

SOUTH ISLAND FORMULA FORD

COMMITTEE : A.Robertson, M Elder, R.Toshach, M.Smit, S.Spencer-Bower, R.McKenzie, R.Low, D.Christensen, G.Love, L. Low ,N.Barclay, D.Wilson, I.McKeown (Technical subcommittee)

August 2021

Hi Everyone, welcome to the August newsletter and here we are again dealing with this time the more serious Delta Covid variant, and until we are all vaccinated, the ramifications for at least the approaching season's first half. Our SIF1600 series is still locked in (see Info) but please note the November Levels meeting is on the 6th, not the 5th. At the moment the particular venues haven't been announced for the two SI Speedworks rounds in January, but the bush telegraph says Highlands on the 14th 15th and 16th, and Ruapuna on the 21st 22nd and 23rd. Whether the FT60s will be there would be a line-call at the moment ; my money in the present environment would be on a Grand Prix meeting only. We will see.

Overseas NZ ers have been active and in the weekend just finished, Brendon Hartley, Hunter McElrea and Scott McLaughlan scoring good results. For Hartley it is almost expected ; he is one of the world's top sports car drivers driving for the top teams, but for the two Mcs, good results are a crucial part of career building for both, and the weekend's third and fourth places respectively, both in the US, are important steps. The Kiwi I feel really sorry for is Mitch Evans (right). In with a royal chance of winning the Formula E World Championship, to not even get off the line in the last race because of mechanical failure is a bitter pill to swallow for the still young man who deserves better. He does have a long term contract with Jaguar, so this won't be the last opportunity.



As for SIFF business, The regional Schedule F and Articles are published and are attached to this email along with a membership form. Ours maintain the Kent moratorium set last year through to the completion of the '23-'24 season. This means that the Kent will not be abandoned, but that other options can be included, and the electric option that the SIFF working group is developing is front and centre there. A company, Formula Forward, has been formed, and whilst it may be a little aspirational, the intention is to have a car running by the end of the year. Super exciting.



Andy will elaborate further on the Articles and Schedule F, but there are a couple of additional matters. There has been a question asked about the points situation if a driver uses more than one car especially if they aren't the same class. Overall points can be accumulated regardless of class, which was the concern behind the question. More obviously class points are specific to class, and if more than one car is used, they would need to be the same class to accumulate those class points. Another practice as a committee we have at our "Have a Go" days is to remove the fancy Zip tie and pin from the fire extinguishers. Fires are very rare but when they do occur they can take off

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quickly and there is only time to grab the hose and squeeze the trigger. We will encourage people to take this elementary precaution during the season and a reminder will run in the Tech Check segment.

The Yokohamas are reasonably readily available with 120 sets in the country and another 150 sets due in at the end of September. At the moment we are limiting orders to two sets each, but this won't apply when the second batch arrives. Hopefully you are all checking those crownwheel



carriers. At least three down here have been cracked including the scholarship '92, which you can see from the photo, has been drastically lightened, so fortunately mechanical mayhem has been averted there, and it is well worth removing that LH side cover for a look. I had a similar message in the last newsletter and put up a photo of a nice alloy carrier from Pegasus as an option. At 12.07am I had an email from Kim Crocker questioning their legality. By 12.15am I had found out they weren't ! By about 1.30am you all should have had a notice saying forget about that great idea !! (or words to that effect) Shame really because at about US\$780 they looked a good option.

There is a "Welcome to Yokohama" attachment included again, but the one other dimension to check is the car's overall width which is 1850mm. maximum. The Yokos are a little wider so worth the exercise and the dimension is from a vertical line from the tyres widest outer point, NOT centre to centre. Along the same lines if it was a close run thing putting the car in the trailer before, then it hasn't got better. An option is in the classifieds.

There has been some discussion about ratios to suit the larger rolling circumference of the Yokohama and some testing has been done at Ruapuna and Levels. The results are intended as a good guide but there may be small differences depending on the torque of the motor. Do the divisions on the ratios to get a comparison if you don't have these particular ones. The comment was made that the 9.31 boxes don't seem to be as affected as the 10.31 boxes, and for the Scholarship '92, we are only changing 2nd for Levels at this stage.

	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



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Another technical item to be sure of is the weight of the conrods if you are using Scat rods. The weight in Schedule F is 640 grams.

15.4 The minimum weight of each rod (including bolts, any washers & small end bearing) is 640grams.

The advertised weight of the Scat rod is :

“These super-strong forged rods have the same center-to-center length, bearing bores, and width as the originals. The H-beam design is forged from 4340 chrome moly steel for use in racing applications. The small-end bushings are already installed. Each set is balanced to +/-1 gram, with a nominal weight of 635 grams per rod (guaranteed to exceed the SCCA minimum of 630 grams including small-end bushing and bolts).”

Our rule does allow for machining to enable the rod to clear the camshaft, but this won't help the weight problem at all. Have a chat to your engine builder if your motor has these rods. Better to be safe at the start than sorry at the end.

Another exercise the committee is initiating is a publication of a Yearbook. It is basically going to be a meeting by meeting collection of photos with the results of each meeting and championship points after each meeting. There will be some other features as well; the whole thing will total 24 pages and will be put together by Charlotte McGowan who has a printing company called ThreeThirds. Like a lot of things the price gets cheaper as the volume goes up, so if we have 125 printed the per unit price is half in comparison to getting 50 done. On that basis I've calculated that if we get 1000 printed they will cost \$1.04 each. We could burn 900 and sell 100 for \$20 and make \$1000 profit. Elementary really.



One of the handful of newbies coming into our series this year is Jacob Cunniffe who lives not far from me in Geraldine. Jacob has an interesting background in that although he initially started racing grass karts at five, after three years he switched to Speedway ¼ Midgets when he was eight and drove them with considerable success up and down the length of the country accumulating trophies, until he reached the grand old age of thirteen, when he was deemed to be too tall for ¼ midgets, but not old enough to race midgets. Well we are more than happy to solve the problem, and after a “toe in the water” drive in a scholarship car, the decision has been made to purchase the immaculate Dave Saunders Swift SC96 and have a go on asphalt. With great family support and Jacob's mature approach, the change of environment shouldn't be a problem.

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On another note I came across this photo recently. Those of you with a few years under the belt and long memories (doesn't always go together) will recognise the #41 as Jim Palmer when he drove a Porsche toward the end of his career. Single seaters were his forte though (five times Gold Star NZ Champion) racing Lotus, Brabham and McLaren cars mainly in the late 60s. It is not commonly known that he also flew to Italy to test a

2.4 V6 Dino Ferrari. Ferrari became preoccupied elsewhere and the car never came to NZ for Palmer to drive ; a shame.

All of you who read this will be well aware of the death of Graham McRae on the 4th of August. A brilliant engineer/driver, he was the dominant force in F5000 racing in the seventies around the world. I can remember watching him race his first National Formula twin cam car at Levels on I think, its maiden outing. I remember him driving a F2 Brabham in Europe, a Begg FM3 and winning at Levels, and climbing into the Tom Clark owned Crown Lynn liveried McLaren M10A, the move that started his climb to the top. Ambitious and supremely confident, Graham's outspoken opinions and entrenched attitude cost him opportunities in Formula one and Indy cars that a more moderate approach would have capitalised on. Sometimes brilliance has a downside, and with Graham his extroverted behaviour as a younger man deteriorated as he aged, as did his personal circumstances. Eventually, as a result of a fall while out walking, he ended up in Auckland hospital, heavily medicated because of his bi-polar condition, and penniless. Brian Lawrence was alerted to this situation by a man he has never met to this day, but this act of concern changed McRae's life from that point on. Brian and Garry Pedersen went to see Graham in hospital and took it upon themselves to help. Historical issues with Social Welfare were sorted. His medication was revised to Graham's benefit. They arranged with the Mental Health Foundation for accommodation (he had none), and chose a unit at the Everil Orr Rest Home in Mt Albert. McRae, always the racer, noticed immediately that he had been given unit #14, his old rival Graeme Lawrence's race number. That was six years ago, and in the intervening years these two men bought his clothes, personal items, took him to occasions, meals out, etc. They became the go-to people for Graham's old driving rivals like Australian Warwick Brown when they visited. Furthermore they gave him companionship and friendship, unconditionally, as did the staff at the facility. So on behalf of everyone who reads this, Brian and Garry :- You gave one of our motor-racing heros a quality of life in his twilight years that he would not otherwise have enjoyed. A wonderful thing to do. You too are champions. Thank you.



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HISTORIC RACING

Back to the Future for South Island Historic Formula Ford



As interest in Formula Fords and SIFF grow; and capacity grids become the norm, it has become apparent that a large number of older cars (and perhaps older racers) would gain more competitive and enjoyable racing from competing alongside their contemporaries in a dedicated series. Popular overseas and in the North Island, historic Formula Ford racing is something that SIFF wants to see further developed here in the South Island. We know there are heaps of cars out there and lots of people either already racing or wanting to get back into it. We also know that these people don't necessarily have big budgets, and above all else, enjoy the competitive but friendly historic/classic racing environment. If that's you, then we'd love to see you on the grid for the new South Island Historic Formula Ford Series!

A lot of work is happening behind the scenes to get the series up and running. A calendar has been established (see info), the series is being incorporated into SIFF regulations and a sub-committee is meeting regularly to get everything in place for the flag drop on 17 October. With 2021/22 being the inaugural season, our biggest initial challenge is participation. To make South Island Historic Formula Ford work we need to guarantee a field of at least 15 cars at each event. The success of the series, therefore, depends entirely on participation. We recognise that you all have busy lives and that some may not be able to do the whole calendar, but even if you can just join us for a round or two you will be contributing to the future success of the series and the provision of historic Formula Ford



racing in the South Island.

As we go through the first season, please don't hesitate to pass on your ideas to further develop South Island Historic Formula Ford. The intention is to provide a way for keen racers of historic Formula Fords to compete alongside their peers in a competitive, fun series. There will be no sheep stations up for grabs – this is about enjoyment, participation and sporting competition. So, let's fill the grid and go historic racing!

Gill.

CHAIRMAN'S CORNER

Hi Race fans.

July and August have been busy getting Schedule F and the seasons articles written and approved for the 21/22 season.

Please take the time to get familiar with the Technical rules and Articles these documents hold all the information you need to ensure your cars are compliant and how our meetings will be run.



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This year we have a few changes in the technical rules, we have signalled for a while now that dampers can only have a maximum of two external adjusters for class one and two cars. The exemption for piston height ran out last season and has now been deleted from the regs along with some other additions, so have a read.

I feel this year's Schedule F document is a solid foundation for the category moving forward. The process that NIFF and SIFF have implemented has a tight criteria of change for our rules and finally the clubs and competitors with skin in the game are controlling the changes ; positive stuff.

The articles contain a valuable insight into the way the rounds will be run. Race radios become mandatory for the category and will help to keep competitors up to date with what's happening on track; a good safety measure.

With our growing grids Levels this year in November is looking like being over-subscribed. 34 have indicated they will attend.(max 30) We have in place the option to run a split grid which will be based on practise times and or Championship standings to establish two qualifying groups. We will be looking for a significant gap in the lap times as where to split the grid. Post qualifying, race grids will be determined according to the usual criteria

Based on race lap times it will be possible to move between the groups and points will be allocated from 1st in group one to last in group two. This split grid option is only available to us at the November Levels round so if we encounter over- subscribed grids for the March round at Levels (present indication 36) the Committee will have to look at a different options for entry to that round in which championship standings may come into consideration. We will do everything in our power to include all our club members where possible.

This year our first three regional meeting races double as qualifying rounds for the National series so here's how it's going to work. Its business as usual for our South Island Formula 1600 series with the six round series points system, all as per last year.

The Top twenty competitors in our series (including a minimum of three class 3 cars) automatically qualify for the National Championship Super rounds.. (If NIFF doesn't fill their 20 spots we will extend our numbers)

The National Championship will recognise an Overall Champion along with Class 1, 2 and 3 Champions. The Hampton Downs Academy and Tony Quinn have come up with a significant investment in our category which will see a travel fund available to those who will attend both Super rounds.

Competitors will be allocated a portion of the 42k travel fund based on the total number of regional rounds they have attended. Both Super Rounds, Highlands and Taupo, have a maximum grid size of 40 so if you do the six regional rounds and qualify, it's looking like a minimum of \$1050.00 per competitor doing both rounds. The total fund will divided by the number of competitors and how many Regional rounds they have attended. The same system is applied to both regional series.

The National Super Rounds will be run the same as our Regional rounds gridding up etc, However one of the technical differences from the regionals is that all safety harnesses must be within the valid 5 year date range. No plus 5 years at National level so make sure that your belts are within date prior to the Super rounds. If you do replace your belts make it known if your belts are still within the plus five dateline. They would be saleable to other members or tin top regional racers. New belts can be purchased from Palmside Auto see their ad in the classifieds.

Well back to the shed.

Andy

And that's it from me too, so as always,

Stay Lucky,

Derek

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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 VDs 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 EXTINGUISHER 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 so the extinguisher is "at the ready".

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

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

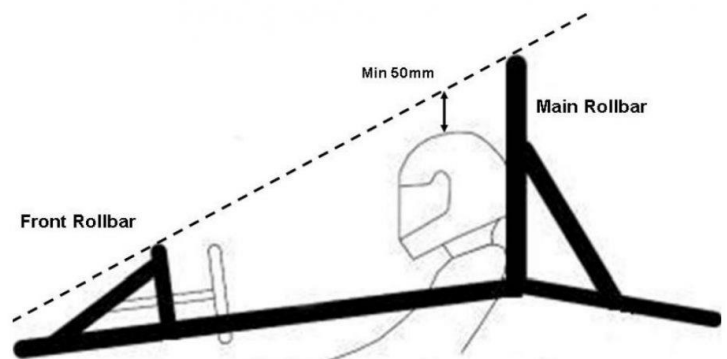
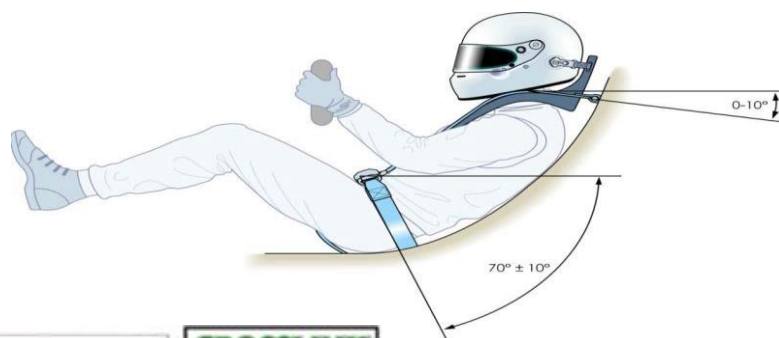


Diagram 5.1 - Open Vehicle Main Rollbar Height

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.



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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

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>.

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

CALENDAR : Subject to final confirmation.

SIF1600		SI Historic FF	
Ruapuna Wigram	29,30 & 31/10/21	Ruapuna	17/10/21
Levels	6/11/21		
Teretonga	4 & 5/12/21	Ruapuna	28/11/21
TBC Speedworks	14,15,16/1/22		
TBC Speedworks	21,22,23/1/22	Levels Classic	12 & 13/2/22
Levels	5/3/22		
Teretonga	19 & 20/3/22	Teretonga	19 & 20/3/22

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TRANSPONDERS : We have a transponder for race weekend lease or possibly sale. Contact Andy 021 305 550, jap4x4parts@gmail.com or Derek 0275 001 735, 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.com

MEMBERSHIP : These are due from the 1/7/21.

A full membership (\$210) entitles the member to compete in the entire SIF1600 / SIHFF series.

A social membership (\$55) entitles a member to compete in one race meeting only.

The membership forms are available from Janine Yardley (SIFF Treasurer) treasurer@siff.co.nz

YOKOHAMAS: Email southislanddirect@gmail.com for the form as shown on the last page. Delivery will be made on receipt of payment.

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

CLASSIFIEDS

VAN DIEMEN STEALTH

New belts, new nose cone, 2 spare radiators, 3 sets rims
Ratios for all tracks except Hampton Downs
Unused spare suspension arms, comprehensive spares
Rebuilt Ohlins 2-way (front) , \$1721, invoice provided
Ohlins on the rear. Car is race ready
Contact Kerry Ross 021 605 360



VAN DIEMEN RF05

Fresh Cooke engine
Bilstein dampers, Lots of spare suspension,
selection of gears, new red top battery, new belts,
Aims dash, set of spare wheels
Very nice car, ready to race.

\$45,000

Contact : Wayne 0274 324 771

email : colvillesigns@gmail.com



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VAN DIEMEN RF83

Spares include nosecone, brake and engine parts, suspension, quick lift jack, spare set of wheels
Tidy and reliable

\$23,000

Contact : Nigel Barclay 021 490 907

email nigel@pennyhomes.co.nz



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. Contact : John Crawford at Motorsport Solutions Ph 03 349 3600



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



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MYGALE SJ07

Podium winning car, as raced by Kaleb Ngatoa
New Hartley engine Lots of spares, eg. wishbones,
shock springs, full gear sets wheels and tyres, nose
cone, side pods. Please call for full list
\$65, 0000 including all spares, ready to race
Gantry and stands at additional cost
New covered trailer at additional cost
New complete spare Hartley motor, never used, only
dyno hours at at additional cost



Contact Robbie on 021 163 6399

JOHNSTON-HUSTLER 02-07 (1973)

Sound mechanically but needs a tidy up.

Spare suspension and wheels.

Spare nose and top body half plus molds for both.

\$20,000

Contact Phil Reed : 0272 088 633

Email : philreed@hotmail.com



BOWIN P6F 1973

1973-74 National Championship winning car (Peter
Hughes)

1999-2000 National Championship winning car
class 3

2013-14 National Championship winner class 3
(Royce Bayer)

Very tidy car

\$24,000

Contact Phil Reed : 0272 088 633

Email : philreed@hotmail.com



The owner won't be racing himself and is keen to see these two cars out on the track.

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Motorsport Solutions
New Zealand

COLVILLE SIGNS
0274 324,771

CANTERBURY MOTOR RACING SCHOOL

NEWFIELD AUTOS CHALLENGE !

Evolution
Motorsport

CROSSLINK

KIWI MOTORSPORT

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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

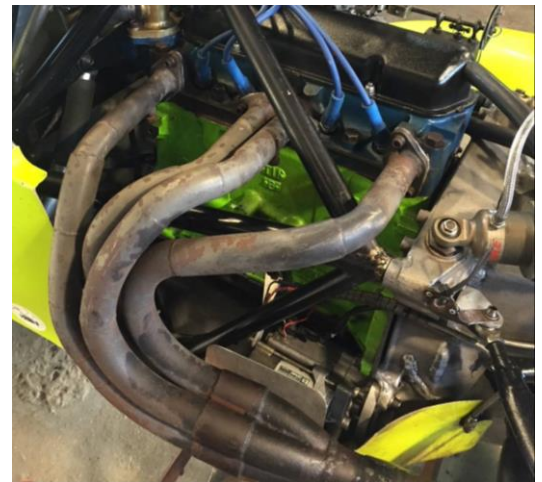


LOW PIPE 4 into 1 exhaust system to suit '90 – 92 VD

Available ex Christchurch

\$200

Contact Shane 0274 739 406
Email ceo@cichane.co.nz



100mm x 100mm 12 volt 36 LED Rain Light. Exactly the same as fitted to Andy Downs' car. 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



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



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Radars 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

HEWLAND MK9 Gear ratios : I am looking for the following gear ratios to purchase or swap. I have some double ups

15-36 (First, either hubbed or non-hubbed)
17-33
19-31
19-33
21-29

CONTACT Grant Campbell 021 637 610 or grant_a@hotmail.co.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



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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



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



FORMULA FORD ENGINE, CLASS 1&2 freshly rebuilt for 2021 season for my Van Diemen RF03 but not used.

Specification: Alloy head, electronic ignition, Motorsport NZ inlet manifold, VD cast alloy sump (we can change to a fabricated steel sump if required)

Price \$15000

Contact: Grant Campbell 021 637610 or grant_a@hotmail.co.nz



CORNER WEIGHTING MACHINE.

A common option before electronic scales

Slower than the modern ones, 10% of the price though !

\$280

Contact Clive Kirkland 0274 338 619

Email kirkland-electrical@xtra.co.nz



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AVAILABLE from MOTORSPORT SOLUTIONS

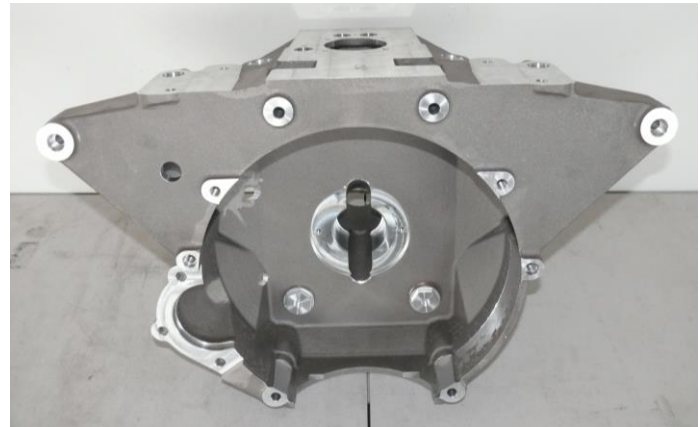


Ivey Valves Formula Ford -
Intake \$29 + GST
Exhaust \$39 + GST

Rebel rims in stock
\$425 + GST



Lola 644 front uprights LH & RH
\$850 + GST ea.



Stealth bellhousing suitS both SWB , LWB. POA

To keep up to date on our latest products, visit – www.motorsportsolutions.co.nz

Email: motorsportsolutions@xtra.co.nz

Phone: 03 349 3600

BORLAND RACING DEVELOPMENTS

Hewland LD200 Steel Diff Carriers

AU \$1650

This is not an official Borland ad, but is simply to let members know that these carriers are a good option



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- Small carbon-look mirrors, **\$89.10**, as per <https://www.classiccaraccessories.co.nz/collections/mirrors/products/carbon-look-racing-mirrors> – Small black mirrors, **\$76.50** as

per <https://www.classiccaraccessories.co.nz/collections/mirrors/products/black-lightweight-racing-mirrors>

- Small carbon mirrors, **\$202.50** as per <https://www.classiccaraccessories.co.nz/collections/mirrors/products/carbon-fibre-racing-mirrors> Discount prices for SIFF members

For the discounted price please use the following link : www.classiccaraccessories.co.nz/formulaford



.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.

phone Malcolm 0274 315 170

For further advice



DUNLOP CR82 TYRES, available direct from Dunlop Motorsport

Made in Europe \$990 incl.GST

FREIGHT FREE to any town for a set of four

CONTACT Richard Fraser Dunlop Motorsport Manager

Goodyear and Dunlop tyres

04 528 8015 mob. 0272 795 101

Email richardfraser@goodyear.com



STEALTH NOSECONE .



The pointy version as developed by the Leitches and used by James Penrose to win the SIF1600 and National Championships . The margin on sales goes to the SIFF club.

\$170.00 each

Contact Andy Robertson : 021 305 550



SOUTH ISLAND FORMULA FORD

Latest arriving, 2021 Formula Harness with either pull up or pull down side straps, quick release adjuster only available in Black \$345 plus gst



WWW.PALMSIDE.CO.NZ

4 Islington Avenue Christchurch 8042 phone 03 338 9151

HEAD

Cast Steel Formula Ford head
Complete with valves , rockers etc
as shown.
Being replaced with an alloy head.

\$2700
Contact Gary Love
0274 077 879



V8 SUPERDRIVE



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=WzVaqbH9>

Link to Two car system option

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

\$29,999

Contact Adam Julian 021 304 001

decracing@outlook.com



Virtual Race Training

CARLYLE
PERFORMANCE LIMITED

ACTUAL RESULTS

MOTIONFORCE1
PERFORMANCE SIMULATIONS

f Carlyle-Performance-Ltd
0292 632223

CLASS 3 / HISTORIC UPRIGHTS

Suit early Johnston and other older cars

Complete with steering arms

\$300 per pair

Contact Clive 0274 338 619

Email kirkland-electrical@xtra.co.nz



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



Van Diemen 90-92 Parts For Sale

Top Front Wishbones x2 Standard Suspension NEW - \$250 Each

Right Front Lower Wishbone Standard Suspension NEW - \$290

Rear Top Wishbone NEW - \$280

1 Pair Springs 8inch x 150lbs (UK) NEW - \$180

1 Pair Springs 8inch x 160lbs (UK) NEW - \$180

2x Radiator Cores NEW \$300



Gear Ratios/Parts For Sale

- Hewland Mk 8/9 Gear Ratios 20:32 NEW \$450
- Hewland Mk 8/9 Gear Ratios 20:31 NEW \$450
- Input Shaft For 8" Clutch (Hewland HC23917) NEW \$450

Gear Ratios/Parts For Sale

- LD200 20:32 NEW \$450
- LD200 21:27 NEW \$450
- LD200 21:26 AS NEW \$400
- LD200 19:25 AS NEW \$400
- LD200 24:28 AS NEW \$400
- LD200 First Gear and Shaft 14:36 VERY GOOD CONDITION \$750

Cortina 1600GT 2737E head. New valve guides \$300

FOR ALL OF THE ABOVE Contact Bob 0210 236 5086
email: greenpear225@gmail.com



please note OTHER PARTS ALSO AVAILABLE



SOUTH ISLAND FORMULA FORD



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



WELLER STEEL WHEELS

A total of 18

Ryan Low = 12

Gary Love = 6

Offset +10
PCD 95.25

\$100 each

Contact Ryan 0273 600 218 email

info@ryanselectrical.co.nz



If it is a tight squeeze to get the car into the trailer, a pair of these with some skinnies on would be ideal.

V8 SUPERDRIVE



SOUTH ISLAND FORMULA FORD 

siff.co.nz

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