

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)

October 2022

Hi Everyone and welcome to the October newsletter, and no doubt most of you were glued to the tele for Bathurst and another impressive win for SVG and Garth Tander, and whilst we can all be proud of Shane's performance, at the end of the day, what a team with Garth Tander. A record nineteen wins for SVG for the season and his seventy-third in total. Five Bathurst wins for Tander, one hundred podiums and his fifty-seventh win in total, and the last race for Holden at Bathurst ; a great note to finish on



A good win for Nick Cassidy in Austria (what better place to do it) in the Red Bull Ferrari DTM car. His second win in a row, this is ideal for Cassidy's career. He hasn't a hope of winning the title because of date clashes with his Formula E commitments, but to win at times when he is available will mean he will get to wear those overalls for a lot longer yet

Another win for the World Champ Max Verstappen , and title #2 after Japan, this time the US Grand Prix at Austin, Texas, his thirteenth for the season. Red Bull also secured the constructors championship and the bonus from F1 for doing so. In previous years Mercedes has picked up \$70 million per year and that is the bonus! I would be the first to admit to not being Verstappen's biggest fan in the past. Too many incidents and he deserved his "Mad Max" nickname. Well what a difference a year makes, or more correctly what a difference winning a championship makes. A dominant clinical performance that overshadowed totally what initially looked like a credible Ferrari challenge. The Austin win was shortly after the death of Red Bull co-founder Dietrich Mateschitz who refined the energy drink and based the company in Austria.



And another fine performance from Louis Sharp at the final Rokit F4 race at Silverstone sees him claim fourth place and lots of kudos after a late start due to his age. Again so impressive when it was only twelve months ago that he was getting ready for his first South Island F1600 race. I know of no-one doing this previously. Great for Louis to adjust so well and obviously an opportunity only made possible by the commitment of David Dicker and Rodin cars.





I mentioned in the September newsletter that we have an advantage in NZ with the age our young drivers can race at, and Louis is an example. It was interesting to see MSNZ recognising this and providing for it in a recently published clarification : I like the intent. Well done MSNZ (I don't say that often!) Note this is my selective summary.

JUNIOR LICENCES

MotorSport NZ shall appoint a Competition Licence Panel to:

(1)

To consider applications from Junior Competitors and grant, if deemed appropriate, derogations from Appendix One Schedule L requirements pertaining to age and or vehicle limitations. Prior to the issue of a Junior M Grade Licence to a person aged from the date of their 12th birthday up until their 16th birthday, MotorSport NZ shall require an appraisal from a recognised physical fitness trainer or School / College Physical Education teacher that the applicant meets or exceeds the minimum physical fitness requirements of a Beep Test Level 5.0 or equivalent test. This form should be obtained from the MotorSport NZ Office.

The use of a Competition Licence by a Junior Competitor is restricted to

Vehicles of the following type, class, category or classifications:

Race:

(a)

Formula First, Formula Ford, Toyota 86, Cross Cars, Mini Challenge Cars and Formula Junior only; or

(b)

Any other vehicle (closed or open) with a corrected CC rating of 2500cc and under or have a Power to Weight ratio of 6.0:1 (KG : BHP) or above, where the manufacturer's authenticated Power to Weight ratio is maintained.

And showing my age because I can remember him starting F1600 at fourteen, Ryan Yardley continues to do well in the US, finishing second and third at the Virginia International Raceway, driving one of Gary Orton's Kiwi Motorsport F3 cars



James Penrose had a torrid time at the recent Formula Ford Festival at Brands Hatch eventually making the final after surviving some fairly desperate driving but having to get there the hard way and starting of the back of the grid in twenty-fifth place. He had passed five cars when the race was red flagged after three laps due to very wet conditions. The Walter Hayes Festival is next AND James is hoping for better things

Those of you who study the classifieds will notice that the Glynn Jones Ralt RT4 is no longer there. Like ET, it has gone home...to the US. It originally came from there and had done only the one race in NZ

.And just to use the space at the bottom of the page, and out of context, if you are thinking of contesting the National championship please be aware that you must compete in at least two regional championship rounds first to qualify.



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National champion Alex Crosbie was one of twenty-four drivers to participate in the Ferrari Academy trials held recently in the heat at the Sepang circuit in Malaysia. The following is drawn from a release written by Lindsay Beer.

The academy activities run by Motorsport Australia officials with two Ferrari engineers present took place at the Sepang International Circuit. The first of three days in camp started with fitness work including a beep test, push ups, a plank test, sit ups, squats and a reaction test followed by a fitness and nutrition presentation and then further presentations on media training and sponsorship.

The following day saw data analysis work in the morning followed by driving on the full loop of the Sepang track in the afternoon. Each driver got 3 hours of running in the Formula 4 cars.

All the drivers were then gathered in a room where the final six were announced. The successful six did a practice, qualifying and race simulation the following day.

While Alex did not make the final six, he says the benefits were enormous. "I learnt heaps. There was a lot to take out of it with aspects such as sponsorship and media being covered. It will all contribute to help further my career. "It was a great opportunity learning different aspects from a background of motorsport."



At home we had the first round of the new South Island Wings and Slicks class at Mike Pero Motorsport Park on the eighth of October. At eight cars the field was definitely on the light side, but there are enough out there for a respectable grid and hopefully restorations, engine overhauls, parts arrivals etc have all happened before Teretonga on the 3-4/12/22 and we have a better field. The good aspect was that the handicap system worked reasonably well. We weren't accurate enough for the first race, but refined the times for the

second and changed nothing for the third. Allowing the handicap groups to roll out of their boxes prior to



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lights out again worked well, but it was easier with a small field. The fastest car, Harry McDonald in an FT40 had to start from pit lane for each race because the first car away was close to completing a lap. As it happened that was ok too because the FT40 could be shut down until close to release time, avoiding overheating. The round winner (the first of four), was Ian Clements in an 84SF Reynard, also winning class two, whilst Harry McDonald won class one



Steve Edwards, (Renault) Blake Knowles (Formula Toyota) Ian Clements, Matt Butchart (Reynards)



Brian Dixon Van Diemen RF84



Jared Hanson Reynard 88SF



Harry McDonald FT40



Blake Knowles Formula Toyota



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CHAIRMAN'S CORNER



Nothing this month ; catch-up time next month !

One of the less satisfactory aspects of the Supercars round at Pukekohe was the accidents involving our cars and in particular the one involving Zac Christensen and the following cars. It seems the root cause was that the drivers couldn't see the yellow flag because the marshal's post, flag point four, was too far around the corner to be seen by a single seater driver until they were well round the corner and it was too late. It beggars belief that this situation could ever occur and I would have to ask whether a current driver, who has to race in these situations, was ever involved in the placement decision. I suspect not, and then the question has to be why not? The next question would then be, what has to happen for change to occur, because it needs to. Someone has made the wrong decision.

I've always been a fast car fan ; They usually look the part and deliver on their looks. What is more, a few of them have understanding owners who bring them here and we go for a drive. Well this is the most recent



A GTS, 6-speed, Walkinshaw enhanced, power...plenty, and just lovely to drive ; heaven ! These still are great cars. I like definitions. How's this. "You know you are driving a fast car when, even though you are not speeding, oncoming motorists flash their lights when the police car is ten kilometres away" And the colour ? It isn't what you see, that's for sure ! For some reason the cell phone camera turned quite a nice red into some sort of pink !

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

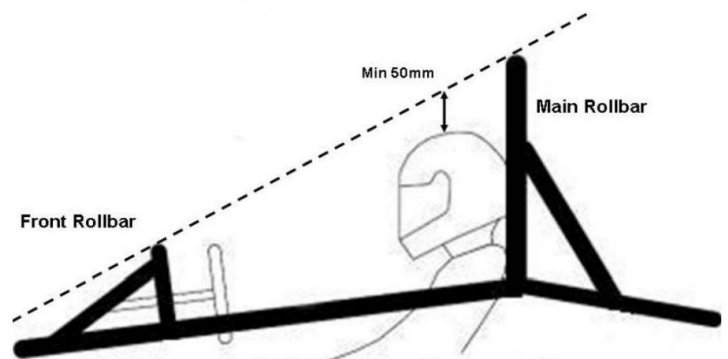


Diagram 5.1 - Open Vehicle Main Rollbar Height

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

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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