



Historic Formula Ford Newsletter



CLASSIC

RACE SIMULATORS

**Historic Formula Ford Championship & HFF O50
Championship promoted by Radio Caroline.
19/20 September 2020
Cadwell Park.**



**Lincolnshire's exciting and challenging 'Mini-Nürburgring'
parkland venue.**



The Classic Race Simulators HFF Championship is in a state of flux!

Going in to Cadwell it will be up to young Pierre Livingston to keep ahead with his 62 points from Cam Jackson and Linton Stutely with 56 points apiece. Danny Stanzl will want to make up from his faux par at Brands and stands 4th at 33 points. Without Tom McArthur this time at 28 we have Ross Drybrough and Tim Brise both on 25. After engine problems last time out Matt Wrigley will want to improve on his 22 points.



OUR RADIO CAROLINE O50 Championship ...

'Top of the Pops' is Tim Brise with 66 points, followed very closely by 'new' old boy Ross Drybrough on 65. Paul Unsworth enters the fray with consistency on 37 points for 3rd place and Kevin Stanzl is right on his heels at 36 points. Without problems this time maybe Simon Jackson will be in the action. Ones to watch out for in this category and for the first time this year are Clive Richards and ex-HFF Champ Westie Mitchell, both are more than likely to be in the top group of both Championships...competition Tim & Ross!

It's close.

Radio Caroline's broadcasting of our races to 6 million listeners generates a lot of interest. Prize-winners of the ticket competition will be along to watch the action. If you see them, say hello (at a safe distance) won't you?

**With the banning of Drivers meetings;
Important please read.**

MSUK's latest Covid news is that Motorsport has succeeded in creating a safe environment. Please respect this and in order we continue racing - please keep up their safeguards. See further below.

Also this,

Following observations from Oulton Park would you all analyse why you race? If it's to have fun and have a fair challenge of your driving skills within the spirit of Historic racing – that's fine.

If it's to be determined to get in front whilst unfairly outmaneuvering others – forget it..... We REALLY want to enjoy having you on the grid, but not if you are in this category of racer.

GIVE ROOM; Weaving, defending aggressively into corners and crowding is not us.

At Oulton Park Stuart Kestenbaum had a bad accident in CFF, for our races we got some driver feedback on driving standards and we picked up video examples of squeezing, weaving and bumping.

Put frankly we are worried for your safety. We all race for fun and it will be no fun if one of us gets injured because of these practices.

We have talked this through with CEO Andy Dee Crowne and we have decided that this must stop.

GIVE ROOM- a cars width if the overtaking car is alongside you

DON'T WEAVE-you can make ONE move on the straight.

NO CONTACT- this is absolutely forbidden

Our Driving Standards Clerks Ian Danaher and John Hopkinson are well aware of our concern and will be briefing all track Observers to report infringements to them. Expect there to be a firm response.

It has been suggested that to create a more immediate penalty we should consider imposing **a five place** penalty for driving standard infringements.

We'd like to hear your view on this.

Really sorry to be so prescriptive but you know this is all for the common good.

We also now have the right by constitution (as from June's HSCC change of policies) to be able to pick who we don't want on our grid.

We are very happy to reduce a grid to one we are all comfortable to race within.

Please remember this at all our future races. Thanks.



Rolling starts. We've seen how even the best F1 drivers can cock-up a rolling start at Mugello recently...

With Barn corner blindly leading on to Cadwell's start straight, would those leading the grid please consider that rolling starts are a device in which it enables us to SAFELY release a group of cars at a slow speed. They are NOT a cat & mouse, clever-as-a-cartload-of-monkeys - way of fooling and confusing the rest of the grid.

It's simple...

Approach the start line at an even and sensible speed allowing all cars behind are with you and go at the line. That's it, nothing more complicated is needed... Great racing will follow. Thanks

Park Ferme reminder Please read!!!!

After qualifying and following confusing instructions from marshals at the Oulton weekend, 3 drivers did not enter the Scrutineering area.

DON'T WAIT TO BE DIRECTED – GO STRAIGHT THERE. These are our regs, please follow them. If you are not wanted then you will be waved through.

Championship Regs State...*2.3.5 At the end of a qualifying session ALL cars must go to Parc Fermé, no cars are permitted to stop in the pit lane for any reason unless permitted to do so by the eligibility scrutineer. Any car that enters the pit lane during qualifying with the intention not to continue must go straight to Parc Fermé without stopping. Any car seen to stop without permission will be reported to the Clerk of the Course. Any car not presented in Parc Fermé will be reported to the Clerk of the Course for consideration under C3.2 in the Motorsport UK Yearbook.*

2.3.6 In the event of a Red Flag work on cars already in the pits must cease, cars are deemed to be under Parc Fermé conditions until released by the eligibility scrutineer under direction from the Clerk of the Course. Work on cars for safety reasons may be carried out under the supervision of a scrutineer only when permitted to do so.

2.3.7 No personnel other than the driver must enter Parc Fermé unless authorised by the Championship Scrutineer or the nominated scrutineer in charge of Parc Fermé.

Also, please remember if you have an 'off', can't continue but are OK give our marshals a 'thumbs up' **asap** please. **The race will be Red Flagged otherwise.**

Give them a wave! In the grand HFF tradition thank our great marshals at the end of the race. Without them - we can't!





Classic Race Simulators MD Jim Hall says they will be at Cadwell and their facility will again be free for all HFF Drivers there.

Their simulators will be back with all appropriate Covid19 conditions satisfying MSV's virus-free Permit controls.



Sponsor News.

Jim Hill MD of our sponsors Classic Race Simulators says that any HFF Driver racing in our Championship is welcome to their premises in Farnborough for sessions and training demonstrations on their hi-tec sims, free of charge. Drive the next circuit on our calendar and be prepared for the next round ahead of time or any circuit in the world in anything from an Historic FF to F1 or the latest design.

Ring Jim on 07779 239 920 <https://www.classicracesimulators.com/>

Vital Equipment supports HSCC racers

Vital Equipment, the UK supplier of Carless Racing Fuels, is supporting racers from the Historic Sports Club Car over the balance of the racing season. Across the final three championship meetings of 2020, a total of ten drivers will each receive a voucher for 25 litres of fuel.

At Cadwell Park for the Wolds Trophy meeting on 19/20 September, a driver from each of four categories will be selected for the award. One driver from Historic Formula Ford 2000, Classic Formula Ford 1600, Historic Road Sports and 70s Road Sports will be chosen by the event commentators, who will be judging the most meritorious performances.

Vouchers were presented for meritorious performances.

Andy Dee-Crowne, CEO of the HSCC, said: "I'd like to thank Vital Equipment and Carless Fuels for their on-going support of the HSCC."

Repeat news... All those whose race was cancelled at Brands should have received the following message: -

HSSC Office. Cadwell Park Meeting.

You will be competing for the Kentagon Cup. The plan is, you will have a qualifying session and race purely for those who took part in the Brands Hatch Race. We will enter you automatically for that one event which will be 15 minutes qualifying and a 20 minute race with the time taken as Pre-Paid by your Brands entry. We are able to start all of the entries from Brands Hatch as the Cadwell Track Licence now permits 30 starters where previously it was 26.

Kind Regards Alan Jones. HSCC Competitions Secretary.



Our roving reporter Rachel will be wandering amongst you, she's missing the cups of tea from our hospitality... that's a hint OK?

Championship regs; Status.

After polling all, with virtually no objections, it has been recommended our MSUK Championship permit allows for two dropped scores in both Championships for this year only: **This may now NOT** be the case and the HSCC Office inform me that we may be obligated to include ALL rounds. I'll keep you posted.

Technical Compliance

We believe that one of the great strengths of HFF is that there is a level playing field. Lap time difference comes from the driver and it isn't possible to buy a speed advantage. As in previous seasons we have checked a sample of cars, this year at Oulton Park. This can be a chore for drivers and we thank you all for being so helpful and supportive.

We haven't yet received the full report but the headline, and really good news, is that all engines conformed to the regulations. We reserve the right for further checks but you can race at Cadwell and Brands knowing that nobody has an illegal power advantage.

Future Stuff

Our annual drivers' meeting is coming over the horizon. The quickest of you will realise that in the COVID world we need to find a virtual way to run this. We are waiting for Andy Dee Crowne's advice on this. In advance of this we would like your feedback on the following.

Future Calendar 2021.

Next year's calendar... the intention is to visit the excellent events we have enjoyed in the past and to one or two others we have tried and liked. Seven double meetings may fit the bill for many, some on GP circuits (Brands & Silverstone), Donington will be on the cards as will another go at getting 'The Jim Russell' Formula Ford Revival Festival at Snetterton.

The Brands Indy race we feel should be absorbed into a practice day for the 'Legends Meeting' so may not be on the list and may free us up for another venue. Oulton Park is becoming a headache to programme sensibly due to the HSCC's full programme of Series and circuit-restricting race times - it may be the time to go back to Anglesey instead. Croft instead of Cadwell has been suggested while it's still warm. And for our Finals; we'll be requesting back to Silverstone for end of term party etc.

Invitations to other events; Many of us enjoy the Silverstone Classic, but will cost at least £1200 entry fee (I am told), may be a treat too expensive and a financial distraction from the Championship for many of us. Spa, Dijon and Zandvoort comes out at £800 entry plus ferry so unless an enormous sponsor deal can be had they won't be in the frame.

Comments welcome.

Structure.

Driving standards.

We have put together an excellent structure within the HFF by including 2 Driving Standards Clerks to control 'over enthusiasm', which works. Our two Clerks Ian Danaher & John Hopkinson are considered valuable to the safety and reputation of the Championship and we hope to continue their roles into 2021. Thanks to our club CEO we now have (after 30 years) put in place some teeth in the Club's constitution to be able to control who we want to race with.

Scrutineering.

Scrutineering on the technical front is capably handled by Nigel Jones IEng FRAeS FIMI our HFF Championship Technical Delegate. It's good that a dedicated official can co-ordinate this position. We intend to work more closely with Nigel, create better control and make sure his role is reinforced in 2021.

VIF's. Car Spec. validity.

One thing that hasn't progressed is Car Identity/Validity Scrutineering. For many years this has been in the hands of long-time Scrutineer Dallas Smith and with his retirement it now needs revision.

A proposal is that we improve the validation of cars and specs with the use of an 'expert panel'. These would need to be people with a good knowledge of FF history. If you feel there is someone who may fit the bill, and would be willing to be an 'HFF Consultant', please let us know.

Recommendations are welcome and once in place we feel we may have everything covered.

Lastly, HFF Officials.

I propose to stand for re-election, Chris Sharples will stand down as Drivers' Rep. and we thank him for all his input.

If you would like to stand for these positions now is the time for 2021 candidates to apply.

Candidates for these positions should apply to the HSCC Office (before 18th October) and online voting process will commence.

To help you plan for our future events here's the latest race dates.

HSCC 2020 Calendar for UK Historic Formula Ford & Classic Formula Ford Championships.

24 - 25 Oct HFF & CFF. The BRSCC Formula Ford Festival Brands Indy – Our 'Finals'. 30 car grid. One race each day. We join with the world's best FF drivers and show them and the UK's Formula Ford enthusiasts just how good we are.

In most cases at each meeting there is an allowance of 20% additional reserve entries in qualifying, entry fees returned (less £25) for non-starters.

Subject to each Championship Regs & entries; all HFF entrants are eligible to enter CFF & Heritage rounds.

All subject to change and confirmation. See HSCC Website for 2020 updates.

HFF Contact historicff@gmail.com

CFF Contact andrewsmith49@hotmail.co.uk or stuartk@pmi.me.uk

HSCC Office Contact office@hsc.org.uk website <https://hsc.org.uk/>

Paddock Hospitality. Important. Presentations, tea, coffee after-race delights, the odd silly party etc etc; Sorry, this year there will be none. We hope our full social facilities will be allowed next year.

Future Technology; With the anti-fossil ethics entering the horizon of Historic Racing there is an opportunity now to plan ahead. Our Worthing Implant Centre expert Dr Ross Drybrough has registered an interest. If you are interested in the subject of alternative fuels and/or power units and joining part of a Think Tank to guide our future let me know on historicff@gmail.com

information on COVID-19 (corona virus)

MSUK Update as of this week....

We must maintain this high standard, accepting and embracing evolving guidance. We are all aware that Government needs to react swiftly to the evolution of the pandemic.

This brings us to the revised protocols announced earlier this week by Government. Thankfully, organised sport can continue to operate, when there is clear evidence of a thorough plan and consistent execution. Motorsport qualifies on that count. However, there are changes that we now need to implement to allow us to continue safely and these are summarised below:

- * there is now the requirement for all participants to wear a face mask in all areas of the venue at all times
- * the removal of individual personal exemptions from wearing a face mask; these persons will no longer be allowed to attend Motorsport UK events
- * enhanced powers for COVID-19 Officers, Clerks of the Course and Stewards to intervene and penalise any transgressions
- * reducing the maximum number of marshals per post to 6.

The revised measures are effective from Monday 14 September and further details can be found in an updated version of our COVID-19 Q&A, available on the Restart section of the MSUK website.

As you will be aware, the UK risk level for COVID-19 (corona virus) is still a concern and the risk to individuals has not changed. Motorsport UK are closely monitoring the situation and are liaising with the HSCC on any appropriate measures, based on advice from Public Health England (PHE), NHS England and/or the World Health Organisation (WHO). MSUK have a policy in place and the HSCC are in regular contact with them so that if the situation changes and it becomes necessary to share additional information with all attendees will act immediately.

If a member has returned from one of the areas identified by the government and has any of the symptoms identified on the [government website](#) they should not attend meetings until they have followed the NHS advice provided after calling 111

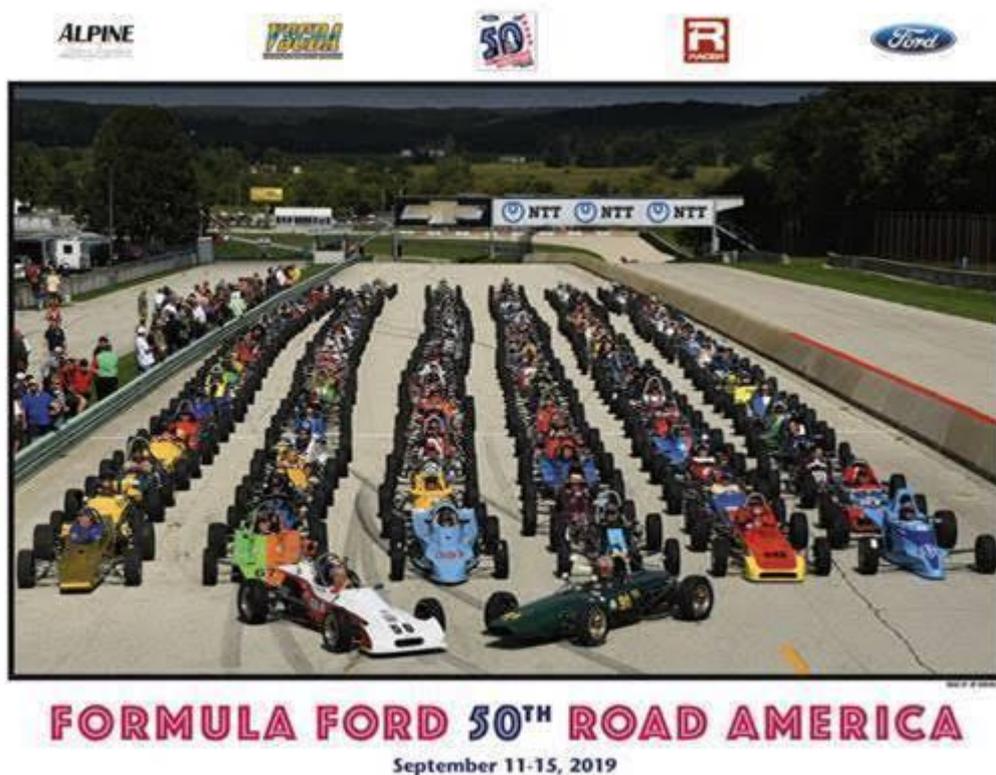
**If anyone finds that a member has contracted coronavirus, please let the HSCC know immediately.

**If members find that any member with coronavirus has attended should all call 111 to ask for advice.

Motorsport can only operate if we continue to follow the relevant guidance. This can be found at motorsportuk.org/restart

Euro Racers; It has been reported of the sad passing away at the age of 65 of popular Euro Historic race organiser Patrick Quiniou, our commiserations to his family.

USA Racers...If anyone fancies an away race.....these guys will take you on.....



America's Historic Formula Ford Series is still going strong at 50... poster available at steve_beeler@gmail.com
A mid-Atlantic UK v USA challenge in the Bahamas might be good...?

For Sale

Mark Dunham 07876565151 has a fully rebuilt Lotus 61 rolling chassis for sale at £11,000. Newmarket area.

Also.

A long-time and respected racer with us with a history of running the Pre-74 FF Series in the 1980's is selling a car or two. See contact details Below

Lotus 61 Historic Formula Ford

Underwent complete restoration by previous owner - minimal use

Stored in private collection since.

Ownership history available

PRICE £29,500



TWO CAR TRANSPORTER (SINGLE SEATERS)

FORD IVECO - 13 TON GVW BOX VAN

FIRST REG: 20.12.2000 - MOT TO 30.11.19 - OVERALL LENGTH OF BOX: 25 FT.

LOAD AREA: 16'6" LONG X 8' HIGH X 8' WIDE

Only being sold due to retirement from racing. It is in very good clean condition inside and out. Belly storage lockers all round Large on-board generator - fully wired for direct hook up, Extended two-stage tail lift - slide out platform with steps to side entrance door - Adjustable tow bar - Front area fitted with kitchen units, sink, fridge, microwave, hanging cupboard - seating area converts into two bunks. PRICE £13,000. ONO

To view or for further information contact Tel. 01245 360513 Mobile 07710629313

Email: hawk ltd@talk21.com



For sale;- Not one but two (new to us) Eldens.

Historic Elden Formula Ford Mark 8 1600, Historic Elden Formula Ford Mark 10C 1600

Both offered as a rolling chassis or complete including engine and gearbox. They have both recently been fully refurbished and had a full rebuild including: new bodywork, unused rebuilt Connaught engine and all suspension has been rechromed. The cars are immaculate throughout and a large spares package is included. Alan- Kent ME7 1YQ Tel: 01634 571016 E-mail: alan@kejan-eng.co.uk

Ex top ten HFF racer – now retired, Stuart Baird has a Merlyn for sale too.

<https://racecarsdirect.com/Advert/Details/101480/merlyn-mk-11a-historic-ff1600>

Dan Eagling prep team and Richard Tarling inform me that they each have a Lotus 61 for sale. Linton Stutely has a Catnic Elden for sale too. Details from them.

Dick Dixon