

SOUTH ISLAND FORMULA FORD



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)

AUGUST 2022

Hi Everyone, Welcome to the August newsletter and the first where we will try a different presentation. The newsy text will be in a different attachment to the classifieds. This is because there were a few comments that the newsletter as one document was becoming a bit of a marathon, hence the idea of splitting it. For this edition the two attachments will go out with the same email, but for September, I may publish them a couple of weeks apart. This may turn into something of a poisoned chalice in that, for this to work, the newsy one will have to be written early in the month, and that hasn't always been the case ! Funnily enough this change has been driven mainly because of the success of the classifieds which have grown well beyond our expectations and I suspect will continue to do so. On top of that the news document probably won't get smaller. The club , in addition to the mainstay F1600 series, also has the Historic FF series, and the recently conceived Wings and Slicks series to report on, and of course there is the E- car project coming on as well, so the separation is probably timely.

Isn't Indycar getting very interesting if you are a Kiwi ? At the recent Nashville event, having Scott McLaughlin on pole was a good start, and he really should have won if he hadn't been scuppered by a slow pit stop. He still finished second though, by half a car length in a drag race to the line with the other Scott who somehow managed to get a somewhat damaged Indy car to the finish for win number 53 and became the second most winning driver in Indycar racing, ahead of Mario Andretti and behind AJ Foyt. Six points behind Will Power in the championship race is not a bad place to be with three rounds to go either.

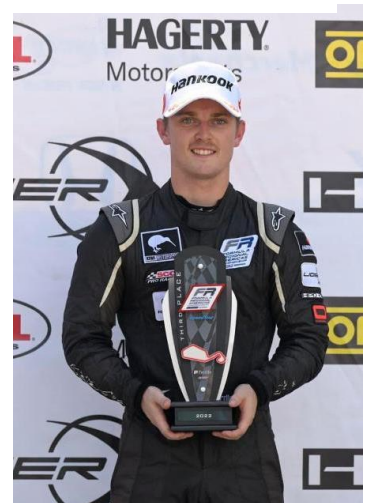


Staying in America and third at Nashville for Hunter McElrea in the Indy Lights race was enough to maintain his second placing in that Championship. If he can hold that he will be satisfied I would think. Swede Linus Lundqvist has a massive points lead and must be on an Indycar teams's radar for next season.

Another Kiwi we don't hear a lot of in the US is Ryan Yardley, (right) but the low profile doesn't reflect his achievements with limited opportunities. Two third places in the US F3 races at New Jersey Motorsport Park is good going when Ryan's main job is engineering cars for others, and the driving opportunities come along only occasionally.

And still talking the US, the word persists that Marcus Armstrong may be in an Indy car for next season; the AJ Foyt team being mentioned as a possibility. Surely a positive career move and presumably not a big step across from F2. The photo is a year or two old taken during a Ferrari F1 test.

Sadly, that is now part of the past. .



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And it is a case of so near yet so far for Mitch Evans in the Formula E World Championship. The final in Seoul didn't pan out for him and second in the championship is the result. Still very good though and he is staying with Jaguar and next year's new Gen3 car, (right) Certainly an interesting shape. Doesn't it look big ?



Harry McDonald (left) has had his first taste of European long distance racing at Spa, finishing second in class behind their team mates in the ProAm Class, part of the Scandinavia Championship and Europe's biggest GT4 race. The cars were maintained by Toyota Gazoo Europe engineers. Harry is off to Sweden for another two rounds before returning home. Heady stuff and what a great opportunity. Well done to the McDonalds for sussing this out and putting it all together.

And still on that side of the world, Louis Sharp continues to impress in the UK F4 RoKit series, currently sitting in fourth place even though he missed the first race. His next race (I think) is at Thruxton, where he has previously raced, so the experience will help. I recently watched a British Superbike race at Thruxton ; absolutely epic stuff. I'm in awe of those guys. Interestingly the commentators stated that Thruxton is the UK's fastest circuit. I would have thought Silverstone, but obviously not.



Had a note from Greg Woodrow recently. Past National FF champion Jordan Michels has been driving one of Greg's G-Force Mygales around Sandown in preparation for this weekend's Supercar round. Jordan will be driving an Erebus Racing Falcon in the Super3 race following a successful test with the team in one of the main game Holdens. The Sandown meeting will be followed by Bathurst on the 6-9th October, again in the Super3 car Wow, how good is that ?

The photo shows a confident looking Jordan with a less than confident looking passenger. Its name is Krumpet Brown. There, I said it.

And another Southland National Champion in the news, courtesy of the MSS Facebook page is Alex Crosbie, off to Sepang for a Ferrari Academy test in an F4 car. This will involve a number of drivers from the greater Asia region and will be whittled down to two who will then go on to Italy for the world finals. Hopefully the FT60 experience will help Alex . Again what a great experience





#1 CHAIRMAN'S CORNER

Hi Racers

Well it's been a busy month for the SIFF and NIFF committees getting Schedule F prepared and I am pleased to say they should be published on the website in the next few days so look out for them and please make yourself and team familiar with them. The series Articles are with the race commission at MSNZ and should also be

published in the next few days. Please read them they hold some important information for competitors.

With the race season approaching fast please make sure you check your safety gear's condition and compliance. Fire extinguishers need to be within 6 years old and the gauge in the green holding pressure. Make sure the isolation switch has the correct sticker marking its position. These are often forgotten when cars are repainted or wrapped.

Good luck to all our Southern members heading to Pukekohe for the Supercars round in early September it will be a great event and from what I saw at the last club day our members are in good form.

Back to the shed for me

Andy



#2 CHAIRMAN'S CORNER

SOUTH ISLAND HISTORIC FORMULA FORD COMMITTEE

The winter months may have been a "down time" for many in the SIHFF racing fraternity – but not so for the Committee which has been working hard conducting a review of the 2021/22 Series with the aim of ensuring that we learn from that and can put together an even better experience for our drivers and their teams for the coming year, and putting together the programme for the 2022/23 Series.

BUT (and there always is a but!) – the Committee can only do so much. The critical element in organizing and conducting a successful 2022/23 Series is the commitment from each of you – our drivers and their teams. It is really disappointing that we are struggling to get commitment to participation despite two emails sent to a large number of potential competitors in the last few weeks

Without the early and firm commitment of drivers and their teams it is almost impossible to organize the season to the high standards that we all demand.

So..... please do your bit and register your intention to participate directly with the Race Coordinator (Derek Wilson) as soon as you can – and certainly by 31 August 2022. Derek's email is – adw0398@yahoo.co.nz

The reasons that getting these registrations of your intention to participate is so critical is because of -

- The commitment we need to make to the Clubs/ circuits in terms of grid numbers to justify having our own grids at their meetings
- Organising supporting events such as prizegiving, dinners, etc
- Negotiating with sponsors and supporters in terms of their support
- Arranging administrative and race day support – grid marshals; race day administration; technical officers; scrutineers; results recording; etc
- Securing common pit space at circuits
- Invitation letters need to be sent to competitors as early as possible



None of these things “just happen”. Your Committee is committed to doing these things – but it is nigh on impossible to do so without support from each of you to let us know if you will be racing in the Series – and what your intentions are with regard to each of the four rounds

Surely this is not too much to ask as your contribution to what has the potential to be a great 2022/23 Series, where we are all racing with like cars, and like-minded competitors

A really critical Round for SIHFF is the first round of the 2022/23 Series. We have been given the privilege of having our own grids at the Wigram Revival meeting at Ruapuna on 28 – 30 October 2022 – a signature meeting for the Canterbury Car Club. We need to present grids of significant numbers or we will likely not get this opportunity again. Our bottom line is to have a MINIMUM of FIFTEEN cars on those grids – our surveys to date are indicating a commitment from SEVEN competitors. C’mon guys and gals!!

As has previously been flagged the SIHFF 2022/23 Series will be by invitation only. We have identified in excess of 40 drivers who will receive invitations and provided they meet the conditions for entry and sign up to the SIHFF Code, will be able to race in the 2022/23 Series. These invitations will be sent out in early September 2022. To accept the invitation will require (among other things) completion of driver’s acceptance of the Code. We would ask that these be sent back to the SIHFF Committee by email no later than 30 September 2022. Email address – siffhistorics@gmail.com (Note – this is a separate email address to that used by the SIFF Committee)

The SIHFF Committee was instrumental in organizing a Technical Tips evening at Motorsport Solutions on 26 July 2022. Despite atrocious weather condition we had more than 20 SIHFF and SIFF1600 members attend. John Crawford and his team provided a wealth of useful information, which I am sure will result in both better track times and enhanced safety in the season ahead. The evening also provided a great “out of season” opportunity to socialize and get to know fellow Club members. It is certainly the intention to make these Technical Tips evenings an annual mid-winter event, open to all SIFF Club members and team members.

Finally – the SIHFF Committee would like to welcome a new Committee member – Duncan Wright from Queenstown. Many of you will know Duncan well – as a strong and consistent competitor in the white Johnston #261. Duncan epitomizes the spirit and ethos of historic racing – “Respectful Competition”, and as well as his experience, provides a wonderful connection for the Committee in the deep south.

That’s all from meexcept to once again repeat the plea earlier in this section of the Newsletter – the success of our SIHFF category rests with you and your commitment to be involved. We look forward to seeing those commitments / intentions, in respect of our 2022/23 Series, flood in over the next couple of weeks!!

Gill.

Whilst Gill’s comments referred to the Historic series, the responses to the F1600 and Wings and Slicks series have also been tardy to say the least and Gill’s case applies to every class, so to those of you who have been surveyed and have yet to respond, please do so and save your Co-ordinator one hell of a lot of phoning! And remember, if you are a F1600 or FF Historic competitor, do indicate whether you are coming to the Awards dinner on Saturday the 29th of October at the Riccarton Race Course.

For the Historic/ Classic competitors, here are two dates that may interest you.

The Classic Motor Racing Club has a day at Levels on Saturday the 3rd of September. Practise is free on the Friday and the entry for the Saturday racing is \$120. Entries are on the Club’s website and Facebook page.





The second is as follows : We would love to see you all at the 36th running of the MG Classic Race Meeting. The Supplementary Regulations Part 1 and the entry form for our meeting are attached – or you can enter via our website –

<https://www.mgcarclub.org.nz/tools/email.aspx?SECT=mg-classic-entry>

This year the event has more classes than ever, and will run over 3 days with at least 48 races across Saturday and Sunday, with some groups qualifying on Friday afternoon so please make plans to be at Manfeild on Friday 11th November.

We have had some time to reflect on how we can make this event even more memorable in your calendar, and some features for this year are a dedicated camping area in the pits along with some special entertainment on Saturday night.

If you are intending to camp on site, be it in a tent or a camper/RV then please let know Malcom Glen know – malcolm.glen@xtra.co.nz / ph 0274889966 so that a spot can be arranged for you.

Along with the usual classes, this year we welcome GTRNZ and the return of 2 groups of Muscle Cars. There will be a great mix of vehicles and competitors for what has become a festival of racing.

Please remember that this is not about having to win at all costs (remember, the bubbly that is handed out somewhat randomly) but more about the comraderies and friendships that a lot of you have made over the years, and great arena to catch up and swap those 'fishing tales' from the past 2 years.

We look forward to seeing you on the 11th of November at Mighty Manfeild.

Classic Motor Racing Committee
MG Classic Racing Register Inc.
Enquiries - Ron Robertson 0274 439 969

You will find the entry attachment with the covering email.

Finally, Dave Arrowsmith sent me the following link featuring a Cambridge University interview with Christian Horner conducted by a slightly more beefy James Penrose look-alike. Hopefully it copies so you can watch it!

<https://www.youtube.com/watch?v=eBwmCyvnavM>

That's it from me,
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 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 is in the pits 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 & 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

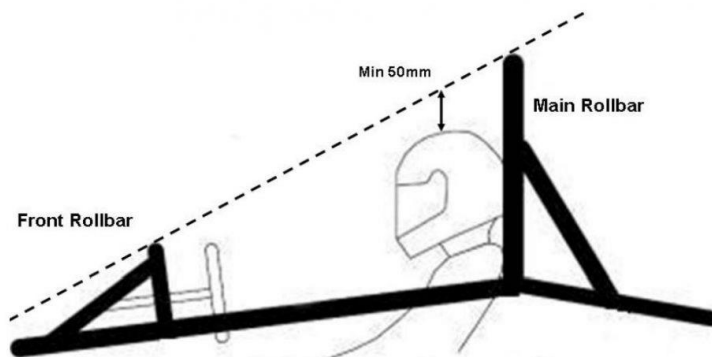


Diagram 5.1 - Open Vehicle Main Rollbar Height

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.”

SAFETY GEAR : Check that the overalls, safety harness, etc that you are buying for that exceptionally low price are actually compliant. If in doubt check with MSNZ. Buying from a recognised outlet is usually the best way.

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 (ideal for our meals) and polo race day shirts. Contact Simon Spencer-Bower: simon@wanakahelicopters.co.nz or Derek Wilson : 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.

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

SIFF 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 COMMITTEE : Gill Cox (chairman) Steve Foster, Mark Hamilton, Hayden Cox, Andy Downs, Duncan Wright, Andy Robertson, Derek Wilson



SOUTH ISLAND FORMULA FORD



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		



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