



2012 NSW HISTORIC FORMULA FORD SERIES

Round 3 Review

Formula Fords sizzle at blistering Sydney Motorsport Park

Written by Formula Ford PR

A solid representation of all three classes of historic Formula Ford fought out the third and final round of the NSW Historic Formula Ford Series at the Tasman Revival racemeeting at Sydney Motorsport Park. It ended up being an eventful meeting on and off the track with some great racing throughout the entire field albeit with the competitors having to endure temperatures in excess of 38 degrees and an oil soaked racetrack.

Qualifying was a duel between Mark Lowing in the FB class 1983 Reynard and the FC class RF 86 Van Deimen of Tom Tweedie, with Lowing grabbing pole with a blistering 1.39.9, some two tenths faster than Tweedie. FA class honours going to Steve Cromer with a solid lap of 1.43.25 giving him 8th outright, a great result having improved throughout the year with setup changes and the all important time in the car.



No7 David Holland FC 1989 Reynard and Tom Tweedie FC 1986 Van Deimen



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Race 1 on Friday was expected to be a thriller up front and it was for one lap until Lowing dropped a flywheel and parked the pole sitting Reynard. This left Tweedie to fend off the brisk David Holland in the 1989 Reynard till the end of the race, who had his mirrors full of Nick Bennett's RF 89 Van Deimen and Chris King in the 1983 Reynard. These were followed by a tight pack of Elwyns, Reynards and Van Diemens with Walters leading the pack in the Elwyn till the last lap allowing Bickley's Elwyn through followed by Meyer in the 89 Reynard, Ed King in the 83 Reynard, Cameron Walters in the 86 Van Deimen, Steve Cromer in the Elwyn and Doug Matley in the 89 Reynard. Bickley having a tremendous run finishing 5th from a starting position of 13th.



FC competitor David Grant RF86 Van Diemen

The Grant brothers finished next having their customary race long battle in their 86 Van Deimens, this time Peter getting the wood over David. Next by a bare one 100th of a second was John Tarran in the lovely 1970 Lotus 61M from John Pymble's 82 Van Deimen, followed by George Fry in the Elfin Aero, Steve Willing in the 82 Van Deimen, Malcolm Roach's 75 Van Deimen, Ross Andrews' 82 Van Deimen, Chris Fraser in the 1975 Lola T342, Don Greig's Elwyn 004 and our Japanese visitors Kenji Suzuki and Mitsuru Miyajima in the 65 Brabham BT16FF and 1967 Lotus 51A respectively.



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FA competitor John Tarran in his Lotus 61M in his weekend long battle with John Pymble in his FB 1982 Van Deimen

Race 2 on Saturday morning was a repeat of race 1 with Tweedie, Holland and Bennett dominating the top three positions in the FC cars, followed home by Chris King in the first FB Reynard marginally ahead by 4 1/100th of a second from a recovering Lowing in the FB Reynard having started last following the race 1 DNF. First FA car home again was Cromer in a solid 8th place having a great race with Doug Matley in the FC Reynard pipping him by 3 1/100th of a second on the line

Race 3 on Saturday afternoon turned out to be a survival run with several cars experiencing problems with the heat and a few with disagreements of who should occupy a particular section of track, resulting in 6 DNFs.

Up front Lowing, Tweedie and Bennett were at it again, some great racing with Lowing taking the win over Tweedie and Bennett. Cromer finished a sensational 4th outright having stayed clear of the on track skirmish ahead on lap one and followed the old rule that to finish first, you first must finish.

Matley followed in a great 5th outright and third FC car, from Meyer, Walters, Peter Grant and David Grant. Next was John Pymble having won the bragging rights over Tarran in their battle from Fry, Holland, Roach, Miyajima and Suzuki.



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FA competitor Malcolm Roach 1975 Van Deimen

This left one race to go Sunday morning to decide the Series.

As it stood in FA Cromer, Roach and the not competing Quilkey had locked down the FA placegetters. The FB pointscore was still wide open with Geoff Walters in the Elwyn just 12 points clear of Lowing followed another 22 points back by Chris King. All would need to finish to ensure their title positions. In FC David Holland had it wrapped up but Cameron Walters could mathematically pinched second from Doug Matley should something happen to Tweedie and Bennett in the lead Fc cars.

All would be revealed on the 38 degree plus Sunday race.

And it was a scorcher, again playing havoc with cars water and oil systems.

The race was an absolute blinder and all the drivers must be congratulated for the performance, there was oil and water everywhere and great potential for disaster and instead we saw some great close racing.

In a see sawing battle up front it was Lowing and Tweedie swapping the lead with Tweedie just taking the prize by 3 1/100th of a second.



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Bennett held onto third place all race with Holland and King next having dispensed with Cromer whose car was succumbing to the heat.

Cameron Walters was next from Meyers, Geoff Walters, Ed King, Matley, and David Grant getting the better of his brother Peter Grant by 7 1/100th of a second.

Pymble followed from Willing, Cromer, Tarran, Roach, Fraser, Miyajima and Suzuki.

The heat took its toll with Greig, Fry, and Andrews non finishers

In post race scrutiny the winners of each class were examined.

The head was removed from the engine and measurements taken of components.

The FB car of Geoff Walters and the FC car of David Holland passed scrutineering.

The FA car of Steve Cromer did not pass scrutineering with two elements measuring outside of tolerance.

The matter has been referred to CAMS for determination. It must be emphasized that the measurements are very small and in no way describes a deliberate attempt to run outside the rules. It does however highlight the fact that it is very important to check the measurements of your engine.

The FA results are pending and will be announced at a later date

The final results of the FB and FC Series can be announced and it was a very close run thing in FB with the final placegetters not being decided till the last race of the series.

1st on 290 points was Geoff Walters in the 1981 Elwyn 003

2nd on 284 points was Mark Lowing in the 1983 Reynard

3rd on 256 points was Chris King in the 1983 Reynard



Geoff Walters in the marshaling area and the Elwyn 003



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In FC the final placegetters were

1st on 328 points was David Holland in the 1989 Reynard

2nd on 262 points was Doug Matley in the 1989 Reynard

3rd on 244 points was Cameron Walters in the 1986 Van Deimen



Class FC winner David Holland Reynard 89

Alongside the series the John Leffler Trophy was award for the first three positions in an outright pointscore over the four races of the Tasman Revival Racemeeting.

The placegetters were

1st on 116 points was Tom Tweedie in the 1986 Van Deimen

2nd on 96 points was Nick Bennett in the 1989 Van Deimen

3rd on 82 points was David Holland in the 1989 Reynard

The HSRCA's Todd Hamilton and his fellow scrutineers must be thanked for all their help and expertise over the weekend. They provided great assistance and enthusiasm in very hot and trying conditions.

The racing was first class all weekend considering the amount of oil and water spread throughout the circuit from overheating cars. All drivers are to be commended for their driving and consideration to their fellow competitors.

As in the previous rounds a BBQ was held and the sponsor's prizes distributed.



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FB competitor and HSRCA registrar John Pymble RF82 Van Diemen

All the competitors are appreciative of the support Penrite Oils, Revolution Racegear, Eastern RaceParts, The Chifley Hotel, Astor Hotel and the HSRCA provides to the competitors at each round.

Prizes went to:

Penrite Oil 1 x 5 litre engine oil George Fry, David Holland, Christopher Fraser, Michael Meyer, John Tarran, Cameron Walters, Tom Tweedie and Mark Lowing.

Penrite Brake Fluid 2 x 500ml

George Fry, Michael Meyer, Steve Cromer, Mitsuru Miyajima, Doug Matley, David Holland, Kenji Suzuki, and Cameron Walters.

Eastern Race Parts nuts and washers set – Doug Matley

Revolution Racegear

1 pair Socks – Michael Meyer.

1 pair Gloves – David Grant

1 Balaclava – George Fry

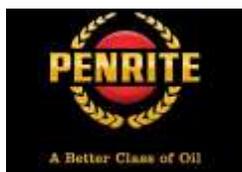
HSRCA race entry –Mark Lowing

The success of the series was down to the competitors on the track and the hard work behind the scenes by the HSRCA and the Formula Ford Association.

A big thank you to Geoff Walters for organising the sponsorship packages that all the competitors enjoyed.

Photographs courtesy of Richard Taylor

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