



FORMULA CLASSIC RACING

Newsletter

20th September 2023

BOB CREASY MEMORIAL CUP

The last race meeting this year at Wanneroo Raceway on Sunday 29th October will be the inaugural running of the Bob Creasy Memorial Cup.

In recognition of the great contribution Bob made to single seater racing in WA, to Formula Classic Racing and to the WASCC, please make every effort to enter this event in support of his memory.

Further information on this event will follow.

SAVE THIS DATE

The annual FCR prize giving dinner will be held on Saturday 18th November at the Mount Henry Tavern, Como. All members, family and friends of FCR are welcome.

Please advise if you will be attending to assist with planning numbers.

2024 FIRE EXTINGUISHER REQUIREMENTS (reminder)

For next season and beyond Motorsport Australia are mandating the fitment of fire extinguishers for all circuit race cars.

For National Level Events or Series a plumbed in system will be required, for State Level Events or below a 1kg hand held fire extinguisher will be acceptable.

See the Motorsport Australia Technical Appendix schedule H, articles 1.1 and 1.2 for further details.

STANDING vs ROLLING STARTS

Following the start line incident at last weekend's event, John Hurney has penned the following note for member's consideration and discussion. Please forward any views or comment on this matter to me.

1. Current Situation

Since the inception of F Classic/Free Formula almost all race starts have been the "conventional" 2x 2 grid with standing start. The major incident of Sept 16th has almost occurred on several other occasions in this category at WASCC events, the trigger either being a simple engine stall or broken drive train component. Some years ago the category did briefly use rolling starts but did not carry on with the experiment, partly at least because several leading competitors preferred standing starts.

2. Opinion from John Hurney

I firmly believe the category was extremely lucky that there were no significant injuries in the last incident and, simply, that any repeat occurrence has real potential for competitors to receive life changing injuries or worse. I say this because most of our cars offer little or no protection to the driver's lower torso in the event of a nose/tail impact, let alone the possibility of being hit by flying debris such as detached wheels or one car's wheel climbing over another causing a roll over. The risk potential has obviously been increased significantly since the construction of the infield pit wall.

3. Why do these incidents happen in our category?

It is just the age of the cars and their components. In period drive shafts, CVs etc. were replaced on a regular basis and/or X rayed and crack tested. At our level this rarely happens, if ever.

4. What happens elsewhere?

The last time I watched an FIA Historic F1 Championship race (3 litre DFV era cars) at Spa a rolling start was used. And a year or 2 before that at Monaco I witnessed 2 attempts at a grid start for the same cars which was ultimately changed to a "Safety Car" single file start after the first start was aborted following a destructive 2 car crash before the start line and the second attempt aborted due to 2 cars stalling on the grid. I assume that this series mainly uses rolling starts now, as do a number of other high powered Historic categories around the world.

In Australia major contemporary GT races are rolling starts as well as the Touring Car Masters category. World-wide all IMSA Sports Car, all Indy Car, all Nascar, the Le Mans 24hr, WEC, Nurburgring 24 hr, Spa 24 hr etc. etc. use rolling starts.

5. What Happens at WASCC events?

At WASCC events all Radical and GT/Sports Sedan/TA2 races feature rolling starts.

6. The Start Procedure Options

- i) Stick with the current system and its inherent risks.
- ii) Use the current 2 x 2 Rolling Start procedures specified by Motorsport Australia Standing regs 5.5.3
- iii) Modify the current standing start system by using **double** grid spacing ie leaving every second row empty
- iv) Seek permission to vary Standing regs 5.5.3 by starting in **single** file, as happens with time challenge/regularity

7. Random Points to consider

For any rolling start the field must cease weaving and be properly lined up by the approach to T7.

Using double spacing for a standing start could mean the backmarkers would start in the vicinity of T7

For a Rolling Start significant discipline is required from all parties to leave some space between all cars to avoid incidents in T1

Again, at a Rolling Start, the front row cars are duty bound to maintain the speed set by the Safety car (75 – 80 kph) and **not back up the field to attempt to gain an advantage when the start is called As a group we should be highly critical of any competitor not maintain the set speed prior to the start.**

Whatever system is settled on would have to be used at both venues for consistency

FCR 2022 SHIRTS

The latest FCR shirts are available for sale at \$35 each. The shirt is made from lightweight breathable polyester material and available in a range of sizes from Medium to XX Large.

Please contact Brian Searles (0438 160 435) if you wish to buy one.

2023 CHAMPIONSHIP ROUNDS

1	Wanneroo	Sunday 5 th March
2	Collie	25 th – 26 th March
3	Wanneroo	Saturday 15 th April
4	Collie	Sunday 14 th May
5	Wanneroo	Saturday 10 th June
6	Wanneroo	Saturday 1 st - July
7	Collie	Sunday 20 th August
8	Wanneroo	Saturday 16 th September
9	Collie	30 th Sept – 1 st October
10	Wanneroo	Sunday 29 th October

A reminder that the next round, round 9 is at Collie over the weekend Saturday 30th September / Sunday 1st October. Entries for the event are officially closed but you may be able to get a late entry if you contact Glenn Swarbrick at the VSCCWA.

STAY SAFE

Contact details; admin@formulaclassic.com.au

