

CLASSIC CLUBMANS - STANDING COMMITTEE MEETING

SILVERSTONE 16TH.Mat 2009-05-19

In attendance:

David Childs
Ian Mitchell
Steve Campbell
Bob Yarwood
Cliff Robertson
Dave Facer

The meeting was called, specifically to discuss two items:

1: Cam Followers

There has been a very high failure rate for Cam Followers, predominantly in A-Sport engines, but also to a lesser degree, in Formula Ford engines this year. These failures have led to significant engine damage, preventing several leading competitors from racing.

It is believed, that the failure rate has been caused by one or two things:

- The material of the new followers is not of the same quality as earlier followers.
- The followers being supplied for Formula Ford are actually followers from the 1.3 HCS engine, which is the Valencia manufactured engine for the Ka. These followers have a different face radius from earlier followers from the Crossflow engines previously manufactured at Dagenham and appear not to be compatible with existing camshafts.

Different engine builders have seen different failure rates and they each have different solutions to the problem. The advice is as follows:

- Avoid using the new Valencia engine cam followers if at all possible. If you have old followers, then have these refaced by an engine build expert, who knows the correct radius.
- Always be extremely careful when first starting and running an engine with new camshaft/followers. Use an appropriate lubricant during the build stage (ie. A camshaft grease) and run up the engine very gently.
- Both of the leading engine builders in A-Sport (Connaught and Philspeed) have solutions to the problem and Bob Yarwood is a source of cam followers from an alternative supplier, which have proved durable in engines, both in the UK and the US.

2. Extending the cut off date for cars eligible for Classic Clubmans

This is in response to a question raised at the Register AGM back in February 2009, regarding extending the cut off date for eligible cars. Currently, only cars built and raced prior to the end of 1980 are eligible to run in Classes A and B in Classic Clubmans.

The view, unanimously held by the committee members, is that the current cut off date should not be altered, for the following reasons:

- There are numerous cars available for Classic Clubmans. Although current numbers are lower than hoped, this is predominantly due to the current financial situation, rather than a shortage of cars. There are many cars out there, ready or almost ready to race and new people are coming in, primarily because they like the current status of the formula.
- It is generally felt that the current cut off date allows many cars of different makes (and marques) to be competitive. With particular regard to Mallocks, the Mk.16 had an extremely competitive weekend at Silverstone and this will encourage people with even earlier cars (ie. Mk.11 and Mk.14) to join or rejoin the fray. If later cars are allowed in, many of these earlier cars will lose their competitiveness, the grids will suffer and we will lose the spirit that the formula now has.

It was appreciated however, that there are early Vauxhall engined cars out there, with no specific Clubmans championship to race in. The potential to add an additional Vauxhall engined class will be considered at some stage in the future.

Before the meeting closed, it was mentioned that Ray Harper has resigned his position on the committee, citing personal reasons not connected with the sport. Ray was given a vote of thanks for his efforts. His experience will be missed. It was agreed not to replace Ray at this stage. Other members may be co-opted onto the committee if required.