



If you are within travelling distance of Hertfordshire here's an Invite to all Racers, Marshalls, Wives, their Sons & Daughters and even the Family Dog.

DICK & JANE DIXON'S NEW YEAR WALK alcocoffee/Dinner/booze/amble----- **WILL BE ON SUNDAY THE 10TH OF JANUARY 11am.**

It is that bloated time of the year when you feel as heavy as the port you've drunk and as lazy as a teenager. The wind is as strong in as it is out and, boy, you really are as saturated as the fats you've consumed... THE ANSWER! Healthy coffee & croissants, light & fluffy sausage rolls, an amble over countryside of the Gods, a dose of mulled wine to fend off the chill finished with Traditional English Roast and Ye Pinte of Ale all rosy cheeked and flushed with cheer. OH JOY!!!!!!

Dick & Jane Dixon, 90 Cappell Lane, Stanstead Abbots, nr Ware, Herts. SG12 8BY 01920 871153

jane.dikko@virgin.net

Bookings (£10pp on day) after Christmas and by the 5th Jan at latest please. Specify Beef or Chicken - Spotted Dick/Bread'n'Butter Pud. Vegetarian. Arrive 11am Leave at 12 back for lunch at 3 leave at 5pm or later.

Historic Formula Ford Championship minutes 2009 Drivers Meeting Silverstone October 17th. 2009. Chaired by Jason Williams, Championship Co-ordinator.

2008 minutes accepted.

Re- appointment of previous officers. Proposal. John Bladon. Seconded Alan Fairbrother.

Items.

Two of note put forward by drivers.

Item One. The issue of parity with other clubs and Ford themselves to adopt a car and driver weight minimum of 500Kg along with a continuation of car minimum weight of 420Kg.

The acceptance of a Formula Ford 500Kg car/driver weight minimum was considered inevitable by Jason as it was becoming adopted internationally (USA, Australia, Germany) and especially by clubs in GB also considering it a National Standard.

From weigh-bridge results taken at Brands Hatch in September it transpires that only four drivers would have to fit ballast to achieve this figure, so no great effort would be required to fulfil this target by the majority.

It was pointed out by Peter Alexander that that there may be an issue securing this weight and that it would not make much difference in lap times.

John Bladon said that taken on parallel performances his observation was, (at Brands Hatch) a difference of 1.5 secs. per lap per 20Kg.

John Hayes-Harlow and David Wild said that extra braking and performance gain may be had by those fitting ballast at the lowest point in their car but it would go some way to create an equalising of performance for all.

Paul Sleeman said that cars in our period of FF were designed to be 400Kg and a consideration of strength may need to be shown for that.



A vote was made and the majority was for the adoption in our regulations for a minimum car weight to be 420Kg and car and driver weight of 500Kg..

Item 2 was that of the creation of a guide for driving conduct.

There may be an issue of legality clashes with the MSA and HSCC Club regs Jason told us, but when it is created it will be examined and, if unambiguous, will be discussed for possible acceptance.

One driver suggested these may help those having trouble realising that they are not in a formula that is being watched for talent by F1 Teams, another commented it may help clarify overtaking moves particularly vertical ones...

Chris Atkinson asked if **driving standards** were an issue for internal policing but Jason said the system of control was satisfactory at the moment but a permanent Clerk for HFF may be a possibility.

Other items.

It has been found by our Eligibility Scrutineers that a certain '**modernising**' of our cars is taking them away from their **historic element**. Changes in their brakes, suspension and chassis configuration has been noted.

In particular the **use of lighter calipers, pre-loaded droop on suspension and suspension pick-up point re-positioning**.

Some of the regs are vague Jason went on to say and in order to keep to a faithful historic formula the regulations will be clarified in an attempt to minimise these 'modernising' developments.

'Droop' was described as the amount of wheel drop when the car is lifted, and some cars have none or very little.

It was suggested that a 2inch minimum droop be included in the regs.

Reduced droop was considered to be an inappropriate concept for our cars and more akin to modern Formula Fords by the Eligibility Scrutineers. Peter Alexander disagreed as it existed in period.

There was some confusion concerning different interpretations of droop and **a vote was taken that any regulation against this should be first clarified and understood by us all**. Peter said he would produce an explanatory note for our understanding.

The question of **Brake Calipers** was mooted and in some cases non-period (lighter) calipers were being used by some and notes on these will be included in the regs. which will be out in the new year.

Post-meeting note; This from Peter Alexander. Brake calipers we CAN use are: Girling 14LF and 12SP. **Brake calipers we CANNOT use are CP2505.**

Chris Sharples enquired as to the uncertainty of identifying transgressions in **chassis pick-up point positioning**.

Peter Alexander said that original specifications are available.

Jason said that any regulations concerning these issues will be introduced softly and fair compromises will be allowed but if we ignore these changes we will find that gradually there will be an imbalance in our cars and it was important for all to have level regulations fit for our formula.

In the same vein John Hayes-Harlow enquired about the clarification of **electronic ignition** and was told that as this was mechanically triggered by the rotor on the distributor it was acceptable but mapped ignition wasn't.

Any other business revealed an appeal for **longer races** than 15 minutes from Scotland's Roy MacGregor bearing in mind the distance he travels to them.

Jason said that his representation at the HSCC committee meetings included this subject resulting in the **likelihood of three double meetings next year and the inclusion of HFF in the Spa race** too.

Peter Alexander announced that **Ford were starting to reproduce the 711M FF Block** and that things looked healthy on the spares front.

The meeting ended and we went racing. Darren Burke won, Robert Wainwright and Will Shryver came home tenths of a second apart as did the next three, Westie Mitchell, David Wild and Derek Rodgers. **The result gave Westie the Championship.**

Congratulations Westie.

**Thanks to all of you who participated in our brilliant series in 2009. We hope you will join us again in 2010. We wish you all a safe winter and look forward to seeing you in our mirrors!
HSCC HFF reps, Jason Williams, Peter Alexander, Dick Dixon.**

Springbok 2010 Series

Do you fancy a little winter sun? Perhaps the SAFMARINE Historic Grands Prix Championship would be for you. Run over a series of 3 double header races at Zwartkops (Pretoria) 30 - 31 Jan, Killarney (Cape Town) 6 - 7 February and East London 13 - 14 Feb in South Africa. The Championship is for pre 1966 F1 and Tasman cars, but the organisers would like to broaden their invitation to Classic Racing Cars and early Formula Fords for their support race package to include any pre 1972 cars and particularly Formula Fords. The primary sponsor SAFMARINE is providing discounted containers for the trip to include transport to and from South Africa and transportation to the race tracks at a cost of £1800 per entrant. Other details are still in negotiation, if you would like further details contact Brian Tyler chairman of the HSSA on e-mail heritagecars@icon.co.za

Ford press release below.

LEGENDARY 'KENT' FORMULA FORD ENGINE TO BE REBORN IN THE USA PLUS NEW 110PS DURATEC 1600cc ENGINE NOW AVAILABLE FOR FORMULA FORD OWNERS

UK, October 16, 2009 – Ford is to throw a lifeline to thousands of historic Formula Ford racers worldwide thanks to a decision to put the legendary 'Kent' engine block back into production. Engineering work has already begun at Ford Racing's Performance Parts division in the USA, with sales scheduled to start in 2010.

The 'Kent' engine began its production life 50 years ago, and was the perfect choice of power unit when Formula Ford was created in Britain in 1967. Though the engine was superseded at the top level of Formula Ford racing in the UK in 1993, between 5000 and 7000 'Kent'-engined cars are competing around the globe and engine parts are becoming increasingly scarce.

Now expertise gained by Ford Racing Performance Parts through its remanufacturing of classic Ford road car engine blocks, like that for the original Mustang, is to be put to good use on the 'Kent'.

"Our parts division has many years of expertise in re-making blocks," says Ford Racing Engineering Supervisor Andy Slankard, "and we are going to take our knowledge of modern techniques to remanufacture the 'Kent' block and improve its durability. Our aim is not to make performance gains but to strengthen it and to make the unit more reliable. "There are many thousands of 'Kent'-engined Formula Ford cars still racing around the world – particularly in the USA, which never adopted the Ford Zetec engine which replaced it in Europe – and we believe that the majority of owners of these historic machines will want to retain the originality of their car by using a genuine Ford engine."

The news is welcomed by Mike Norton, Motorsport Manager Ford of Europe: "It is fantastic news that the legendary 'Kent' engine is to be reborn. This engine powered some of motorsport's greatest names to their first championship successes – drivers like Ayrton Senna, Michael Schumacher, Nigel Mansell and Mika Hakkinen – and we very much hope that the plan to remanufacture the unit will lead to even more names being added to the list of Formula Ford greats in future seasons."