



## FORMULA CLASSIC RACING

Newsletter

October 2020

### End of Season Dinner and Prize Giving, 21<sup>st</sup> November 2020

The end of season prize giving dinner will be held on Saturday 21<sup>st</sup> November 2020 at the Melville Glades Golf Club, Beasley Avenue, Leeming. Pre-dinner drinks from 6.00pm with the buffet dinner commencing at 7.00pm.

The cost is \$30 per person, wives, girlfriends, partners and friends are welcome and encouraged.

Please RSVP to FCR Secretary by 1<sup>st</sup> November 2020.

### AGM

The AGM is now being held on 21<sup>st</sup> November 2020 at the end of season dinner, the previously announced AGM date of 19<sup>th</sup> November 2020 has been cancelled.

### Remaining Rounds for the 2020 Season

1<sup>st</sup> November (Sunday)                      Barbagallo

14<sup>th</sup> 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, WASC and MSW events. The link below will take you to the championship point scores.

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

### Ron Tauranac

Following on from the FCR Newsflash in September with the sad news of the passing of Ron Tauranac, below is a link to his memorial service that was held in Queensland.

*The link for viewing the service is: <https://www.FuneralVideo.com.au/RonTauranac> You can either watch it live (10:30 am 23rd September, QLD time) or it will be available to watch from 30 minutes after the end of the service for 6 months.*

### Avon Race Tyres

If anyone is interested in buying some new Avon race tyres from England, Dick Ward of Go-Gear will be placing an order later this year.

Buy Avon tyres direct from the UK, ensures the rubber is fresh and in optimum condition for racing.

Please contact Dick directly at Go-Gear;

Tel: 9443 4400

Email: [dick@gogear.com.au](mailto:dick@gogear.com.au)

## Ralt RT5 Formula Super Vee Restoration (Part 3)

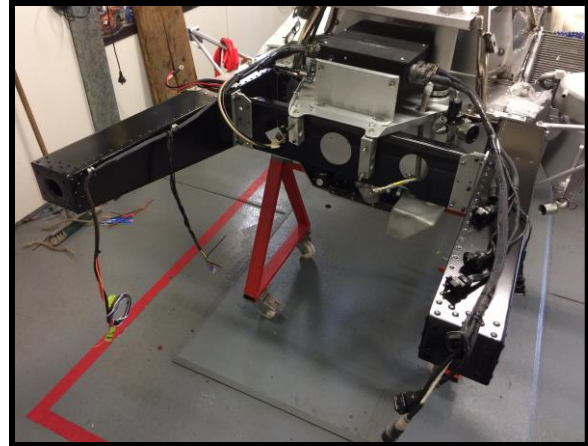
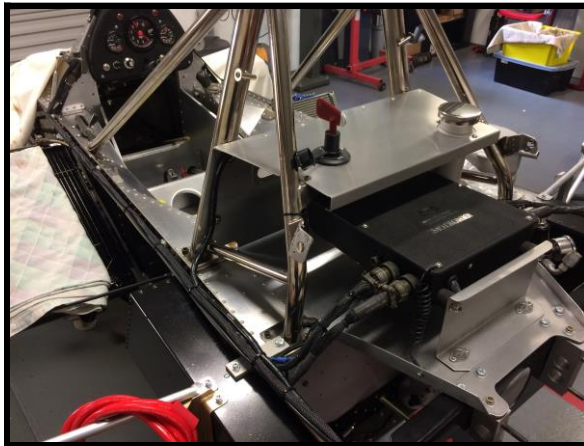
by Ricky Virago (Replica Auto Works)

Part three of the restoration continues with wiring and rear end assembly.

As the dash on the car was just a flat piece of aluminium plate and not a proper "Ralt" style moulding, a mould was created and a new dash made from fibreglass. This was coated in a wrinkle finish and the gauges / switches installed.



A new wiring loom was then made and run to the rear of the tub in readiness for engine install.

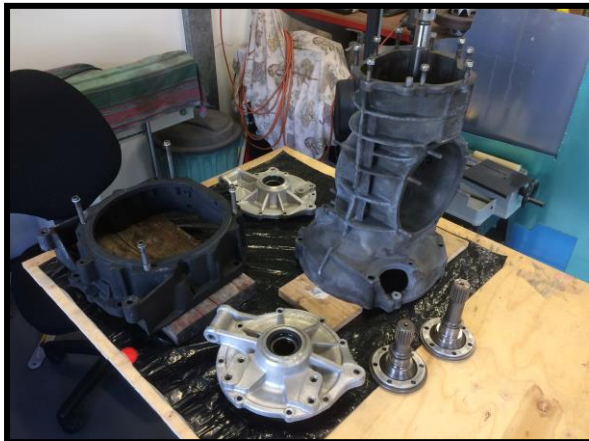


Whilst working on the wiring, the looms for the Motronic box were also inspected, and refurbished before installation.

The rear end was next for some attention. Firstly, the tea tray to which the lower rear control arms and gearbox attach was well worn. The original fabricated and milled parts were sound and just needed refinishing. The aluminium sandwich tea tray was then re-created and final reassembled.



The gearbox itself was then completely disassembled. The casings were degreased and checked thoroughly after which they were etched and painted. The paint used has proven really durable in the past and totally seals the magnesium against corrosion.



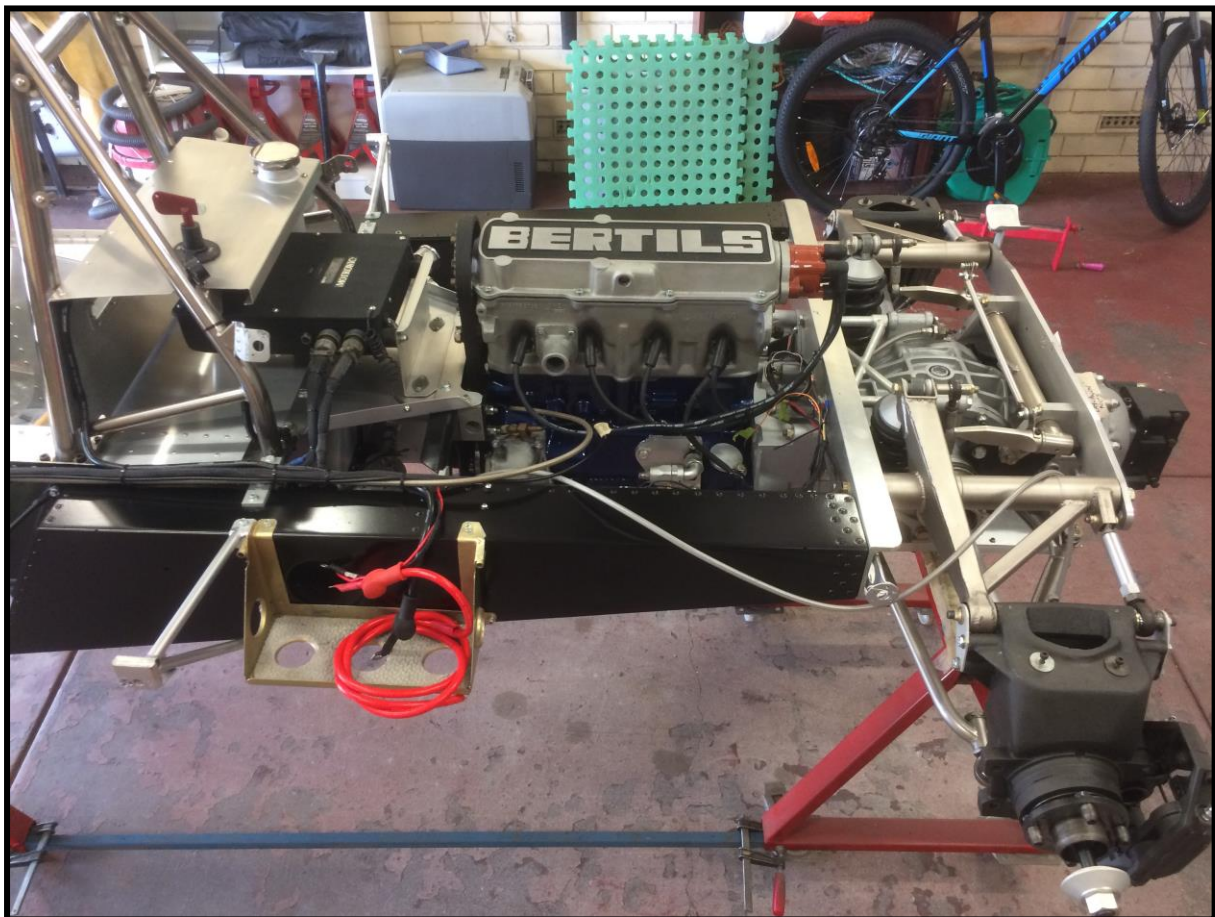
After this, all bearings, dogs, and internals of the gearbox were checked carefully and replaced where needed prior to reassembly. All rear suspension was refurbished similarly to the front and assembled.



A new engine was required to be built. Unfortunately the original suffered some internal problems, most likely originating from a bent crank shaft.



Finally after the fitting of a new clutch and release bearing, the engine, gearbox and tub reunite as one.



## Ralt RT5 Formula Super Vee Restoration (Part 4)

by Ricky Virago (Replica Auto Works)

Part four of the restoration centres on body restoration and painting.

The body was an unfortunate mess. There were many fracture's, it was deformed, miss-fitting and generally quite tired. Repairs and painting as you would imagine consumed a huge amount of work to get the desired result.

The first process was to remove the paint back to gel coat using a combination of paint stripper and heat gun / scraper. This managed to get the job done along with removing the mountain of filler used to make the panels look like they were true.



The bag above contains what was removed from this one side pod and still have not even reached the gel coat. The anti-intrusion panels in both side pods were delaminated so both were removed, replacements were made and laminated into place. Repairs were also made where the skirts are attached as the body had completely split down their length in this area.

The venturi tunnels were also for some reason cut well short of attaching to the belly pan and as such were extended whilst making all other repairs. In some places the body had to be cut re-jigged to shape and re laminated.



The engine cover and snorkel were in reasonable shape. After stripping, the fractures were repaired from both sides of the panels. Unfortunately, a cut out was made in the engine cover for the fuel rail which left it exposed and the panel very flexible causing yet more fractures. The engine cover was modified by grafting a section into the panel which stiffens the panel, covers the fuel rail and is now how the RT5 engine covers are supposed to be shaped.



The original oil tank cover was a random piece from some other car. It served its purpose but wasn't right so I made a mould from my other RT5 and made a replacement. As the battery isolator was also relocated into the head rest area, the right hand roll bar fairing was modified to remove the isolator pull ring recess and re-flushed to suit.



Above, shows the isolator relocation into the head rest and the rear brake ducts repaired and finished in the first high build primer.

## Ralt RT5 Formula Super Vee Restoration (Part 5)

by Ricky Virago (Replica Auto Works)

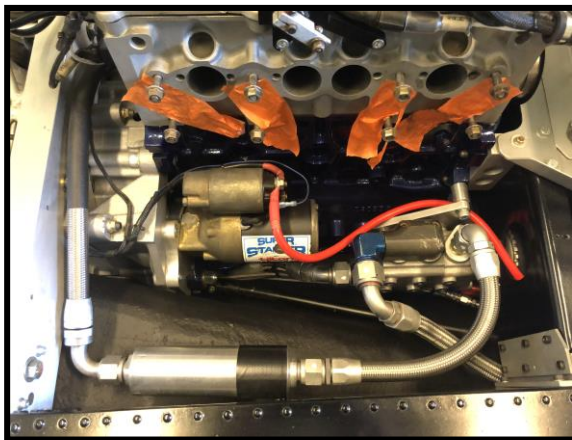
Part five of the restoration completes the project.

Completion is probably just as consuming as anything else. It is lovely to bolt on all the nice new and refurbished bits, however it's the details and the thousand five minute jobs that stack up to stretch out completion, such as,

Terminating wiring the wiring loom in a serviceable way but being as neat as possible,  
Completing hose and plumbing connections for oil, coolant and hydraulic systems,  
Repairing wings and respective mountings,  
Making body securing and aligning fittings,  
Applying the replica livery,  
Making an exhaust system,  
Splitting refurbishing and reassembling wheels,  
Wheel aligning,  
Commissioning and testing, etc.

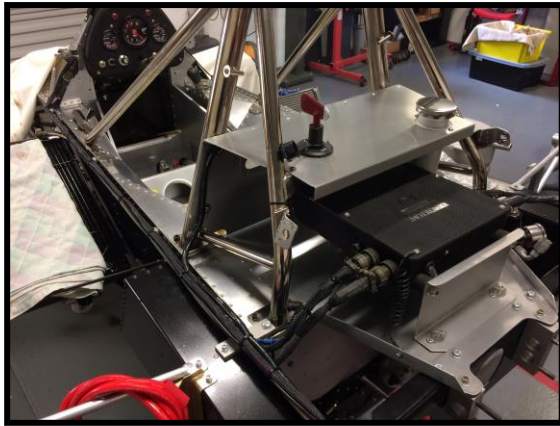


Refurbished brake callipers and rotor hats. New brake pads and new custom rotors at each corner (to replace original cracked rotors)



Oil system plumbing from pump out to filter, tank and pressure to engine and injection system restored





Electrical installation completed



Plumbing and electrical ready for commissioning



Exhaust fabricating in progress and completed with ceramic coating.



Body work completed including replicating the original 1985 "Electrolux" livery.



The end of restoration can only mean one thing.  
TIME TO ENJOY SOME TRACK TIME.....

## 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**

08 9434 0900 | 0452 224 996

[sam@rka.net.au](mailto:sam@rka.net.au) | [www.oilandenergy.com.au](http://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.

## **Chairman's Chatter - Collie Coalfields 500**

No doubt Brian will have a race report for this most excellent event but I thought it also deserved a small contribution on my part to describe what a great weekend this is.

Situated some 2 + hours away this event, I think, takes on a mantle of a combined weekend away, old fashioned field trip with the added bonus of some good racing on an excellent circuit. Many come down on the Friday making it a long weekend and this is rewarded by a relaxed first day of extremely well priced track use.

Some choose to stay in some very good and reasonably priced accommodation in Collie and many others pack the tent, dig out the RV or camper trailer, sleep in the back of a van or in a swag on the back of a ute. Either way it is a cracking weekend and its popularity is obvious with the camping area at the motorplex chockers with Officials, racers and families. The Pubs in town fill with dinner bookings and the town has a great Buzz. At night at the track, the camping area is full of activity with camp fires alight and people sitting around eating drinking and swapping stories.

For me this is very reminiscent of the events we attend in UK and Europe where the paddock becomes a small town of resident participants during the weekend and a hive of social interaction. I mustn't be the only person who loves this weekend experience as the VSCC were rewarded with excellent entry numbers. We managed 13 which is very good given some of our regulars were out for one reason or another. Total entries were nearly 140. The entry fee is very reasonable for what amounts to a 3 day event. Camp site facilities though basic are at a very small nominal fee and more than adequate for a weekend.

All in all then a very pleasant if slightly chilly (ha ha) weekend much in the vein of how it would have been back in the days when some of our cars would have originally competed and certainly how some of the iconic historical events are run now in UK, Europe and USA.

I for one would be very happy to have more of this type of event on our calendar.

It only remains to thank the Collie Motorplex for providing the facilities, VSCC for promoting and running the event and, of course, all the officials who work very hard on the day.

Cheers

Marty

**STAY SAFE**

Contact details; [admin@formulaclassic.com.au](mailto:admin@formulaclassic.com.au)

