



FORMULA CLASSIC RACING

Newsletter

August 2020

Formula Classic – Round 4

A reminder that Round 4 of the 2020 Formula Classic Championship is being run this Sunday at Barbagallo.

Remaining Rounds for the 2020 Season

16 th August (Sunday)	Barbagallo
3 rd - 4 th October (Weekend)	Collie
18 th October (Sunday)	Barbagallo
14 th November (Saturday)	Barbagallo

2021 Season

Earlier this month the WASCC has asked FCR how many rounds we would like to have in next year's Championship. We will advise WASCC that we would like the same number of rounds as this year, namely seven. Please advise the FCR Secretary if you have alternate thoughts on the number of rounds for 2021.

The invasion of the Ralt RT4

Well it's been an interesting few months for the Formula Classic category with the recent influx of several Ralt RT4's into the State . This new wave of extremely competitive cars bodes well for our group for the remainder of this season and beyond with the increased number of cars on the track and all down the pointy end of the field too hopefully.

Andrew Nielson's 1986 Ralt RT4





Herewith a couple of pictures of the 1986 Ralt RT4. The picture of the car in the container is how it currently is, as it stands in the container on its way at the moment, somewhere between NZ and Fremantle. The car has spent most of its life bouncing between Australia, America and New Zealand with the most notable drivers being David Brabham and Johnny O'Connell. Expecting the car to be here early September, so hopefully will get the last race of the season in.

Marty Bullock's Ralt RT4 Restoration Part 1

The beginning of 2020 promised much especially as I had bought a Ralt RT4 ripe for restoration. It was pretty complete but without engine and various RT4 specific engine accessories.

Tim, up the road here had a complete and re-buildable BDA so we were off and running.

Like most RT4's the bodywork was damaged, much repaired and with some 15 or so layers of paint, very heavy and misshapen. First job then strip the body paint back, repair where necessary and try and get some sort of fit to the chassis. Not easy with those large and complicated side pods.



Here above with body fitted prior to repair and paint strip.

Unless you buy a fully functioning race car (a rare beast) it is generally best to bite the bullet and strip it right down. This gives you an understanding of the car and reveals any dark and possibly dangerous secrets. So, everything off and a good scrub-down. In our case this included removal of rear bulkhead and fuel bladder. This would allow checking the condition/age of the bladder and allow removal of the roll hoop which was corroded and in poor condition.



The tub was a bit grubby so we attacked it with some degreaser and a pressure cleaner. Not our best move as we also cleaned off the anticorrosion plating around the metal brackets including the Brake Master Cylinder mounts. Lesson learnt and won't be doing that again!

I forgot to mention the numerous detailed photos taken before and during this time. A lot of water can flow under the bridge before reassembly and memories can easily fade to the point of ("where and how did this bit go"!!).

Next - Engine Re-Build and Suspension reassembly.

Bill Schipper's – Merlyn Formula Fords



The Merlyn MK 24 has had 2 outings, the last of which at the end of March proved to be a hard ride. Testing of the coil springs indicated that they may be too stiff so a new set have been manufacture and installed. The piping and hosing to the front mounted radiator have been reroute and cleaned up.

I have been lucky to assist in the engine prep of 4 FF engines and also working on 2 of my own FF engines.



I have stripped the next car a Merlyn MK 29.

I hope that the learnings of the MK 24 will help me from here on in. I plan to re-assembling the complete car MK 29 before blasting and painting the chassis. I had to phosphor bronze parts after painting the MK 24 last time, a suspension bracket was bent.

In the next few days will open up the engine from the car and see what has to be done. I have a 90% completed engine ready but would prefer to put the old engine back. Holding thumbs that the gearbox is ok. Learnt of a mod to install a seal on the input shaft so will attempt that.



The wishbone / radius rods for the MK 24 and 29 are identical but only had 1 left which was not damaged so am busy making more – again a learning curve, but getting there. Never got enough tube to do the whole job or am I making too many mistakes, so waiting for material to complete the last 3.



New body work for the MK 29 is stored in the roof, I hope I can fit it soon.



FCR Shirts

After the initial rush on the shirts we have now replenished the stock and have shirts available in all sizes from Medium to XXL. They are for sale at \$35 each, please contact the FCR Secretary if you are interested to purchase a shirt.



Lotto Syndicate

If any members are interested to form a Lotto Syndicate, please contact the FCR Secretary.

STAY SAFE

Contact details; admin@formulaclassic.com.au

