

inner

Formula Ford and I'm  
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r and so it wasn't just

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y. You soon find out  
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d Festival was always  
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- and I'm glad he was

S

l officer

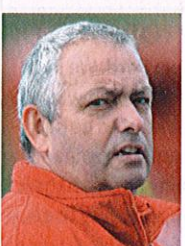
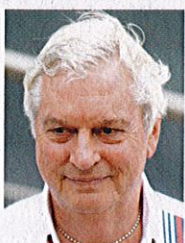
onal race, my design  
nd and third. I thought,  
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DL15 and the DL17  
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29.

I were in the same class  
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d to be a racing driver,  
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HEY

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## TOP FORMULA FORD WINNERS

The winners of the major national series in Britain using Kent engines (1968-92), Zetec (1993-2005), Duratec (2006-11) and EcoBoost (2012 to date). Only final wins from the major national championships are included (ie heats are not counted).

POS	DRIVER	CAR	WINS
1	Jim Walsh	Hawke DL12/Royale RP21/RP24/RP26	32
2	Dan Cammish	Mygale M13-SJ	26
3=	Dave Coyne	Royale RP26/Van Diemen RF81/RF84/Swift FB4/FB89	25
3=	Derek Higgins	Ray 86F/Van Diemen RF87/RF88	25
5	Rick Morris	Hawke DL15/Royale RP26/RP29/RP31M	24
6=	Kenny Acheson	Royale RP24	21
6=	Andrew Gilbert-Scott	Van Diemen RF79/RF81/Reynard 82FF/Lola T642E	21
6=	Derek Lawrence	Titan Mk6/Dulon LD9/MP15	21
9	Scott Malvern	Ray GR10/Mygale SJ11	20
10=	Mark Blundell	Lola T644E/Van Diemen RF84/RF85	19
10=	David Coulthard	Van Diemen RF89	19
10=	Jason Elliott	Van Diemen RF85/RF86	19
13	Geoff Lees	Royale RP16/RP21	18
14=	Warren Hughes	Van Diemen RF90	17
14=	Russell Ingall	Van Diemen RF91/RF93	17
16=	Don MacLeod	Lotus 69F/Merlyn Mk11A/Van Diemen FA73/RF77	16
16=	Richard Morgan	Lotus 61/Ray 73F/Royale RP16/Crossle 25F	16
16=	Mark Peters	Lola T540E/Van Diemen RF83/RF84	16
16=	Tim Schenken	Merlyn Mk11	16
20=	David McClelland	Crossle 30F/Van Diemen RF78	15
20=	Paul Warwick	Van Diemen RF86	15
22=	Jonathan Bancroft	Van Diemen RF84/RF85/Reynard 84FF	14
22=	Eddie Irvine	Van Diemen RF87	14
22=	Jayde Kruger	Mygale M12-SJ	14
22=	Callum MacLeod	Mygale SJ07	14
22=	Enrique Mansilla	Van Diemen RF80/RF81	14
27=	Wayne Boyd	Mygale SJ08	13
27=	Kenny Gray	Van Diemen RF75/Royale RP21	13
27=	Niko Palhares	Van Diemen RF88/RF89	13
27=	John Pratt	Lola T642E/Reynard 84FF	13
27=	Colin Vandervell	Merlyn Mk11A/Mk11A/17	13
27=	Trevor van Rooyen	Royale RP24	13
33=	Robert Arnott	Merlyn Mk20A/Mk24	12
33=	Kelvin Burt	Van Diemen RF88/RF89	12
33=	Terry Gray	Royale RP24/Van Diemen RF79	12
33=	Mauricio Gugelmin	Van Diemen RF82	12
33=	Kurt Luby	Ray 86F/Van Diemen RF88	12
33=	Roberto Moreno	Royale RP26/Van Diemen RF80	12
33=	Scott Pye	Mygale SJ10	12
33=	John Village	Royale RP26/RP29/RP36/Van Diemen RF85/RF86	12
41=	Julian Bailey	Lola T540E/T640E/Van Diemen RF81	11
41=	Tommy Byrne	Van Diemen RF80	11
41=	Jonny Kane	Van Diemen RF91/Swift SC94F	11
41=	David Leslie	Royale RP24	11
41=	Eric Lichtenstein	Mygale M12-SJ	11
41=	Valle Makela	Van Diemen RF03	11
41=	Nigel Mansell	Hawke DL11/Crossle 25F/32F	11
41=	David Sears	Royale RP26	11
41=	Ayrton Senna da Silva	Van Diemen RF81	11
41=	Ian Taylor	Dulon LD9	11
41=	Derek Warwick	Hawke DL15	11

# The champions

Compiled by **Marcus Simmons**

The champions of the major national series in Britain using Kent engines (1968-92), Zetec (1993-2005), Duratec (2006-11) and EcoBoost (2012 to date).

## RAC/BRITISH FORMULA FORD

YEAR	DRIVER	CAR
1976	David Kennedy	Crossle 30F
1977	Trevor van Rooyen	Royale RP24
1978	Kenny Acheson	Royale RP24
1979	David Sears	Royale RP26
1980	Tommy Byrne	Van Diemen RF80
1981	Ayrton Senna da Silva	Van Diemen RF81
1982	Mauricio Gugelmin	Van Diemen RF82
1983	Andrew Gilbert-Scott	Lola T642E
1984	Dave Coyne	Van Diemen RF84
1985	Bertrand Gachot	Van Diemen RF85
1986	Jason Elliott	Van Diemen RF86
1987	Eddie Irvine	Van Diemen RF87
1988	Derek Higgins	Van Diemen RF88
1989	Bernard Dolan	Reynard 89FF
1990	Michael Vergers	Van Diemen RF90
1991	Marc Goossens	Van Diemen RF91
1992	Jamie Spence	Swift SC92F
1993	Russell Ingall	Van Diemen RF93
1994	Jason Watt	Vector TF94
1995	Bas Leinders	Swift SC95Z
1996	Kristian Kolby	Van Diemen RF96
1997	Jacky van der Ende	Van Diemen RF97
1998	Jenson Button	Mygale SJ98
1999	Nicolas Kiesa	Mygale SJ99
2000	James Courtney	Van Diemen RF00
2001	Robert Dahlgren	Van Diemen RF01
2002	Westley Barber	Van Diemen RF02
2003	Tom Kimber-Smith	Van Diemen RF03
2004	Valle Makela	Van Diemen RF03
2005	Charlie Donnelly	Mygale SJ04
2006	Nathan Freke	Mygale SJ06
2007	Callum MacLeod	Mygale SJ07
2008	Wayne Boyd	Mygale SJ08
2009	James Cole	Mygale SJ09
2010	Scott Pye	Mygale SJ10
2011	Scott Malvern	Mygale SJ11
2012	Antti Buri	Mygale M12-SJ
2013	Dan Cammish	Mygale M13-SJ
2014	Jayde Kruger	Mygale M12-SJ

## MSA FORMULA/BRITISH FORMULA 4

YEAR	DRIVER	CAR
2015	Lando Norris	Mygale M14-F4
2016	Max Fewtrell	Mygale M14-F4

## MCD/BRSCC FORMULA FORD

YEAR	DRIVER	CAR
1968	Tim Schenken	Merlyn Mk11
1969	Dave Walker	Lotus 61
1970	Colin Vandervell	Merlyn Mk11A/17
1971	Bernard Vermilio	Merlyn Mk17/Mk20
1972	Ian Taylor	Dulon LD9
1973	Donald MacLeod	Merlyn Mk11A/Van Diemen FA73
1974	Syd Fox	Hawke DL11
1975	Geoff Lees	Royale RP21
1976	David Kennedy	Crossle 30F
1977	Chico Serra	Van Diemen RF77
1978	Kenny Acheson	Royale RP24
1979	Terry Gray	Van Diemen RF79
1980	Roberto Moreno	Van Diemen RF80
1981	Ayrton Senna da Silva	Van Diemen RF81
1982	Julian Bailey	Lola T640E
1983	Andrew Gilbert-Scott	Lola T642E
1984	Dave Coyne	Van Diemen RF84

## BRDC FORMULA FORD

YEAR	DRIVER	CAR
1972	Ian Taylor	Dulon LD9
1973	Derek Lawrence	Dulon LD9/MP15
1974	Patrick Neve	Lola T340
1975	Geoff Lees	Royale RP21
1976	Jim Walsh	Royale RP21
1977	Nigel Mansell	Crossle 25F/Crossle 32F
1978	Peter Morgan	Lola T540
1979	Jim Walsh	Royale RP26
1980	Jim Walsh	Royale RP26
1981	John Village	Royale RP29
1982	Rick Morris	Royale RP31M
1983	Maurizio Sandro Sala	Van Diemen RF83/Reynard 83FF
1984	Alvaro Buzaid	Reynard 84FF
1985	Mark Blundell	Van Diemen RF85
1986	Jason Elliott	Van Diemen RF86
1987	Eddie Irvine	Van Diemen RF87
1988	Derek Higgins	Van Diemen RF88
1989	Niko Palhares	Van Diemen RF89
1990	Gareth Rees	Reynard 90FF

## BARC FORMULA FORD

YEAR	DRIVER	CAR
1972	Syd Fox	Hawke DL9
1973	Ted Wentz	Elden Mk8/Elden PH10B
1974	Richard Morgan	Ray 73F/Crossle 25F
1975	Geoff Lees	Royale RP21
1976	Rod Bremner	Crossle 30F
1977	David Leslie	Royale RP24
1978	Kenny Acheson	Royale RP24
1979	David Sears	Royale RP26
1980	Tommy Byrne	Van Diemen RF80
1981	Enrique Mansilla	Van Diemen RF81
1982	Gianfranco Cane	Van Diemen RF82
1983	Peter Hardman	Van Diemen RF83
1984	Peter Townsend	Lola T644E

## BRSCC JUNIOR FORMULA FORD

YEAR	DRIVER	CAR
1976	Sean Walker	Royale RP21
1977	Willy T Ribbs	Royale RP21/RP24
1978	Rob Zurrer	Crossle 32F
1979	Guy Dormehl	Van Diemen RF79
1980	Tim Lee-Davey	Tiga FF79
1981	Phil Kempe	Royale RP26
1982	John Penfold	Van Diemen RF81
1983	Perry McCarthy	Van Diemen RF83
1984	Jonathan Bancroft	Van Diemen RF84
1985	Jason Elliott	Van Diemen RF85
1986	Paul Warwick	Van Diemen RF86
1987	Derek Higgins	Ray 86F/Van Diemen RF87
1988	Kurt Luby	Van Diemen RF88
1989	David Coulthard	Van Diemen RF89
1990	Warren Hughes	Van Diemen RF90

## BARC JUNIOR FORMULA FORD

YEAR	DRIVER	CAR
1981	Mark Peters	Lola T540E
1982	Mark Newby	Van Diemen RF81/Royale RP31M
1983	Graham de Zille	Lola T642E
1984	Jonathan Bancroft	Van Diemen RF84
1985	Adrian Willmott	Van Diemen RF85
1986	Paul Warwick	Van Diemen RF86
1987	Derek Higgins	Ray 86F/Van Diemen RF87
1988	Kurt Luby	Van Diemen RF88
1989	David Coulthard	Van Diemen RF89
1990	Warren Hughes	Van Diemen RF90

## JUNIOR ZETEC FORMULA FORD

YEAR	DRIVER	CAR
2000	Matt Gilmore	Van Diemen RF99
2001	Steven Kane	Mygale SJ00
2002	Ben Clucas	Mygale SJ01





# 10 Greatest Formula Ford drivers

We run the rule over arguably the 10 best drivers to grace the Formula Ford ranks in Britain over the past five decades. By **Marcus Simmons**

## 10 Jenson Button

After a suck-it-and-see F3 test with Carlin to see whether he was any good, the Frome karting megastar was stuck into a Haywood Racing Mygale by managers David and Steve Robertson and became the golden boy of British racing with a rookie title success. That was against experienced and highly rated racers such as Dan Wheldon and



team-mate Derek Hayes, and shining new Aussie Marcos Ambrose.

**What he said:** "After my first Formula Ford test at Thruxton I thought I would do OK speedwise. I was sure I had a good chance of being at the front, but a lot of people told me there was no chance of winning in my first year. I've proved that wrong so far."

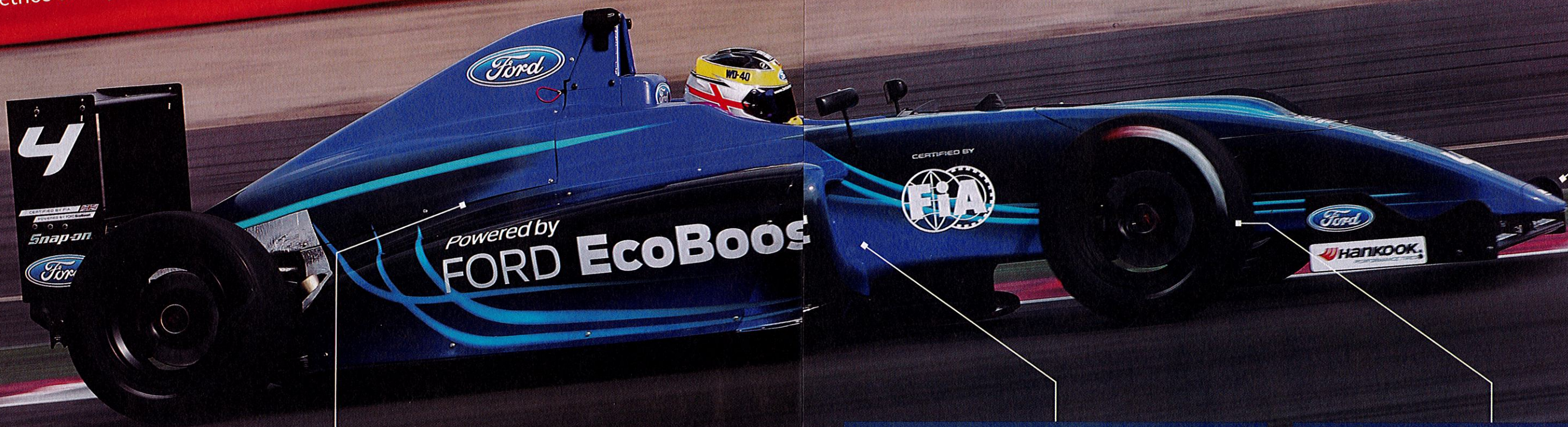
**What he went on to:** Meteoric rise via one year in F3 took him into F1, and a pretty reasonable career all told including a world championship.





# Why Formula 4 is good for the road

The fourth generation of Ford junior single-seater has slicks and wings, but the ethos of staying close to road technology remains. By **Stephen Lickorish**



## ENGINE

easy for a series to claim standard road-car engine. With Formula 4 can genuinely rank to its direct-injection, turbocharged Ford EcoBoost unit and in the Fiesta. It's a completely standard engine and fit a dry sump oil system – to all intents and purposes it's a completely road engine," explains Ford

Performance manager Mike Norton. It's not just Fiestas either; EcoBoost technology can be found globally across the Ford range, from one-litre three-cylinder units to the V6 that powers the Ford GT. "It's a very versatile and reliable engine for the FIA's F4 power cap at 160bhp," continues Norton. "I think one comes off the production line about every 22 seconds, so there

are quite high numbers of them. Ford technology is something we are very proud of and we wanted to associate the championship with. "The big thing for me is that EcoBoost doesn't just mean eco and efficiency, it's a very powerful engine when used in a certain way." As well as its efficiency and power delivery, another important point is its reliability and durability.

"As part of the affordability of F4, the FIA stipulates that the engine rebuild intervals are quite long at about 10,000km, so it makes sense to use a road-car engine that has proven reliability and durability," says Ford Performance senior manager Gerard Quinn, adding that some teams are still using original engines from when British F4 began in 2015.

## AERODYNAMICS

Although the engine is the obvious link between the Mygale-Ford car used in British F4 and the manufacturer's road-going products, there are plenty of other areas where information can be transferred.

In 2013 when wings were first introduced in British Formula Ford

– just before the F4 days – Ford was heavily involved in working on the aerodynamics. Although aero is now fully down to Mygale, Ford still likes to help out where it can and learn lessons that can be applied to its road models.

"The aero is very important to us," says Quinn. "We worked

on the initial aero development of the F4 car in our climate facility with Mygale and were able to develop the package for the car. Our research and development facility in Essex was used, so it was the same technicians and the same equipment we used for the road cars being used for the race cars."

## CARBONFIBRE AND LIGHTWEIGHT COMPONENTS

One of the other major changes when British Formula Ford became an FIA-backed F4 series was the introduction of a carbonfibre chassis, replacing the traditional steel spaceframes of previous eras.

This exposed Ford to the world of lightweight components – an important area with more and more road cars being made from carbonfibre.

"The Ford GT road car is constructed of carbonfibre,"

says Quinn. "Lightweight components are something we are now developing and looking at to bring into future road-car production.

"The carbonfibre tub is homologated by the FIA, ensuring the highest safety standards. What we learn in the development of carbonfibre in race cars assists us in the development of carbonfibre technology for future road-car applications."

## TYRES

A long-term partnership between Ford and tyre firm Hankook has ensured that the best possible rubber is used on track.

"Hankook's interest in getting involved with us on the race programme was because of our long-standing relationship though Ford's commercial vehicles," explains Quinn. "That has been helpful to us in terms of having the best race tyre to use."

Norton admits that the larger

tyres introduced when the category became an FIA series were a worry: "We were a little bit concerned with the size of the tyres with the 160bhp engine because we thought the car would be a little bit undramatic and wouldn't be a driver's car. But to be fair to the FIA and particularly [former Single Seater Commission president] Gerhard Berger, who set the sizes, drivers really enjoy the car."