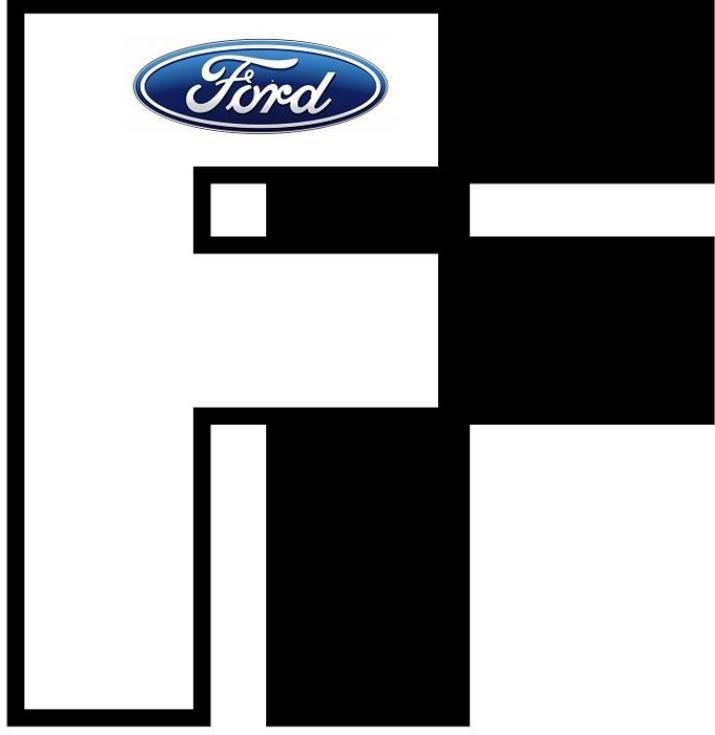


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## Historic Formula Ford Newsletter April 2021.

Welcome to the latest edition of the HSCC Historic Formula Ford newsletter.

**Snetterton.** With the season opener at Snetterton under a week away I am really pleased to see such a great entry to the event. Thank you to all members who have entered. Paul Lawrence has written a short preview that people will, most probably, have seen but I thought it worth repeating here. The only difference being that Tom will be racing my Merlyn as I am still recovering from a recent operation. Paul's preview:

"Another bumper grid will line up for the opening two races of the Historic Formula Ford 1600 championship with former champion Callum Grant on the entry list following a sensational Formula 2 win at Donington recently in his

March 79B. For the Formula Ford races Callum will be back in his regular Merlyn Mk20 that he took to the title in 2012 and again in 2016.

Grant's rivals will include fellow double champion Cam Jackson, who is planning to double up in the Historic and Classic Formula Ford Championships this season in his rare Winkelmann. Prolific racer Matt Wrigley will run his Merlyn Mk11A/20 and US-based British youngster Horatio Fitz-Simon will be another contender despite modest racing experience. Max Bartell, in the rare March 709 raced by Jackson last year, 2009 champion Westie Mitchell, Danny Stanzl and Ted Pearson are all front-runners while Linton Stutley is a major title contender in his Royale RP3".

The over 50's will be hotly contested with Ross Drybrough, Brian Morris, Kevin Stanzl and Tim Brise all more than capable of class wins and running right at the front of the grid. A very welcome returnee this year is Stuart Dix after recovering from a recent operation - it will be lovely to see Stuart and Barbara at our events again.

Two newcomers from the world of Caterham racing are Mark Carter and Scott Rawlinson. Mark will be running with Speedsport in a Merlyn and Scott in a Mk11a Merlyn built by Nigel and Callum Grant.

**Silverstone International.** The next event after Snetterton will be the Silverstone International meeting. Please get your entries in as early as possible as both I and the HSCC office need to see indicative numbers as soon as possible. Do bear in mind that no money will be taken until 10 days (approx) before the event and that you can cancel at any time until a day or so prior to the event.

There is quite a lot to get through so I would appreciate all members, especially those who will be competing at Snetterton in just over a week's time, to have a good read through and contact me if anything is unclear. My email is Ted@mpi.ltd.uk or Tedp67@btinternet.com and my mobile is 07885372439.

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**Tyres.**

As many people have been aware there has been an acknowledged problem with wear rates and compounds with the 2020 specification A25 compound ACB9 tyre. The previous, pre 2020, A25 compound being no longer available to buy in 2020. Avon has worked hard to rectify the problem along with their agent BMTR and have offered the new A46 Compound ACB9 tyre as a suitable replacement to the extent that it will be the only compound of ACB9 tyre offered by Avon/BMTR moving forward for both Historic and Classic Formula Ford Championships.

Information below regarding the tyres from BMTR.

### **Formula Ford ACB9 – A25 to A46 Current Specification**

5.0/22.0-13 ACB9 FF A25 - 7267M

6.5/23.0-13 ACB9 FF A25 - 7290M

### **New Specification.**

5.0/22.0-13 ACB9 FF A46 - 17680M

6.5/23.0-13 ACB9 FF A46 - 17681M

**This is a compound change and no changes have been made to the construction of the tyre.**

Avon Motorsport have chosen a compound in A46 that will replace the current A25 compound tyre. A46 compound is a known compound, it is used within Historic Formula Ford 2000, Formula Ford 1600 Zetec/Duratec championships and other race series in other parts of the world.

The tyres have been tested at variety of venues in the UK and the USA. During the testing phase the new tyres have been used in both dry and wet conditions, the tyres have performed well and also proved to be durable.

There have been a number of tests held by current HSCC competitors (Some photos above taken during recent tests) on these new type of tyres and all the feedback has been positive. It certainly appears that the problem with the wear rate has been overcome.

Looking at the 2021 season competitors with the previous tyre can continue to use them in accordance with this seasons published regulations until they have

worn out but then they must be replaced as a set with the new A46 tyre which will be mandated for the 2022 season. (subject to final approval)

BMTR have stocks of the A46 compound tyres and will be in attendance at Snetterton to service people who need them at the first meeting. The standard price will be the same as the old spec tyre but BMTR/Avon are offering a reduction in people's first purchase of the new compound tyres of up to 50% for the first set. This offer will be open until the end of the Donington meeting in June.

I am aware that there is a slight performance (speed) difference between the A25 and the A46 tyre and want to make all competitors aware that I will be in touch with MSUK tomorrow to request the following:

1. the change to clause 5.13 of the HSCC HFF published Regulations to include the A46 compound tyres alongside the A25 and,
2. For the clarification and to ratify my understanding of motorsport general regulations that any competitor must race in a car that is of same specification as that which is run during qualification. **To simplify; I am seeking ratification that it is NOT allowed to run a set of A25s in qualifying and A46 in the race or vice versa.**

I will confirm what response I receive as soon as I can.

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## Rolling Starts and Driving Standards.

**Rolling Starts.** Just about as hot a topic as tyres at the moment. Can I ask everyone to read what is in the final instructions (I know you all read them thoroughly anyway!) and which I have repeated here.

The 'Pace Car' will indicate an impending Race Start by extinguishing its yellow roof lights and entering the pit lane. Competing cars must then **hold their position and speed** as set by the Pace Car, as the front row of the grid approaches the start line the red lights on the starting gantry will be extinguished denoting the start of the race. There will be **no acceleration or increase in speed before the Red Light is extinguished.** There shall be No overtaking or changing of direction prior to crossing the start line.

It is strictly forbidden for cars to **deliberately back up or hold other competitors during the green flag laps** in attempt to gain a competitive advantage. It is also strictly forbidden to excessively brake, weave and accelerate in an attempt to warm tyres. Any car which in the opinion of the Clerks of the Course fails to maintain its position and speed set by the 'Pace Car' prior to crossing the start line or is guilty of any of the preceding instructions will be penalised and in addition to any offences outlined in the 'MSUK Yearbook any infringements of this race start procedure may result in a **time penalty of up to 60 seconds or disqualification from the race.** 21.

The Clerks will be instructed to observe closely the starts and WILL impose penalties if there are infringements.

**Driving Standards.** We all want safe and exciting racing from the front to the back of the grid. However, over recent years, there appears to be some slightly questionable (robust) tactics employed throughout the field. We don't want a win at all costs attitude in the championship so, again, the clerks will be looking. To quote from the 'Blue Book': 'In response to each attempted overtaking manoeuvre **no more than one change of direction to defend a position is permitted.** Any driver moving back towards the racing line having earlier defended his position off line **should leave at least one cars width between his own car and the edge of the track** on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberately crowding a car beyond the edge of the track or any other abnormal change of direction are strictly prohibited'.

So, put simply: **NO WEAVING ANYWHERE.**

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## **Front and rear facing cameras.**

We strongly advise all competitors to carry a working front facing camera as an absolute minimum and ideally would like rear facing cameras wherever possible as well. This will assist in any enquiries about driving standards and incidents and may be needed if an incident needs looking at by clerks.

We will be **mandating the use of front facing cameras for the 2022** season so would like to hear comments from any people who have strong opinions either way.

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## Historic Formula Ford Website.

I am fully aware that our website is out of date and VERY neglected. I am just waiting for a final couple of things to fall into place and I will be addressing it so that it can be a showcase for what we do rather than the slightly sad look it has now.

I will organise the update and have some ideas of my own as to what it should look like but it is not my website, it is our website, so I really want as many suggestions from members of what you all want so I can then organise things.

As usual my contact details are at the bottom....

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