



Historic Formula Ford Newsletter



CLASSIC
RACE SIMULATORS

**Historic Formula Ford Championship & HFF O50
Championship promoted by Radio Caroline.**

August 29/30/31 Bank Holiday.

ALL OUT ACTION AT OULTON.

The Oulton Park Gold Cup provided a weekend of drama and a dash of intrigue, with newcomers at both ends of the grid and a new winner.

After some time of trying, Pierre Livingston came of age and won both races from pole, displaying a furious turn of speed that left the rest of the field standing. The Classic Team Merlyn driver was around a second and a half quicker in qualifying than defending champion Cam Jackson in Ross Drybrough's March 709. This pace was carried through to the first race, where Livingston was only ever seriously challenged by Linton Stutely's Royale RP3.



Stutely got a great start and snuck past Jackson and 'new boy' National Formula Ford regular Tom McArthur who was driving Mandie Hadfield's Merlyn Mk20 for his first Historic race. Jackson and McArthur were locked in a tense stand-off over third place and this allowed Stutely to keep up with Livingston.



Linton led for one lap in the middle section of the race, but Pierre was able to hang on to the lead to the line.

McArthur, who is something of an expert around Oulton, did get the better of Jackson at one point and it looked as if the double champion might be looking at his first off-podium finish for a long time. However, a mistake by McArthur sent him clattering against the kerbs and he was lucky to carry on in fourth. By this time, Horatio Fitz-Simon was at his heels and Cameron had to drive hard to escape the Anglo-American's Merlyn Mk20. This car was acquired from Andrew Tart and Fitz-Simon will be using it for the remainder of the season.

Fitz-Simon had been scrapping with Matt Wrigley, in another Merlyn, but Wrigley had a spin and ended up on the grass and in retirement.

Next came Tim Brise, Radio Caroline 'Over 50' class winner, in his Merlyn. Danny Stanzl followed, driving his father's Merlyn Mk20 instead of his usual Elden. This was a very strong effort from the back of the grid as Stanzl had crashed the Merlyn on his first qualifying lap and not managed to set a time, as well as incurring his Dad's fury. Stanzl Senior was in his Crossle 16F and finished tenth, behind Ross Drybrough in his Merlyn Mk20.

Glenn Eagling completed the top ten in his distinctive olive-green and yellow Lotus 61.

Further back, 16-year-old Tom Pearson finished his debut race in 14th place. He is the son of Ted Pearson and will be driving his father's Merlyn Mk11A/17 for the rest of the season while his Dad recuperates from major surgery. Pearson recovered well from a spin and held his position.

Livingston's pace was remarked upon after the first race but it really turned heads in the second. The Bath University student won by a whopping 14.8 seconds; a margin rarely encountered in Formula Ford racing. Both races commenced with a rolling start, which put many off, and Livingston took advantage of his position at the front to set the pace, leaving the rest of the grid napping. Race Clerks analyzing his start with freeze-frame photos deemed his start 'as perfect as it gets'. Out on his own his race pace was around 1.7s per lap quicker than Jackson and over a second ahead of Fitz-Simon, who earned the second fastest lap.

While Livingston cruised away into the distance, Jackson and McArthur recommenced their earlier rivalry. This time, it became physical and rather ugly very quickly. McArthur was later reprimanded for his behaviour and apologised, explaining that bump drafting is much more acceptable in National and he was unaware it was not allowed in Historics.

Jackson held his own throughout, only being passed once by McArthur and retaking his place quickly. In the end, he was more in danger from Stutely. The Enigma team boss had started second, but was passed by Jackson and McArthur in the opening corners. He played a waiting game, keeping in touch with his warring rivals and waiting for an opportunity to charge through. He had to hold on until the last lap before he launched an attack when he successfully got ahead and instigated a thrilling three-way photo finish. Jackson crossed the line a tenth in front of Stutely, with McArthur fourth.

Fitz-Simon was fifth, despite a penalty for exceeding track limits. He had had his own skirmish with Danny Stanzl before dropping him and pulling away, although he was unable to catch the next group.

Robert Wainwright was some way behind in an Elden Mk8, just before eighth-placed Brise, who won another Over 50s trophy. Last year's defending Over 50s Champ Rob Smith was not present.

Brise had been part of a combative three-car group with Drybrough, who was ninth, and Wainwright. Simon Jackson - Dad of Cam - came through from the back after a first-race non-finish in his Crossle and was eleventh behind Matt Wrigley who also was a rear-starter (along with his Dad!) but Matt's car was seriously lacking power and revs. Race-long battles continued until final places.

The drama did not stop when the chequered flag fell. The scrutineers demanded the top four cars (plus a few extras) undergo an advanced check, including cylinder heads. It was reported that all cars conformed to regulations and no action was taken against any driver or team.

Well done all, great racing on a great track. Cadwell Park next, very different to Oulton with narrower and tighter turns, much greater respect required. Enjoy.

Report by Rachel Harris-Gardiner additions by me DD.



OUR RADIO CAROLINE O50 Championship is hotting up with half of the grid in their mature years; there are a good few in the mix for the award.

‘Top of the Pops’ and leading the running 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 and Kevin Stanzl is on his heels at 36 points. Without an engine blow-up at Oulton in the first race Simon Jackson may have been with them rather than his present 28 points.

It's close.



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

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

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

Young Pierre Livingston has leapt ahead on 62 points but right behind are Cam Jackson and Linton Stutely with 56 points apiece. Danny Stanzl next at 33 after a great recovery. New in at 28 is Tom McArthur. Ross Drybrough and Tim Brise fighting over 25 with Horatio Fitz-Simon on 24. Engine problems put Matt Wrigley down to 22 points after strong showings at Brands and in Qualifying at Oulton. He'll be back I'm sure.

There's a bit of work to do for all at Cadwell...



Sponsor News.

Jim Hill MD of our sponsors Classic Race Simulators says that any HFF Driver racing in our Championship are 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/>

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 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.

Park Ferme reminder Please read!!!!

After qualifying and following confusing instructions from marshals at the 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.

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.

PLEASE!!!!!!!!!!!!!!!

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.

Charlie Wooding's HFF 2019 Photo album will be out soon. Look up his web site here... <https://www.charliewooding.co.uk/motorsport-galleries>

On the Technical Regs.

The result of Eligibility Scrutineering at Oulton Park.

It was decided that a number of cars be checked against HFF & Formula Ford technical regs; a scrutineer report follows in the next few days..

Also, this...from MSUK earlier in the year.

FIA Standard 8856-2018 Protective Clothing

The FIA 8856-2018 standard for protective clothing is now available and products are on the market. Unfortunately, **due to an error**, the standard does not appear in the 2020 Motorsport UK Yearbook, but we can confirm that it is eligible for use in both National and International events. The not valid after date printed on the labels for this new standard apply to FIA International events only. **For National events under Motorsport UK regulations these expiry dates do not apply, the garments can continue to be used providing they remain in good condition.**

HANS Specific harnesses MSUK have had reports of Scrutineers informing competitors that a 75mm width (or 3") harness cannot be used with HANS devices, and that **ONLY** the narrower HANS versions are allowed. Please be aware that this is **certainly not the case**, all types of harnesses can be used with a HANS device. **In fact, some FHR manufacturers recommend the use of a 75mm harness, as they advise the more harness on the device is far better!**

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FIA 8860-2018 helmet standard. Unfortunately, due to an error the latest FIA helmet standard 8860-2018 is not listed in the Motorsport UK Yearbook regulation K10.3.1, This Standard is of course acceptable immediately for any Motorsport UK events. As a reminder the FIA 8860-2018 Standard is the new top-end helmet standard, which is intended to be the safest helmet standard in the world for motor sport. It offers several improvements in relation to the preceding FIA 8860- 2010 Standard. Note that there are two different labels for the 8860-2018 Standard, helmets with advanced ballistic protection have the standard number suffixed with '-ABP' and bear a yellow label. Helmets without this advanced ballistic protection have a white label with no suffix on the standard number. More information about this standard for Advanced Helmets can be found on the FIA website.

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. Up dated July 20th.

19 - 20 Sept HSCC HFF & CFF Cadwell Park. Lincolnshire's exciting and challenging 'Mini-Nürburgring' parkland venue.

Saturday; HFF 'Kentagon Race' Qualifying and Race. Brands Hatch cancelled race 2 competitors only.

HFF Quali & race 1 Saturday; race 2 Sunday, 30 per grid.

CFF; 2 Races over 2 days.

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)

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.**

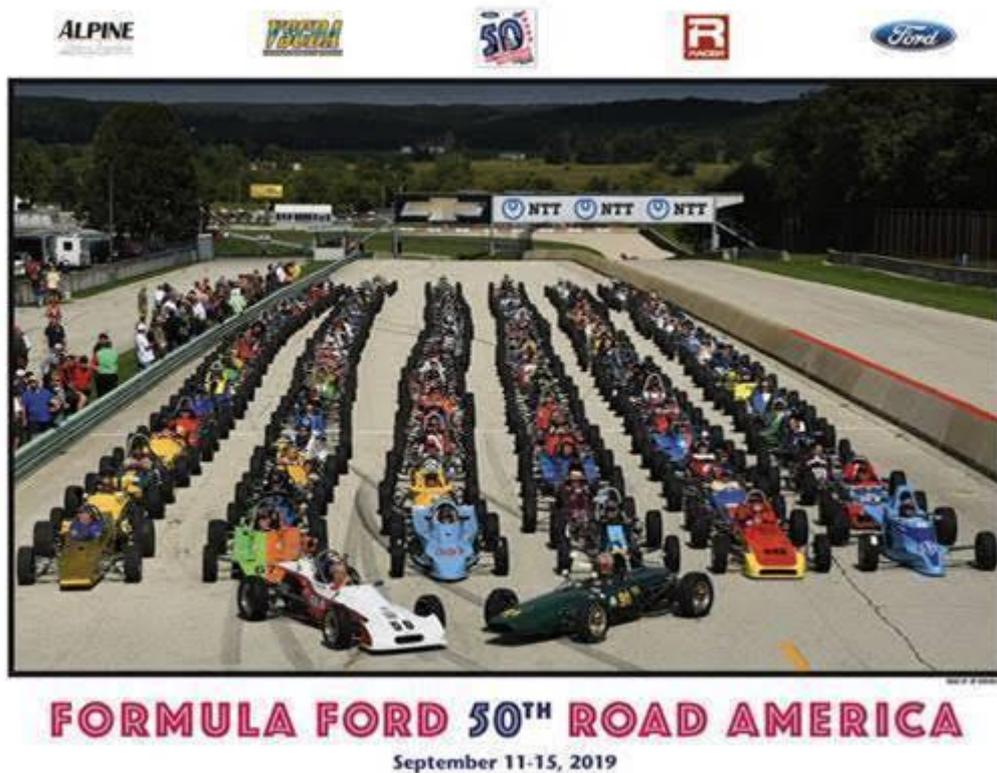
****If members find that any member with coronavirus has attended should all call 111**

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@ymail.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: hawkltd@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