

# The process of selecting a new tyre for Historic Formula Ford in Australia

Following the acceptance by the Australian Historic Motorsport Commission of the Avon ACB 9 (A29, hard compound) tyre for use in Australian Historic Formula Ford competition, we would like to outline the process that has led us to this recommendation of this tyre.

The FFA has undertaken tyre testing for over 45 years. The FFA tyre testing and selection process, which CAMS endorses, follows a proven, fair and unbiased system.

## The historic tyre selection criteria

The criteria used for evaluating the historic tyres are (in no particular order):

- Durability of tyre.
- Cost of tyre.
- Aesthetics suitable for the period.
- Availability.
- Track side service.
- Performance between new and buffed tyres.
- Tread wear rate.
- Continuity of grip levels over the life of the tyres.
- Performance in wet and dry conditions.

Tyre suppliers that had suitable tyres for Historic Formula Ford use were directly approached by the FFA and invited to tender for the right to be the control tyre for Historic Formula Ford.

Three tyre suppliers agreed to tender, each provided with the guidelines for the tyres and requirements to service our competitors.

Each supplier supplied two sets of tyres one of which was buffed at the FFA's expense.

The tyres tested were Dunlop CR82, Avon ACB9 (A29, hard compound) and Hoosier.

The testing was undertaken at three different tracks, Winton, Phillip Island and Sydney Motorsport Park (Gardner circuit), and involved 5 different cars and 6 different drivers. Only eligible Historic Formula Ford cars were used.

Drivers selected were all experienced drivers that have recent podium finishes in historic or state Kent racing. For the sake of fairness, and to protect the drivers involved, we will be keeping their names confidential.

The test was conducted in a controlled manner. Each test session involved specific evaluations. The first session was done on existing tyres that were on the car to set a baseline. Subsequent sessions involved rotation of the new tyres for evaluation by all drivers.

After each session, drivers were provided an evaluation form, a form that has been used by the FFA for many years. Included in this document is a copy of the evaluation form. Drivers completed the evaluation forms and submitted them to the tyre test coordinator.

After the completion of the tyre testing at the three tracks being completed, the Tyre Test Coordinator collated all the evaluation forms and prepared a summary report for the selection panel to make a decision in accordance with the selection criteria.

The 6 person selection panel represented a cross section of Historic Formula Ford. A broad range of selectors was chosen that represents the cross section of the Historic racing demographic to ensure fairness. The names of the selectors will remain confidential to protect the parties involved. The Tyre Test Coordinator was not included in the selection panel and had no voting rights or influence.

The 6 selectors were not told the brand of tyres involved in the test. They were referred to as Tyre 1, 2 and 3 so that their decision was not based on personal brand preference but the criteria in which governed the selection of a suitable tyre.

The Tyre Test Coordinator sent the summary tyre report to each selector who independently reviewed the results and made their independent recommendation.

## **The Results**

Five out of the six selectors chose Tyre 2 as the preference. This tyre was the AVON ACB9 (A29, Hard compound) tyre.

The Tyre Test Coordinator wrote to the Australian Historic Motorsport Commission advising them of the results of the tyre test, outlining the tyre test process and the recommendation that Historic Formula Ford should use the selected tyre.

The Australian Historic Motorsport Commission evaluated the information. The Tyre Test Coordinator met with them to answer questions and share tyre test information as required.

The Commission discussed the submission and accepted the Formula Ford Associations recommendation.

## **Testing timeframe**

The tyre evaluation process began in July 2017. The first test was conducted on the 24 August and the final test was on the 15 September.

The FFA submitted the recommendation to CAMS on the 9 October.

A decision was sought promptly by the FFA ensure supply of the tyre for the 2018 racing year.

## **Eligibility**

The AVON ACB9 (A29) tyre will be the control tyre for all Historic Formula Ford racing from the 1 January 2018.

Existing Dunlop and Avon ACB9 (A25, medium compound) tyres will be eligible for use until the 30 June 2018. No brand new Dunlop or AVON ACB9 (A25, medium compound) tyres purchased on or after the 1 January 2018 are eligible for use. This will allow competitors to utilise existing tyres until 30 June 2018.

## **Why the Avon ACB9 (A29, hard compound)**

The chosen AVON tyre is not the same as the current AVON allowable tyre. The current 2017 tyre is a medium compound tyre where as the 2018 tyre is the hard compound.

The testing showed that the AVON tyre was more consistent in the wet and dry, did not respond to buffing.

Though not the cheapest tyre tested, the durability of the AVON tyre made it the best value investment for competitors. The cheaper tyres did not perform as consistently as the AVON ACB9 (A29), which would result in more tyres needing to be purchased by the average competitor, therefore increasing the costs of participation. Furthermore, the cheaper tyre performance degraded at a faster rate, further reducing the value for money.

Buffing performance was a critical evaluation criteria as an unfair advantage can be gained and it is very hard for track officials to monitor.

The AVON did not offer a performance gain when buffed compared to other tyres tested.

In general, the AVON tyre outperformed the other tyres tested in all areas.

## **The Tyre Cost**

The price of the AVON ACB9, A29 will be fixed for 12 months at \$1,290 inc GST, including fitting and balancing.

## **Availability**

The ACB9, A29 tyre will be available for purchase post 1 January 2018 from AVON agents in Australia.

See below for agent details:

GORDON LEVEN MOTORSPORT TYRES

6/133 RUSSELL ST

EMU PLAINS NSW 2750

[GLEVEN@BIGPOND.NET.AU](mailto:GLEVEN@BIGPOND.NET.AU)

0247358734

STUCKEY TYRES

828 SYDNEY RD

BRUNSWICK VIC 3056

[SALES@STUCKEY.COM.AU](mailto:SALES@STUCKEY.COM.AU)

0393865331

KOSTERA TYRE SERVICE

7 MEAD ST

KALAMUNDA WA 6076

[STUART@KOSTERA.COM.AU](mailto:STUART@KOSTERA.COM.AU)

0892931529

ALBION MOTORSPORT

4-6 DIXON ST

STRATHPINE QLD 4500

[ALBIONMOTORSPORT@BIGPOND.COM](mailto:ALBIONMOTORSPORT@BIGPOND.COM)

0732057500

NORTH TERRACE TYRES

55 NORTH TERRACE

HACKNEY SA 5069

[ANGELA@NTTGROUP.COM.AU](mailto:ANGELA@NTTGROUP.COM.AU)

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Therefore, any technical regulations pertaining to Historic Formula Ford can only be considered by CAMS if they come through the Formula Ford Association and not any other car club.

CAMS have been very pleased in which the manner of the test and evaluation has been conducted and appreciate the professionalism of Phil Marrinon as the Tyre Test Coordinator.

The FFA committee would like to thank Phil for leading this task in a professional and well thought out manner in accordance with the expectations of all stakeholders. Phil volunteered to undertake the role on behalf of the committee and the committee unanimously endorsed his undertaking utilising the experience he had from the recent Formula Ford and Formula Ford 1600 tyre selection process.

The FFA would like to thank all test drivers, selectors, car owners and their helpers for their willing support and the helpful guidance of Michael Borland in regard to the tyre testing process.

We'd like to thank Gordon Leven Motorsport and AVON, strong supporters of Formula Ford for many years, and look forward to a long relationship.

**Regards,**

**FFA Administration**

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