

SOUTH ISLAND FORMULA FORD



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

March 2022

Hi Everyone, Welcome to the very late March newsletter and by way of an excuse, it has been a busy old month. Shane Van Gisbergen taking home three out of three from Symmons Plains to lead the Repco Supercars championship. Right at the moment it doesn't get better for the gifted 32 year old. I suspect this corner of the world is Shane's happy place, but I would love to see him do an Indycar race ; I reckon he would shake the tree in the Land of the Free. (rhymes!!)



Not that we don't have another Kiwi doing that with Scott McLaughlan finishing a disappointed second, .0669s behind after being out-fumbled by Josef Newgarden on the last corner of the final lap at Texas Motor Speedway. I doubt that McLaughlan, whose ambition equals his talent, will let that happen again, but leading the NTT Indycar series by almost 30 points has to be some consolation!



Liam Lawson (left), and Marcus Armstrong (right) were in action at the Saudi Arabian city of Jeddah on what is supposedly the



world's fastest street circuit. Highs and lows for both with Liam winning the sprint race and DNFing in the second after a pit stop stuff-up saw the car unable to rejoin the race, and Marcus DNFing in race one but finishing 5th in race two. Liam is definitely on target career-wise, but Marcus, if we are talking F1, isn't quite there yet, which must be frustrating for the very talented young man. Hopefully the stars line up for him soon.

In our neck of the woods we have had the final rounds of the SIF1600 and the SI Historic FF series, very closely followed by the first SuperRound of the National Formula Ford championship. The finals at Teretonga were contrasting in that we just managed to scrape together the minimum eight Historic cars to have separate races, whilst the seventeen SIF1600 Championship entrants, although less than the norm, was a much easier package to sell. Robert Toshach was doing double duty driving his '89 Swift in the F1600 races and Steve Foster's Royale RP21 in the Historic races. Went well too, winning the first two and putting Andy Downs, the winner of all the previous races, in his place properly. Unfortunately all this came to a grinding halt in the last race with the Royale's motor breaking the crank,



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punching a hole in the block and ruining the sump, and that was only the start ! The photo on the previous page shows round winner Andy Downs with James Dicey standing on the second step of the podium and Steve Heffernan



on the third. The series winner was Andy Downs with Graham Dickie finishing second and Duncan Wright third. (left) The series had twelve points scoring competitors this season and thanks must go to those people for getting the Historic series started. Next season will see growth for two reasons. Firstly there will be additional cars of the period raced this year joining the grid, and secondly it has been agreed in principle to expand the criteria to include pre 1/1/90 cars, so we should see fields of fifteen + which would be respectable

The F1600 field produced scintillating racing that would be amongst the best single seater racing anyone could wish to see. The finishing margins reflected it too. The winning margin in race one between Zac Christensen and Matt Hamilton was 0.042 sec with another 0.3 back to Alex Crosbie in third and 0.3 further back to James Penrose in fourth. Daniel Brown, Blake Knowles and Jack Noble-Adams were 0.4sec apart in sixth, seventh and eighth, and Cameron Freeman, Harry Wilson and Robert Toshach were covered by 0.7 sec. You can imagine the sense of anticipation for the next two races and no-one was disappointed. I'm sure we will reflect upon this season as one of our best. At the end of the day the Round and SIF1600 Championship was won by Zac Christensen, with Alex Crosbie second on the day and Daniel Brown third. Matt Hamilton provisionally finished second on the day, but a post race enquiry resulted in a 30second time penalty that saw Matt relegated to fourth for the round and second in the F1600 championship, with Alex Crosbie finishing a fine third overall. The Class 1 championship was also won by Zac Christensen ; Class 2 by Cameron Freeman and Class 3 by Matt Hamilton. Congratulations to the champions and well done to all the competitors. It has been great racing. Below are some photos from the meeting. Thanks to Richard Dimmock.



Zac (Ray GR20) Matt (Van Diemen RF88)



Dyson Freeman (VD '92), Harry Wilson (Mygale SJ12)



Robert Toshach, Jacob Cunniffe, Jake Bryant



Christensen, Hamilton, Crosbie, Brown, Petch, Jack Noble-A

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Blake Knowles Van Diemen RF05



Cameron Freeman Stealth

AND FORMULA



Matt. Driver of the Day, George Begg trophy winner
Series Champion Class 3, second overall.



Class 1 series winners Zac Christensen (also 1st overall) Alex Crosbie 2nd, Daniel Brown 3rd

SOUTH ISLAND FORMULA 1600



Class 2 series winners : Cameron Freeman 1st
Robert Toshach 2nd
Dyson Freeman 3rd



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The first of the Napa National Championship Super Rounds was held at Taupo so the turnaround from Teretonga for those of us from south of Cook Strait meant we were on the road again on Wednesday. Robert Toshach decided to have another crack at travelling with me and Andy Robertson came as well. To give them their dues they both displayed an uncanny sense of direction and we arrived at Taupo seamlessly. I also learned from past experience. This time I packed a towel. Last time I assumed that the little cabins at the Picton Top Ten would have towels. Not so, and I was reduced to drying myself, post shower, with a facecloth that, in the absence of any better option, I had kept dry. Don't try that ; it doesn't work well at all.

The Super Rounds have three ten lap races and a fourth race of twelve laps, so it is a busy programme when practise and qualifying are also taken into account. There was a respectable seventeen entries and the racing was entertaining although the close stuff was definitely mid pack. All the races were won by Liam Sceats in the superbly prepared and presented Stealth raced last year by Matt McCutcheon. Liam did drive well. Very consistent and seemingly mistake free ; an impressive performance. He was challenged for the first few laps in each race by Zac Christensen, but on a circuit that was new to him, Zac couldn't stay close over a race distance and had to be content with four seconds. Alex Crosbie, also new to the circuit, also performed well to sit third in the points. Liam also finished top in class 2, and it shows what an enduring design the Stealth is that after 18+ years, they can still win races



Liam, Zac, Leo Scott and Alex Crosbie. Note the SIFF pointy nose on Liam's car. Makes a difference !!



Callum Crawley, (Spectrum) Bree Morris, (Ray)



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Hayden Bakkerus (Mygale) Simon Hunter (Mygale) Sebastian Manson (Spectrum). The smoke is from burning fibreglass touching the exhaust after some contact !



Jack Noble-Adams (Ray) Hayden Bakkerus, Simon Hunter and in the background Robert Toshach (Swift)



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Kyan Davie (Spectrum) Callum Crawley (Spectrum)

You will notice an ad in the classifieds for this wee car. It is called a Kea and it rang a few bells for me. I have a great UK friend, Trevor Stiles who was a top UK FF driver in the 70s. Trevor has owned around twenty-four FFs (give or take one or two), and this was the first. It was built by a New Zealander who worked for Bruce McLaren and was based on a Merlyn. The main criteria for the wheelbase was that it had to fit into a Morris 1000 Traveller, which was the station wagon version of the little sedan. That was how they transported it. Trevor and the Kiwi shared the car, Trevor supplying the engine and gearbox. Trevor tells the story of, on one of the tighter tracks, having a significant tangle with a F5000. Apparently the 5000 disappeared off the track at a rate of knots, whilst the Kea remained on but refused to start, much to the driver's immense annoyance. It took the intervention of a steward to inform the driver that the engine and gearbox were some distance away and that Trevor had a hopeless task on his hands !



The racing partnership ended in unusual circumstances too. Trevor was at university in another part of England, and sleeping in his road car, which didn't actually go ! Needless to say communication of any form was difficult, and when he returned to see what was what with the Kea and his partner, neither were around! Both were on their way back to NZ, minus the motor luckily, but with Trevor's gearbox still in the back. Needless to say fifty years on, the experience has assumed "entertaining yarn" status and no more, and whoever buys this little gem can rest assured that they won't get up one morning and find the gearbox missing !

Unfortunately both my bosses haven't time to write anything for this month either, probably because I haven't given them any. Deadlines and commitments!!

So, in the meantime,
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 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

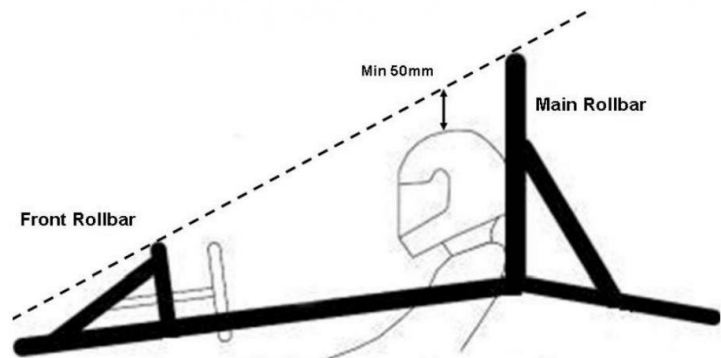
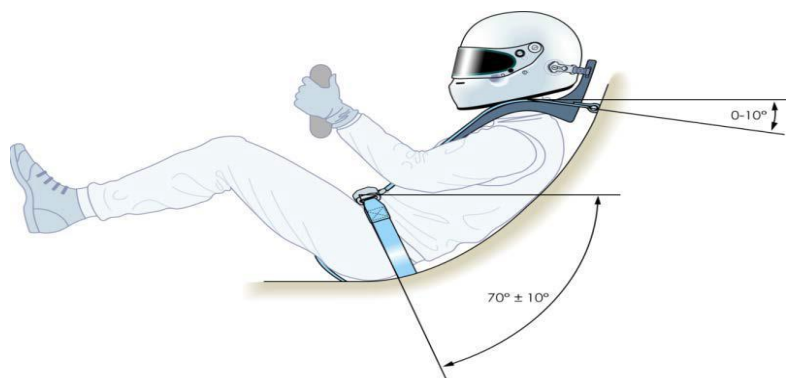


Diagram 5.1 - Open Vehicle Main Rollbar Height

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.





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>.

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 : Ruapuna 1/5/22 National Championship Super Round

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 1/7/21.

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
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Spares include nosecone, brake and engine parts,
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Tidy and reliable

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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 .

ARRIVING NOW !! On the way from Auckland 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

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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

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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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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. Ph Andy 021 305 550



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

.\$75,000

Contact Kim Crocker 0274 788 026

Email kim.crocker@xtra.co.nz



KENT 1600 HISTORIC ENGINE

A Motorsport Solutions engine. New : +5 pistons, oil pump, distributor, carburettor, sump, shot peened crank, etc.
Invoices available. Approx 112 hp. Dyno hours only. Never been in the car.

\$15,000

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Email : nigelhuston@hotmail.com

VAN DIEMEN '91, '92 SIDE WINDOWS.

Hardened Acrylic and supplied with plastic pop rivets to

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\$130 / pair incl GST plus postage

Contact: John Sloane 0274 519 994

Email : sloanedogon@xtra.co.nz

KENT 1600 FF TURN KEY ENGINE

Built by Tony Radisch, never used.

Also 5 crossflow short blocks

Prices negotiable on all of the above

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RAY GR20 NOSE CONE LOST

Missing after the January Ruapuna meeting

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19-33

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Ph 03 323 9900 Mob 027 228 0050

Email justinneill@xtra.co.nz

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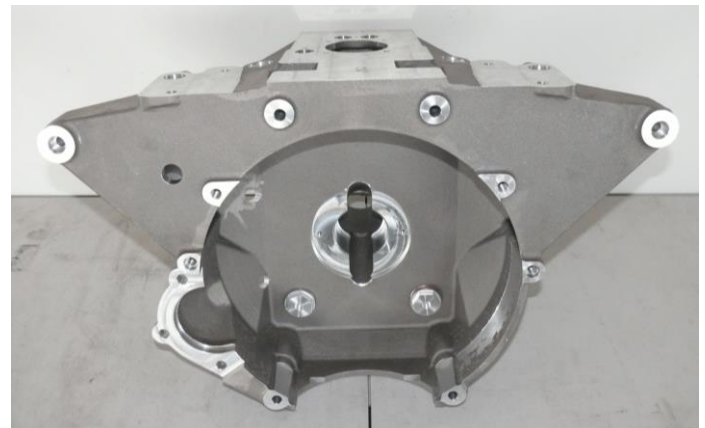


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Intake \$29 + GST
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\$425 + GST



Lola 644 front uprights LH & RH
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Stealth bellhousing suitS both SWB , LWB. POA

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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. For further advice phone Malcolm 0274 315 170



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

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Will fit Ray

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Cast Steel Formula Ford head

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Being replaced with an alloy head.

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0274 077 879



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



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

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

RATIO	TEETH	Stock
2.1250	16X34	2
1.8880	18X34	1
1.8130	16X29	1
1.7780	18X32	1
1.5550	18X28	1
1.5500	20X31	2
1.4210	19X27	2
1.2630	19X24	1
1.2380	21X26	1
1.2730	22X28	1
1.2600	23X29	1
1.0000	24X24	1

Hewland: New \$400, Used \$300, Shaft gear \$475 incl GST, discount for volume.

14x36	gear & shaft -Good
14x36	New
16x35	gear & shaft -Good
17x35	Good
18x32	Good
19x31	Good
16x24	New
20x32	Good
22x28	Good
23x29	Good
23x28	Good
25x27	New
24x26	Near new, could be new
23x24	New
24x24	New
25x24	Good

2 x new dog gears \$150 each incl GST

1 x New LD 2261 needle roller bearing

Contact Shane Drake on 0274739406 or email ceo@chicane.co.nz



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Link to Two car system option

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\$29,999

Adam Julian 021 304 001

Contact

decraracing@outlook.com

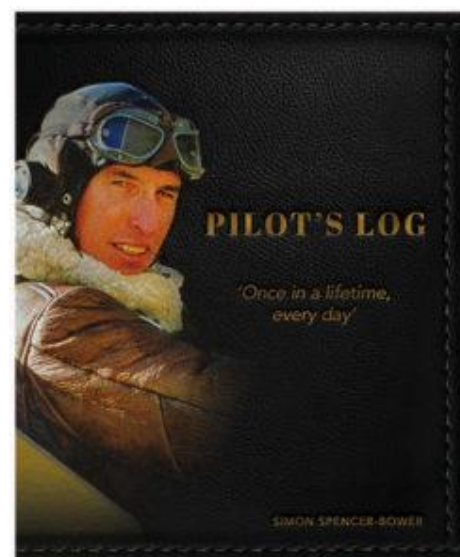


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