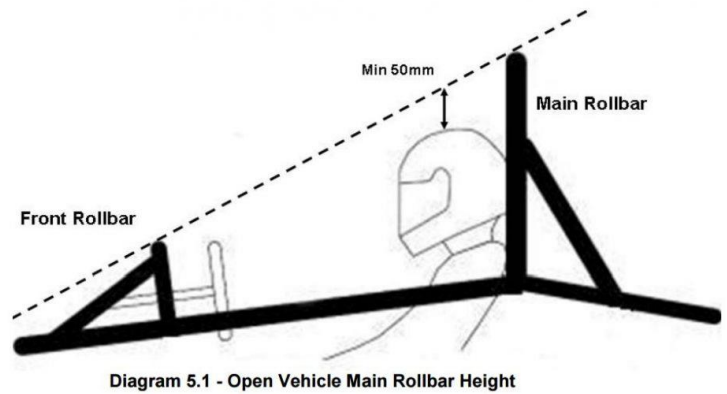
SHOCK ABSORBERS : It will be a requirement for the '21-'22 season and beyond, for all dampers to have two only external adjusters. Three-ways may be modified so they comply. For further advice contact Peter McCallum for Penskes 0274 410 204 or Robert Taylor for Ohlins 021 825 514

SEAT BELTS : Are yours OK for age and height. We have, under Schedule Z, a +5yr extension to the expiry date . Safety harness shoulder straps should be installed at 0 degrees to the horizontal with angles between 0 and 10 degrees being acceptable.





ROLLOVER BAR HEIGHT : The diagram says it all. The exceptions are class 3 cars that don't have a front roll hoop. They are measured to a forward substantial structure. The clearance is the same. If you are measured and found to be under 50mm, you will not race until the problem is fixed



DIFF CARRIER : Crack test, especially if it has had the die grinder at it. Shimmed up spider gears need a second thought as well.

REVOLUTION WHEELS : These can crack where the spokes join the rim.

SCAT RODS : Make sure these comply with Schedule F, Article 15, especially the 640g weight.

GEAR RATIOS : The chart could be used as a guideline for the Yokohamas



	Ruapuna 10.31	Levels 10.31	Ruapuna 9.31	Levels 9.31
1 st	15/36	15/36	15/36	15/36
2 nd	17/28	16/30	16/24	19/33
3 rd	20/27	17/25	23/28	19/25
4 th	24/27 or 19/21.	21/24	23/24	23/24

WHEEL SPACERS. This is the Schedule A rule :

“Where fitted, only one(1) wheel spacer/adaptor (per wheel) is permitted, manufactured in a single piece, of maximum thickness 25mm and a diameter not less than the mating hub diameter. The use of high tensile wheel studs is recommended when using wheel spacers.”

Info

RACE NUMBERS : Numbers are issued to drivers, not cars. The exceptions are the SIFF scholarship cars, and the NIFF HAG car, simply because of the “rental” nature of the respective arrangements. Double –ups are avoided. If you need a number, the Numbers Register is managed by Derek Wilson adw0398@yahoo.co.nz

SIM RACING : Keen to have a go ?? Contact siffsimracing@gmail.com for advice and information, or go to Facebook <https://www.facebook.com/Sif1600SimRacing>.



SOUTH ISLAND FORMULA FORD



APPAREL : We are taking orders for a second run for “Jagger” dress shirts and polo race day shirts.
contact Simon Spencer-Bower simon@wanakahelicopters.co.nz or Derek: adw0398@yahoo.co.nz

HELPERS : We have members who could do with a hand on race weekends. If you enjoy motor racing and fancy being involved with the cars and drivers, let me or Andy know. Derek :- adw0398@yahoo.co.nz
or Andy:- jap4x4parts@gmail.co.nz

MEMBERSHIP : These are due from the 1/7/22.

A full membership (\$210) entitles the member to compete in the entire SIF1600 / SIHFF series/ SIW&S series
People fielding more than one car in different series need only pay an additional \$100 for each additional series.
A social membership (\$55) entitles a member to compete in one race meeting only.
The membership forms are available from Janine Yardley (SIF Treasurer) treasurer@siff.co.nz

SIF BANK ACCOUNT FOR MEMBERSHIP PAYMENTS. 01 0797 0036499 00

SOUTH ISLAND DIRECT FOR YOKOHAMAS: Email southislanddirect@gmail.com for the form as shown on the last page. Delivery will be made on receipt of payment. Acc. 03 0830 0098465 000

SCHEDULE F, the ARTICLES and a REMIT form that must accompany any proposed change :
<https://motorsport.org.nz/championships/formula-ford/>

SOUTH ISLAND FORMULA FORD CLUB HISTORIC SUB-COMMITTEE : Gill Cox (chairman) Steve Foster, Mark Hamilton, Hayden Cox, Andy Downs, Andy Robertson, Derek Wilson

CALENDAR FOR 2022-23	SIF1600	SIHFF	SIW&S
RUAPUNA 8/10/22			CONFIRMED
RUAPUNA 29-30/10/22	CONFIRMED	CONFIRMED	
LEVELS 5/11/22	CONFIRMED		
TERETONGA 3-4/12/22	CONFIRMED	CONFIRMED	CONFIRMED
LEVELS 28-29/1/23			CONFIRMED
HAMPTON 2-5/2/23	NIFF + NAT. CH TBC		
TAUPO 9-12/2/23	NIFF + NAT. CH TBC		
LEVELS 11-12/2/23		CONFIRMED	
LEVELS 4/3/23	CONFIRMED	CONFIRMED	
TERETONGA 18-19/3/23	CONFIRMED + NAT. CH		CONFIRMED
RUAPUNA 25-26/3/23	CONFIRMED + NAT. CH		





CLASSIFIEDS

2001 VAN DIEMEN RF001z (larger brake model)
Kent with Steel head
Motec Dash logger and beacon receiver
Oz Racing Formula junior rims (and spare set)
Various new suspension parts recently fitted
Near new Endless pads
Spare nose cone
Super lightweight lithium battery (and spare)
New OMP steering wheel and race tech quick release.
Nice tidy car
\$38,000 ono (includes GST)
Contact Michael on 0272 0029 65



VAN DIEMEN RF91

A front to back eighteen month restoration Beautifully finished. A must see.

New Yokohamas

\$ 36,000

Contact John Sloane 0274 519 994



RAY GR21 Motorsport Solutions has secured an arrangement to import new GR21 Rays in kitset form, and is seeking expressions of interest. The kits are imported minus the motor, and are VERY attractively priced. Spares availability has also been arranged, again at attractive prices. Lead-in times of 16 weeks can be expected; order asap for on time delivery .

AVAILABLE NOW !! 1 x GR21 new in kitset form plus 1 x GR18 updated to '21 specs, complete car. Five races only in the UK .

Contact : John Crawford at Motorsport Solutions Ph 03 349 3600



KEA 1972.

Owned by the present owners for 18 yrs
Full restoration including an engine and gearbox overhaul (receipts available)

Car not raced since rebuild due to owner's ill health
Engine has been run regularly but clutch has seized.

Logbooks available

\$24,000 ono

Contact Marian Vercoe 0274 510 285



SOUTH ISLAND FORMULA FORD



TrackTec Racing accelerate to the podium program has a Ray GR20 available for racing and testing , testing on the new tyre will start as soon as we get the Yokohama tyres into New Zealand ,exciting times for all as the playing field will levelled out with the introduction of these tyres

For further info contact matt.tracktecracing@gmail.com

SWIFT SC94

Swift Works SC94 ex Simon Wills (Aztec Racing)
Engine has two meetings on a refresh.
New alloy head from Motorsport Solutions
New carb and air filter, Scorcher dizzy, New radiators,
Full suspension spares and uprights, camber shims etc,
New rotors, box of ratios. Sway bars
Front and rear suspension pushrods.
New crash box and nose cone, Jump battery plus
more Three sets of rims. One set of Yokohamas 2 meetings
old. \$31,500 Ready to race. Other options could be a
negotiable spares package and / or would sell as a roller.
Ph Andy 021 305 550



RAY GR14,
new 2 way Quantums,
top end engine, ratios, spares package and more

.\$65,000

Contact Kim Crocker 0274 788 026

Email kim.crocker@xtra.co.nz



VAN DIEMEN RF98 (Lupton suspension modifications)
Chassis sand blasted, powder-coated 2013. Unused since.
2 new floors{1 spare}2.5 Ali riveted and glued.
Koni double adjustable shocks dyno checked.
New coils. Steering rack rebuilt .new seat belts.
Diff has new bearings and CWP .
New Tripodial joints and boots.
New flywheel and clutch.
All calipers ultrasonic bath cleaned, new pistons, seals.
New master cylinders. New AP Rotors & disc mounting
bobbins. Braided S/S lines.
8 Performance wheels all same weight 4.75kg.
Stack programmable rev counter. New gauges.
New radiators.
NEW REBUILT ENGINE,. Dynoed
Comes with all suspension jigs made by Mike Borland.
Extensive spares package available on request.
\$44,000

Contact Gary Love email cityplumbing@xtra.co.nz



SOUTH ISLAND FORMULA FORD



GR20 Ray

Well-developed front running car, only 2 seasons old.
 AIM MXL2 Dash with Brake and Throttle position sensors, data available for most tracks.
 Quantum 2-way shocks.
 Full spares package including all Wishbones, Push Rods, Toe Links, 2 x Exhaust systems, 3 sets of MSSL Rims, Gear Ratios.
 Very competitive race engine, plus a practice engine built and maintained by MSSL
 Contact: Dene Christensen 021 454 370



SWIFT FB91,

Very reliable car, we have been racing this with great success this season.
 we have finished every race the car has entered.
 recent engine refresh, new rings, bearings, valve springs etc.
 nice tidy car ready to go.
 lots of spares, gear sets, body moulds, arm jigs etc etc.
 \$28,000 ono
 Contact Spencer Christiansen 027 350 3023.



CROSSLE 56F 1983 F2000

Originally the #2 Works car.
 2 litre Pinto engine; Mk 9 Hewland
 2 spare sets Compomotive wheels.
 Superb looking car and ideal for the Wings and Slicks class
 \$ 25,000
 Contact Phil Reed : 0272 088 633



FORMULA SUZUKI

1300 Hayabusa engine + strengthened gearbox
 Custom exhaust
 New shocks + set of unused rebuilt spare shocks
 Spare wishbones etc.
 Diff ratio is better suited to street sprints, hill climbs
 Presently flat out at approx. 200kph !! Could be changed
 Complete with the tilting, electric braked trailer shown.
 Another great car for the Wings and Slicks series
 \$26,000 including the trailer
 Contact Carl Vaughan 0277 386 567
 emailcarl@goodyeartimaru.co.nz



SOUTH ISLAND FORMULA FORD



FT40 TRS series car ,
New engine(Davis Gouk race engines) done only
practice miles
New tyres
Motec Computer
6 speed sequential , New seat belts, new battery
Has set of spare rims , complete front wing, other
spares available. Tuned for 98 fuel. Will trade.
Another ideal Wings and Slicks series car
\$50,000
Contact Robert Scott 0274 320 627



SWIFT SE3B F2000 Wings and Slicks car
Eleven race meetings total ! original powder coat still
on pedals.
Pinto motor, 205 block, trick crank, forged pistons,
I-beam rods, Kent SR32 cam, stainless steel valves,
modified 32/36 Weber.
Motor is down on compression on one cylinder.
New alloy fuel tank. Spares include original block,
new nose, four sets of ratios.
\$30,000 ono
Contact Wayne Murdoch 0272 779 576



REYNARD SF89 Wings and Slicks car
Competed in USAC F2000 series
All the good Keith Averill set-up and parts
Latest updated nose cone & wing.
Also high downforce '96 VD rear wing.
Large stock of spares.
\$30,000
Contact : Don Nelson 03 234 8363 (mealtimes)



RALT RT4. chassis # 671 Wings and Slicks
A late chassis (1987) car that ran the USA Pro series
in '87, for 1 season, doing a small number of races,
then put into storage. Only ever maintained by
Dennis Eade at Compreg in Chicago. Genuine Ford
BDD Steve Jennings engine Numerous spares incl
spare rims, travel wheels, quick lift jack, gear ratios,
fuel churns etc. NZ log book, vehicle recommissioned
& 1 race only November 2013. Current fire system & belts. Excellent condition.
\$75,000
Contact Glynn Jones 021 892 887



SOUTH ISLAND FORMULA FORD



SWIFT "Euro" SE-3. 1990 F2000. Wings and Slicks
Strong big valve dry sump Pinto, 200 Cosworth Block, FR32 cam, Downdraft 44 IDA's. 135 hp at the wheels. Head studs, Cometic gasket. Hewland LD200 4 speed, Penske 8100's rebuilt with modern internals. Original Weber DGAV carb and near new 38DGAS included to match C.O.D. 8 inch rear / 6 inch front wheels. 1.5 sets of Techno Magnesia with Slicks, 1 set of Dymags with new Slicks, 1 set of Compomotive Turbos with new wets. Spares include 9 LD200 ratio sets, Swift Aluminium bellhousing/dry sump tank, Rockers, Half-shafts, Lobros, Hubs, Wishbones. Replaced clutch, mirrors, belts, rear rotors, pads, front uprights, battery, many Rose Joints's for this season. AIM Mychron3 XGLogger \$29,000

Contact : Tim 021 961 446

Wanted : Reynard Atlantic wheels / Hewland FT200 ratios / Pit jacks / alignment gear. Would part trade.

Won SCCA Mid Division in 92. Imported 2007ish



FORMULA SUZUKI Wings & Slicks series car
Great easy car to drive, very fast and forgiving.
1300 Hyabusa engine.
6 speed sequential shift gearbox
Comes with heaps of parts and spare wheels.
\$21,000 ono

Contact : Tom Henman 0274894144
email : carstomhenman@gmail.com



BRABHAM BT21R (1967)

1600 X-FLOW Ford,
5-speed Hewland (near new)
45 DCOE sidedraft Webers
Radiator pipes are separate to chassis
\$55,000

Contact: Don Nelson 03 234 8363 (mealtimes)



POPEYE.

Iconic Historic Speedway car. Originally built by Ron Roycroft and his mechanic, Harry Chatteris in 1945. Raced in hillclimbs and road events. Converted to Midget speedway racing in the late 40s. Raced very successfully at Western Springs and at Templeton Speedway. Was retired in the late 60s and given the right to wear #1 because of its history and the many championships it had won. Fully restored and a unique opportunity to own a piece of NZ racing history.

The owner has his eye on another car and is in the mood to talk turkey.

Contact Steve Foster : 021 705 055



SOUTH ISLAND FORMULA FORD



SWIFT SE3 1989
 Ran in the FONZ series for last 2 years
 100% finishing record , Class Championship winner.
 Set of Technomagnesio rims with used slicks.
 New set of Hoosier slicks
 Set of split rim Jongbloed wheels with good Michelin wets.
 LD 200 gearbox..
 Some ratios and some other spares.
 Trailer included - made for car in 2007.
 \$35,000.
 Contact Gary Lovie 021 684 144



VAN DIEMEN RF77
 Excellent condition
 chassis up rebuild in Rangiora
 New master cylinders
 Overhauled brake calipers, new pads.
 New gauges new carb, water-pump
 Fresh Class3 championship engine, 40 over
 New tyres, 2 track days since rebuild.
 COD Historic listed.
 \$23,000
 Contact Chris : 021 023 74445



RACE CAR TRAILER
 New full height galv frame body
 Reg and Warranted
 Braked
 Carpeted
 Easily capable of carrying two F1600s
 Vehicle area : width between wheel arches 1950mm
 Overall internal width 2300mm
 length 4300mm height 2100mm



Front room floor area 2300 x 1.4
 Total box length 5700mm
 Very nice to tow
 \$20,500
 The owner will be overseas for a few weeks
 Contact : Gary Love
 Email : cityplumbing@xtra.co.nz



SOUTH ISLAND FORMULA FORD



VAN DIEMEN '91, '92 SIDE WINDOWS.

Hardened Acrylic

and supplied with plastic pop rivets to prevent cracking. Some finishing will be required to suit individual cars. Good luck finding these anywhere else. One order already from the UK.

\$130 / pair incl GST plus postage

Contact: John Sloane 0274 519 994

Email : sloanedogon@xtra.co.nz



Chicane Racewear are now the NZ distributor for the high quality Radial rod ends and spherical bearings. Previously distributed by BRM Trading, the USA made rod ends start with the chrome moly high strength precision series then move to the stainless steel high strength aerospace series, both with heavy duty shank options.

Contact us now on 0800 CHICANE or go to www.racerodends.com for more info



A piece of advice from Malcolm Yardley. On these distributors the cover over the module can short out. Insulation should be fitted in the side cover. The terminals should also be insulated and possibly bent over. For further advice phone Malcolm 0274 315 170



QUANTUM DAMPERS Set of Four

Compressed; front = 220mm, centre to centre, extended = 250mm

Compressed; rear = 230mm centre to centre, extended = 275mm

One way adjustable

Dynoed by Motorsport Solutions

Legal for a class3 pre 1/7/80 car

\$1000

Contact Kim Crocker 0274 788 026

Email kim.crocker@xtra.co.nz





Radar's Motorsport



Performance Engine Builder



For all of your engine requirements including carburettor and distributor repairs

House calls also available for any of those car issues that you just need a little help with

I am always available to help by phone /text or email

30 years' experience in performance engine building

20 years' experience in Formula ford

Ian Mckeown

021 641 681 ijmck@orcon.net.nz

CAR STARTING TO JUMP OUT OF GEAR? Rebuilding those worn dog rings and gears is a very economical option to buying new.

Further enquiries to Justin Neill Engineering

Ph 03 323 9900 Mob 027 228 0050

Email justinneill@xtra.co.nz

10 Langston Lane, Papanui, Christchurch



SEAT MOLD to suit Van Diemen RF90-92. Anyone wanting to make their own seat is welcome to borrow this mold. ALSO if anyone has any internals for a Mk5 Hewland, John Sloane would be very interested. Contact him on 0274 519 994



100 x 100mm 12 volt 36 LED Rain Light. Very good lights that easily exceed MSNZ requirements, and look at the price.....\$61.00 incl

Phone Hornby Auto Electrical : 03 344 0170 or Malcolm : 0274 315 170





3 RAYS RACED.....3 MSSL ENGINES USED

3 CHAMPIONSHIPS WON



BREANNA MORRIS NIFF



ALEX CROSBIE NZ NATIONAL



ZAC CHRISTENSEN SIF1600

RUAPUNA PARK RACEWAY

107 HASKETTS ROAD, TEMPLETON

CHRISTCHURCH 7678, NEW ZEALAND

03 340 3600 NZ

03 349 3610 FAX

+64 3 349 3600 INTERNATIONAL

motorsportsolutions@xtra.co.nz

www.motorsportsolutions.co.nz



SOUTH ISLAND FORMULA FORD



- Small black mirrors (135g ea) \$85.50
- Small carbon-look mirrors (135gea) \$99.00
- Small carbon mirrors (115g ea) \$202.50

Discount prices for SIFF members
 please use the link: www.classiccaraccessories.co.nz/formulaford



STEALTH NOSECONE .

The pointy version as developed by the Leitches and used by James Penrose to win the SIF1600 and National Championships .
 \$170.00 The margin on sales goes to the SIFF club.
 Contact Andy Robertson : 021 305 550



TIPPING TRAILER

New WOF , current Reg,
 Good tyres
 Braked
 Fits Formula Fords and older Caterham style cars.
 \$1500
 Contact Nigel Huston
 021 029 89666





ALLOY HEAD

Imported as a blank from Iveys and finished by Tony Marsh.

Virtually new, comes with valves only

\$3995

Contact Kim Crocker 0274 788 026

Email kim.crocker@xtra.co.nz



WELLER WHEELS.

The later rolled edge version that came with my Ray.

Eight in total, four black, four white

\$100 each

Contact Kim Crocker



UK PERFORMANCE WHEELS

Set of four

Very good condition

\$600

Contact : Gary Love

Email : cityplumbing@xtra.co.nz





Revolution 4 Spoke Race Wheels 13 x 5.5 ET 08 Drilled 4 x 95.25 for Formula Ford.
– From \$280 + GST

Mintex MLB19 Formula Ford Brake Pads 1144 & 1155 Compound.
– From \$94 + GST



2022 Formula Ford 6-point harness with either pull up or pull down side straps & quick release adjuster
Only available in Black - \$375 + GST

WWW.PALMSIDE.CO.NZ
MOTORSPORT PARTS & ACCESSORIES
4 Islington Avenue, Islington, Christchurch 8042



SOUTH ISLAND FORMULA FORD



UK REVOLUTION RACE WHEELS

2 sets as used on the ex Noble-Adams VD90

Very good condition

\$600 per set

Contact Nigel Arkell 029 993 3007

narkell@mac.com



QA1 DAMPERS

Rear eye to eye 270mm

Front eye to eye 255mm

Will fit Ray

One way adjustment

Alloy body

Dyno sheet to go with dampers

\$1000 for the set

Contact Ryan 0273 600 218

Email info@ryanselectrical.co.nz



Virtual Race Training

ACTUAL RESULTS

MOTIONFORCE1
PERFORMANCE SIMULATIONS

CARLYLE
PERFORMANCE LIMITED

Carlyle-Performance-Ltd
0292 632223

NON-RETURN VALVES. These are a mandatory safety item to be fitted to the breather from the fuel tank.

Proceeds go to the SIFF club.

\$20.00 ea

Contact Andy Robertson : 021 305 550



SOUTH ISLAND FORMULA FORD

A mixture of brand new Cambridge gears to suit LD200 plus a mixture of new and used Hewland gears.

Cambridge \$345 incl GST each, discount for volume.

LD200 STOCK SHEET

RATIO	TEETH	

2.1250	16X34	
1.7780	18X32	
1.5550	18X28	
1.5500	20X31	
1.4210	19X27	
1.2630	19X24	
1.2380	21X26	
1.2730	22X28	
1.2600	23X29	
1.0000	24X24	

Hewland: New \$400, Used \$300

14x36	New
19x31	Good
16x24	New
18x28	New
20x32	Good
22x28	Good
23x29	Good
23x28	Good
25x27	New
23x24	New
25x24	Good

Brand new Ivey small port head available with valves and guides so you can port to your own requirements.

\$2500 incl GST

Standard 9.31 diff carrier. The later version with the convex spider gears. Crack tested.

\$1000 incl GST Contact Shane Drake on 0274 739 406 or email ceo@chicane.co.nz



SOUTH ISLAND FORMULA FORD



VELOCITY HQ RACE CAR TRAILERS Tilt bed, unladen weight = 980kg, gross = 3000kg

internal length 4.86m, width at wheel arch 2.09m, height 1.83m
Many other options including a 2 car system that works particularly well for F1600s



<https://www.trademe.co.nz/a/motors/trailers/tandem-axle/listing/3027769951?bof=WzVagbH9>

Link to Two car system option

<https://www.facebook.com/watch/?v=849668015419795>

\$29,999

Adam Julian 021 304 001

Contact

decracing@outlook.com



ALUMINIUM HEADS X 2 : These are brand new from Ivey, bare casting that have not been ported, they come with seats (either installed or not installed), guides (not installed) and PTFE Valve stem seals are available as well, \$POA

I have a collection of brand new Ivey valves, \$POA

I also have a brand new Ivey prepped Carb that has never been run, comes with all of Iveys modification goodies. \$1,100 + GST

I may order another from them over the next few months, so if anyone wants to pre-order anything that's easy as, saves on freight, especially at the moment!

Contact Cameron Tanner : camdontan@gmail.com

KENT FF 1600 ENGINE

Built by Tony Radisch Never used

Price negotiable

Contact Marian Vercoe 0274 510 285





Dear Member

Mid-winter get-together – “Technical Tips”

Your Committee is always mindful that the activities of the Club have a hiatus during the winter months – albeit that drivers and crew are often pretty busy preparing for the forthcoming season.

To give members the opportunity to “keep in touch” the Committee has arranged with Motorsport Solutions Limited to hold an evening get-together, at which some “Technical Tips” can be shared, as well as providing the opportunity for a chat.

The evening will be held on Tuesday 26 July at Motorsport Solutions premises at Mike Pero Motorsport Park (Ruapuna). Duration will be 7 – 9pm, with about an hour of Technical Tips, and the opportunity for questions, followed by an hour of socializing with some food and tea/coffee.

John Crawford and members of the Motorsport Solutions team will be present and will have both an historic Formula Ford and a Class1/2 car present to be the focus of discussion/questions.

The get-together will be open to drivers and their support crew from Class1/2 Formula Ford; Historic Formula Ford; and the newest class being promoted by the Club – Wings and Slicks.

To assist with organisation it would be much appreciated if you could email or phone our Club Treasurer- Janine Yardley **by Friday 22 July** with an indication of whether you will be attending and whether you will be accompanied by others. Janine’s contact details are –

Email – treasurer@siff.co.nz

Phone – 0273 665382

In order to make the evening as relevant to you as possible if you could also let us know by email any particular matters that you would like to see discussed.

We really hope that you will find this initiative by the Club to be both useful and enjoyable, and we look forward to seeing as many of you as possible on 26 July.

Kind regards

Andy Robertson



Tyre Order and Costs

Name _____

Contact Phone Number _____

Tyre Order (please tick) One Set \$ 989.00 Two Sets \$1978.00 One Tyre Only \$247.25

Note – maximum initial order limited to two sets of tyres

Delivery Address _____

Note – delivery can only be made to a commercial address

Tyre Payment Method – Online Only

1. Please scan or take a digital image of completed forms Send to southislanddirect@gmail.com
2. Use your name and type "Tyres" as references A/C No **03 0830 0098465 000**

Please note – this bank account differs from the account used for membership payments

22/23 Membership and Championship Registration Form

Valid 1st July 2022 to 30th June 2023

Please complete the following details then scan or take a digital image, and return to treasurer@siff.co.nz no later than the 15th August 2022. Please circle the appropriate **red** options.

Section 1

Member Details

Page 1

Name _____

Age **Junior (under 16 yrs)** **16-18** **19-25** **26-35** **36-60** **61 plus** **M / F**

Date of birth ____/____/____

Contact details

Address

Locality/City _____ Post Code _____

Landline _____ Mobile _____

E-mail _____

Section 2

Membership Type

Tick One Box

- | | | |
|------------------------------------|--|--------------------------|
| 1. Full Membership Fee | \$210.00
(includes merchandise and SIF1600 or SIHFF or Wings & Slicks Championship Registration) | <input type="checkbox"/> |
| 2. Additional Class Membership Fee | \$100.00
(for each subsequent Class Championship Registration) | <input type="checkbox"/> |
| 3. Supporting Membership Fee | \$55.00
(entitles member to compete at one only SIF1600 or SIHFF or SI Wings & Slicks round. If further rounds are entered the balance of full membership (\$155.00) must be paid before competing) | <input type="checkbox"/> |



Make _____ Model _____

Year of Manufacture _____ Racing Number _____

Class entered (circle one)

SIF1600 Class 1 Class 2 Sponsors _____

SIHFF (including Class 3) Sponsors _____

SI Wings & Slicks Sponsors _____

Pit display boards are provided by the club for each car. The information contained on pit boards help members of the public understand more about our cars and generally engage with our class of racing. Please provide the following details which will be printed on your pit board. Please continue on another page if necessary. Some car histories are quite substantial!

Engineer _____

Crew _____

Car History _____

Section 4

Declaration

I hereby acknowledge and agree to be bound by the Articles and Regulations governing the South Island Formula 1600, South Island Historic Formula Ford and / or South Island Wings and Slicks Series. I hereby give consent to information regarding me being used, retained and disclosed by the South Island Formula Ford Club in connection with the organization and the promotion of the Championships.

Signature of driver _____

Date _____

Section 5 Merchandise Order and Total Membership Cost Page 3

Item	No of items	Price	Youth S	Youth M	Size S	Size M	Size L	Size XL	Size XXL
Complimentary SIFF Polo shirts (<i>All NEW Full</i> Members)	1	Nil							
Additional SIFF Polo Shirts @ \$70.00		\$							
SIFF 'Jagger' Dress Shirt @ \$80.00		\$							
Additional Yokohama/SIFF Caps @ \$15.00		\$							
Additional SIFF Umbrellas @ \$40.00		\$							
Complimentary Yokohama/SIFF Caps (<i>All Full</i> Members)	1	Nil							
Complimentary SIFF Umbrellas (<i>All NEW Full</i> Members)	1	Nil							
Race Radio Receiver (now compulsory) @ \$150.00									
Voluntary Club Donation		\$							
Total Merchandise Cost		\$							
Membership Cost		\$							
Total amount to pay		\$							

Section 6 Payment Method – Online Only

1. Please scan or take a digital image of completed forms
2. Use your name and type "Member" as references

Send to treasurer@siff.co.nz

Account No - 01 0797 0036499 00

Section 7 Your bank account details for prize money etc

Your bank a/c number _____



OUR CODE

“Respectful Competition”

Those who enter the South Island Historic Formula Ford race series’ commit to –

- Encouraging fun participation where competition is conducted in a spirit of respect for both other drivers and cars
- Participation being conducted with camaraderie and the aim of friendly racing of historic Formula Ford race cars
- Safety, with drivers giving racing room at all times, and cars being properly prepared
- Intolerance of dangerous or unsafe driving (eg swerving, excessive blocking, and “dive-bombing” are not part of historic racing)
- A culture of learning, sharing, and promoting of enjoyment with other members of the Historic Formula Ford community
- High standards of behaviour, both on the track and in the pits

Application of the Code -

Participation in the South Island Historic Formula Ford race series’ is by invitation. Invitations will be issued by the South Island Historic Formula Ford Committee after consultation with the South Island Formula Ford Committee.

Acceptance of entry will be based on a signed commitment to the above Code.

Should, during a series, a driver be deemed not to have adhered to the above Code in any material manner, the South Island Historic Formula Ford Committee may (in consultation with the South Island Formula Ford Committee) refuse to allow that driver to take further part in the series.

Signed..... (Driver)

Driver Name..... Date.....