



FORMULA CLASSIC RACING

Newsletter

September 2020

Formula Classic – Round 5

A reminder that Round 5 of the 2020 Formula Classic Championship is being run at Collie over the weekend of 3rd / 4th October 2020 and that entries for the event close on 20th September 2020. The VSCCWA are running the event but I can supply the entry form if required.

Remaining Rounds for the 2020 Season

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

Championship Point Scores

For those that are unaware, the championship point scores are administered by the Competition Drivers Club (CDC) and their web site gives all the up to date point scores for CAMS, WASCC and MSW events. The link below will take you to the championship point scores.

<http://www.cdcwa.byethost22.com>

Ralt RT5 Formula Super Vee Restoration

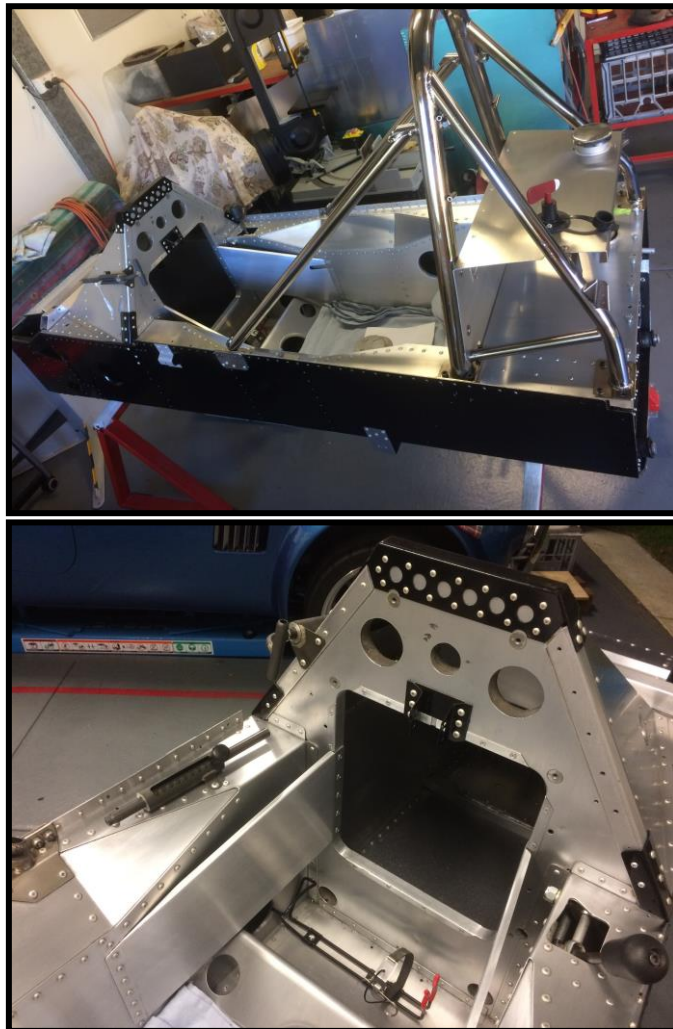
by Ricky Virago (Replica Auto Works)

This is a very brief overview of the restoration of the Jeff Andretti, Ralt RT-5 Formula Super Vee from 1985.

Being brief, the attached photos very much skim the surface of the work carried out on the car.

Tub restoration involved a lot of checking, repairs, replacing front and rear bulkheads, re-gluing split joints where required and completely re riveting the tub. The exterior of the tub was painted to reduce maintenance as it has proven to be very durable on my other car, and in my opinion looks ok.

Other work on the tub involved checking, repairing, re-plating and or painting the various steel reinforcements along with electroless nickel plating the roll bar, etc.

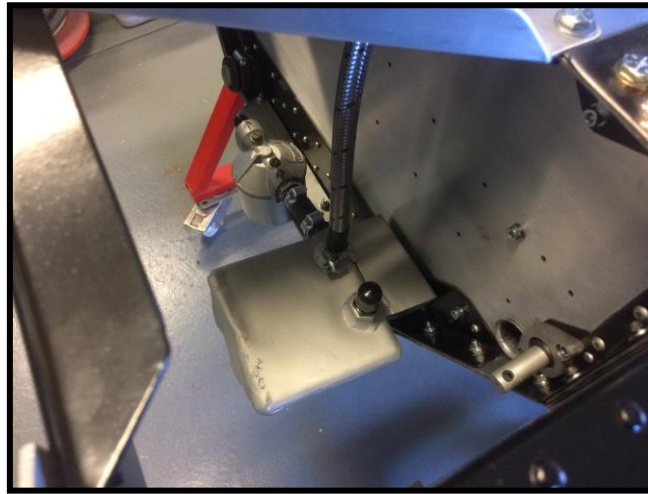


The sponsons, (engine legs) were also inspected, re glued and completely re-riveted. All hardware was either refurbished or replaced in terms of engine mount brackets, oil tank mountings, battery box, etc.



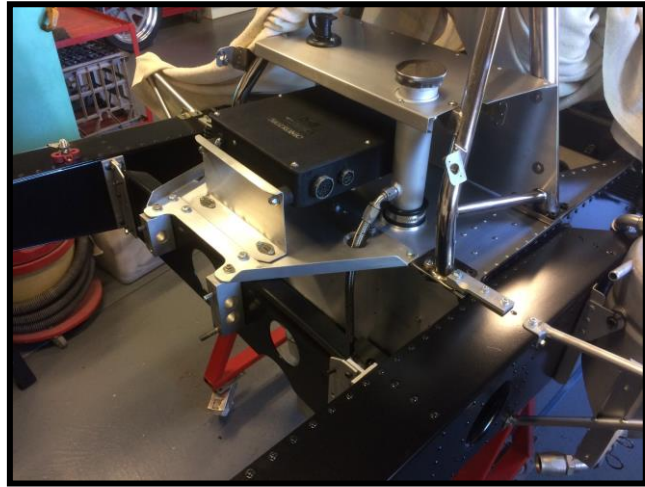
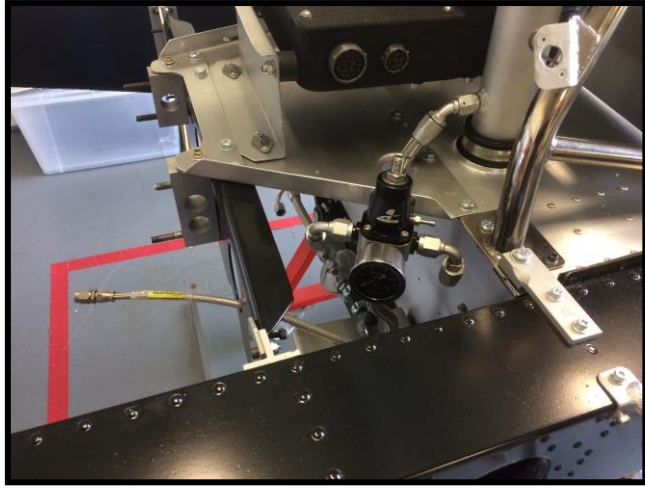
The fuel tank was opened up, cleaned out and inspected. It was then re-foamed and a proper inspection opening made. An inner clamp ring and outer seal plate sandwich the tank skin and makes for easy foam replacement and cleaning. All new fuel system parts and hoses are installed to complete the fuel system.





Some of the crap from inside the fuel tank !!

As the original aluminium engine mount plate was broken, a new one was made in steel along with a new tie plate fitted between the tub and engine plate. The fuel filler that was on the car was a cobbled together disaster which was thrown out. A new one was acquired and modified then replated. The battery isolator was also relocated to the head rest area and the Motronic box was also opened, checked, cleaned internally, and finally installed.



To complete the tub a new nose box was made to replace the beaten up original. The internal wing adjuster brackets were able to be saved and were refurbished and incorporated. A plywood skid plate was made and painted with 2K clear coat to prevent water ingress.



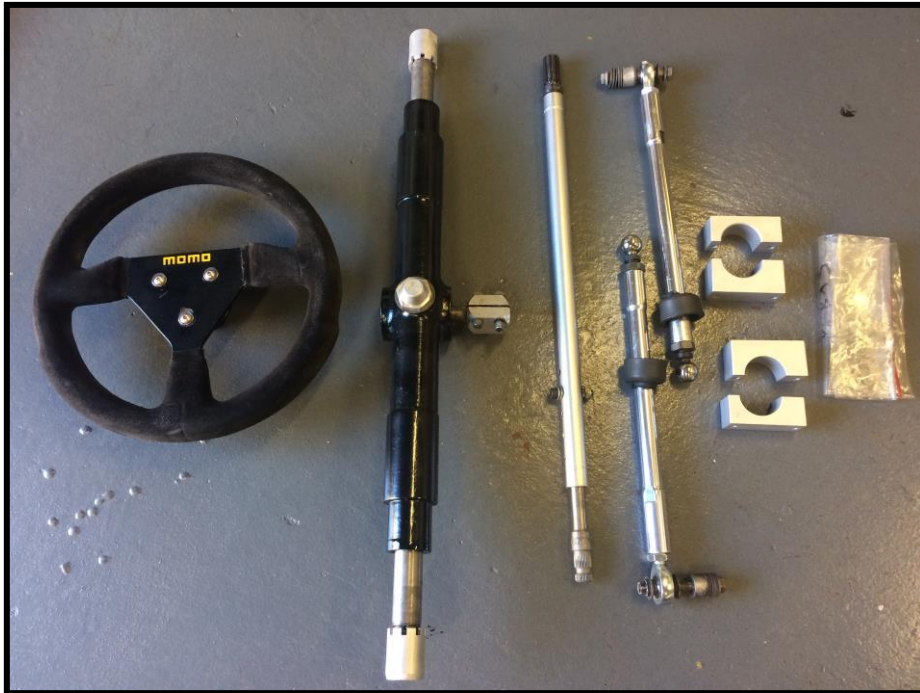
This completed the tub. Part two to follow.....

Ralt RT5 Formula Super Vee Restoration (Part 2)

by Ricky Virago (Replica Auto Works)

Part two of the restoration continues with refurbishment of most of the componentry and installation of front suspension.

Firstly, the steering rack was disassembled, cleaned and checked. Bushings were installed in the outer ends to eliminate slop between the housing and rack then and the pinion re-shimmed. Housing mounts and tie rods were cleaned up or polished and new rod ends installed. All fasteners were replaced with AN bolts throughout.

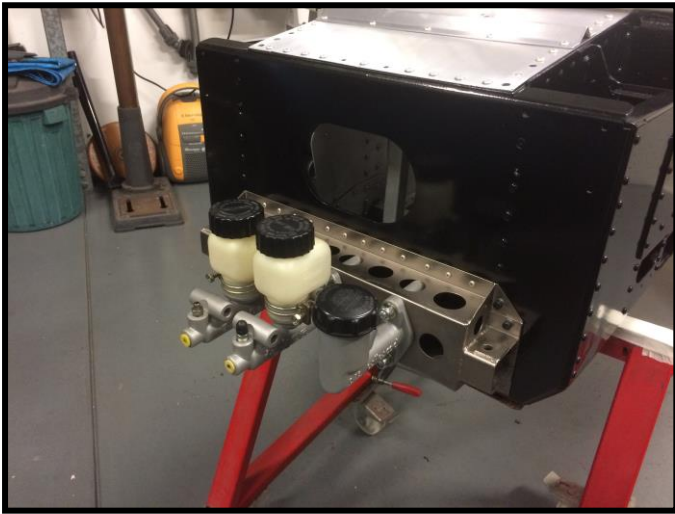
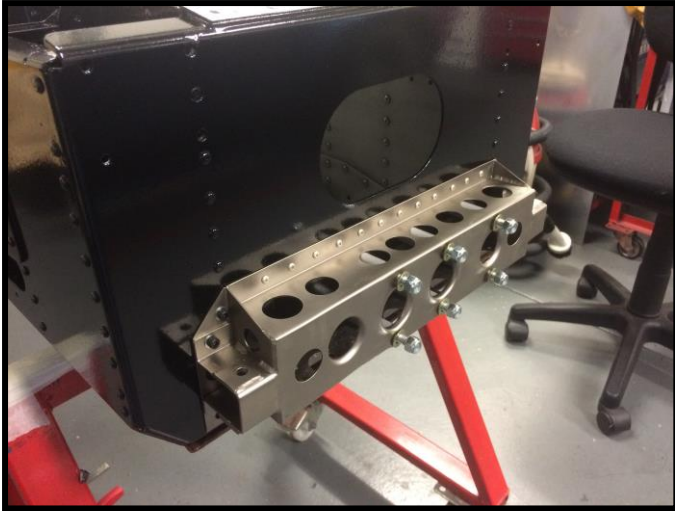


Following from this, the brake pedals and master cylinders were stripped and rebuilt with new seals, etc. The pedals were refurbished and plated.

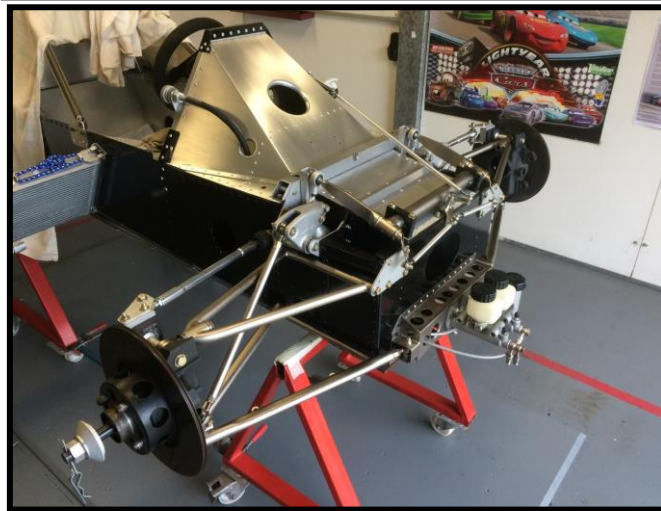
The original balance bar and adjuster were quite serviceable so they got refurbished and prepped to be installed.



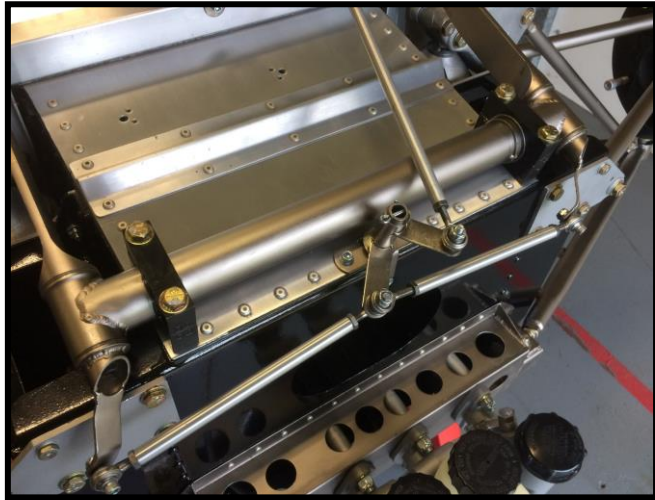
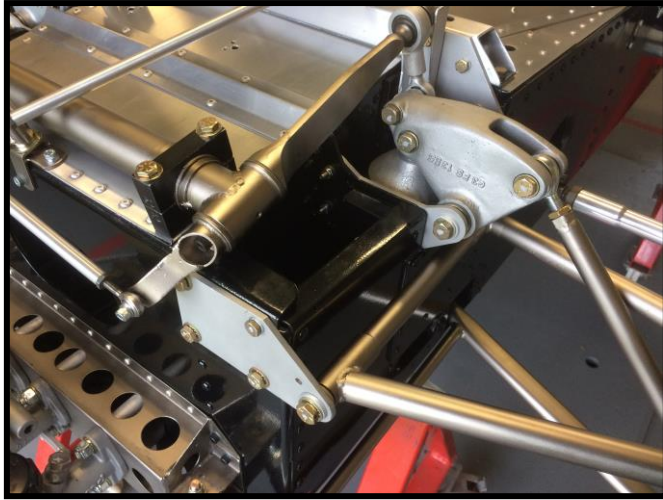
The brake parts were then installed on the tub along with the front suspension carrier.



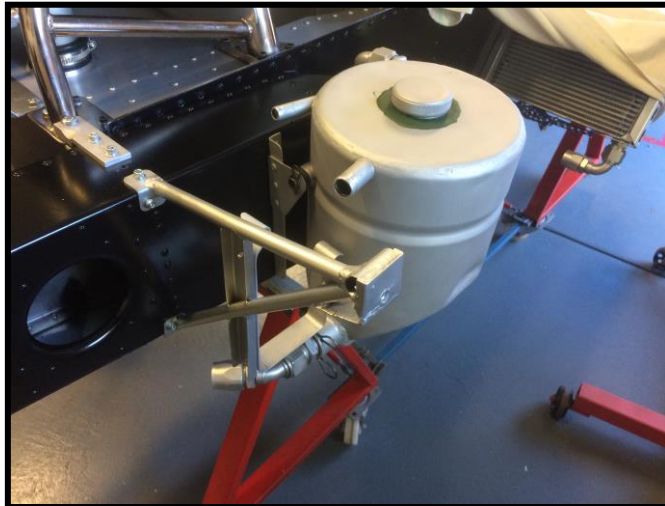
At this stage all the front suspension arms, anti roll bar, etc, were all stripped, checked, and then electroless nickel plated. The rockers and dampers were also refurbished at this time.



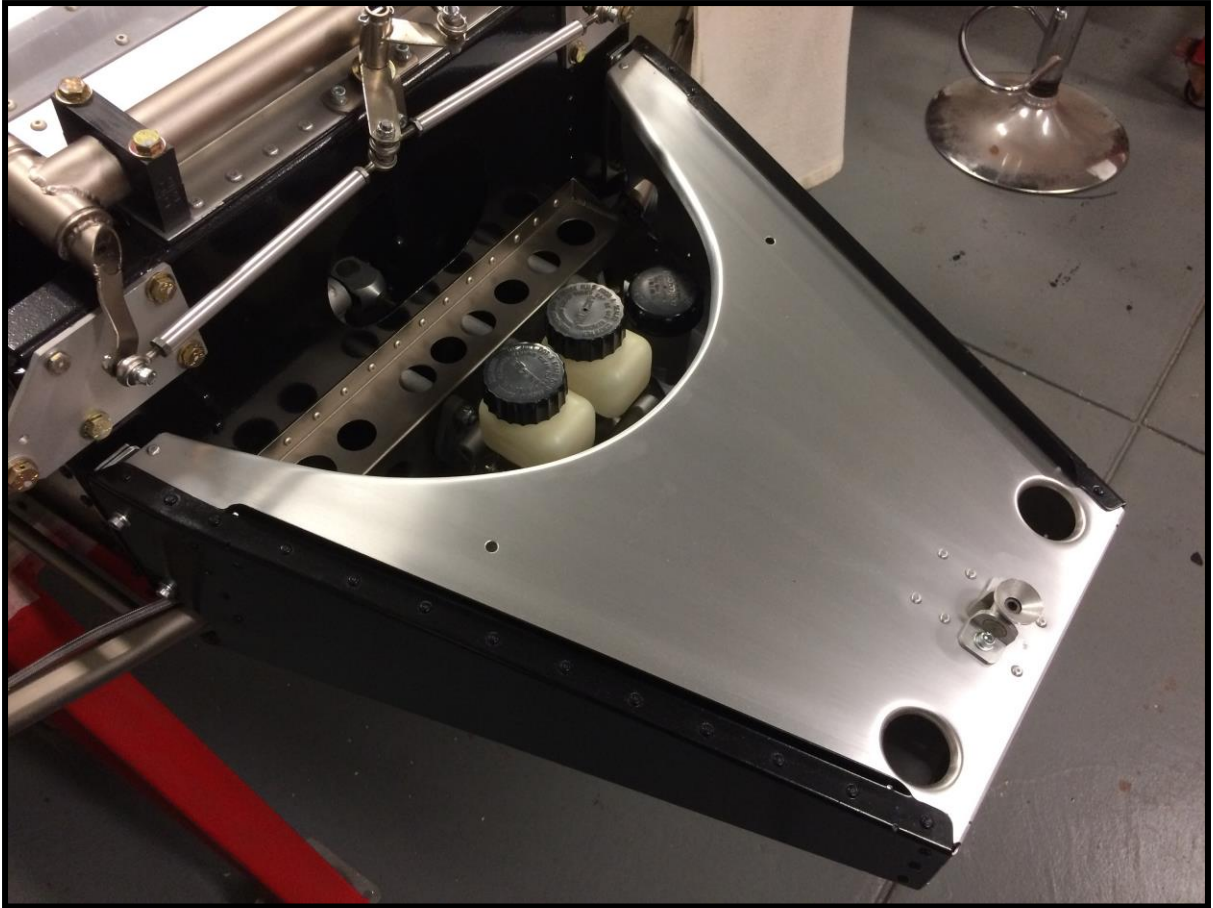
The front suspension was then assembled onto the car. Again new rod ends and new AN fasteners were installed. Brake rotors were temporarily fitted as they will be replaced later in the build due to cracking. New brake and clutch lines were also made at this stage and installed.



Oil and fuel system parts were then refurbished and the oil tank and oil cooler along with the side pod carriers installed



Finally to finish off, the nose box is installed



Part three and four to follow in next month's Newsletter

RED LINE OIL

Oil and Energy P/L are the local agents for Red Line Oil. FCR has negotiated a 10% discount for members on Red Line products and access to any technical support required for their products.

Sam Owen is the contact at Oil and Energy, his contact details are given below;

Sam Owen

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sam@rka.net.au | www.oilandenergy.com.au

20 Ambitious Link, Bibra Lake, WA, 6163

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

