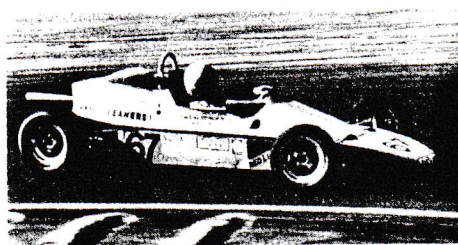


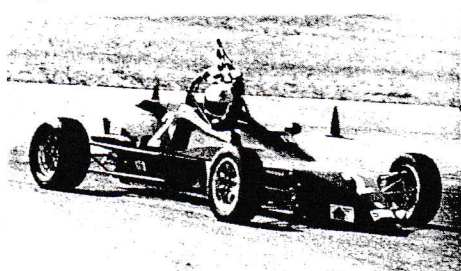
...And Now The Rating Game

\$9500-\$14,500 CARS



Jim Alvis

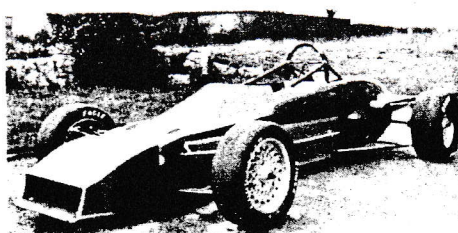
Citation Zink Z-16 (1978-83): Steve Lathrop's successful follow-up to the Z-10. Dave Weitzenhof won a ton of races in one of these, including the 1981 CSPRRC. Super spares availability at low prices in comparison to other manufacturers. Wide-frame design should provide exceptional crash protection. The fact that the manufacturer is American and anxious to help is a major plus. *Rating: ★★★★★*



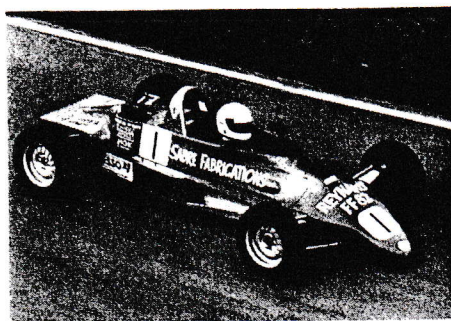
Frank Brising

Crossle 55F (1983): A development of the '82 50F. It looks almost identical but has improved suspension front and rear. Still not a world-beater. Straight-line speed remains the 50 series strength. *Rating: ★★★★★*

Hayashi 412F (1983): Japan's first Formula Ford ran respectably in its first full year of competition. The car is quite conventional by current standards with a nose rad and inboard suspension. The glasswork is quite attractive but the overall appearance is a little bulky. Parts are available through the importer. *Rating: ★★*

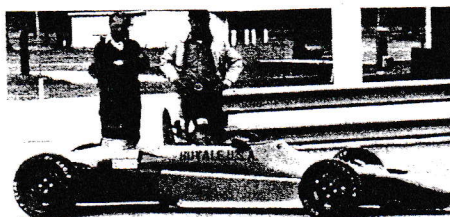


Lola T-640 & T-642 (1982-83): No question this is a fast, good-handling car. It still holds the lap record at Road Atlanta for the class. Inboard suspension all around and a front radiator. Lola's usual commitment to spare parts is an asset. The '84 car will apparently be only a mild update of this proven design. Not a pretty car by Lola's standards. *Rating: ★★★★★*



Jeff Bloxham

Reynard FF82 & FF83 (1982-83): Sexy coachwork over an interesting chassis featuring inboard suspension all around and a very forward driving position. Won the most Nationals of the '83 SCCA season and also swept the English Formula Ford Festival. The '82 car suffered from some cooling deficiencies that were mostly rectified on the '83. The older cars can be easily updated. Good spares support and an aggressive importer. The '84 car should be very similar. *Rating: ★★★★★*



Royale RP33 (1983): Not many of these cars ran in North America last year but the few that did appeared to be competitive. Suspension was inboard and the radiator front-mounted. The importer stocks a full complement of spares. *Rating: ★★★★★*

Sparton FF83 (1983): Another British design of which few were seen. Quite a departure from the prior Sparton, the new car looked a lot like an RT-5 Ralt without

THE RATING SYSTEM:

★★★★★ A good buy. Well-developed and fast.

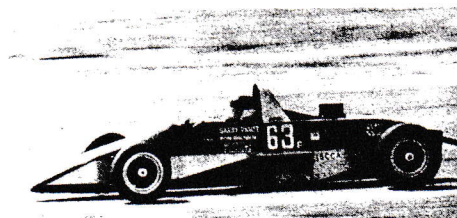
★★★★ Still a good buy, but price is a big consideration as there may be better choices for not much more money.

★★★ Not bad if you are willing to put in long hours getting things in order.

★★ You'll spend time and money with marginal chance for success.

★ Risky business. Know what you are getting into before you buy.

0 Woe buggies. If you like yourself, don't buy one of these.



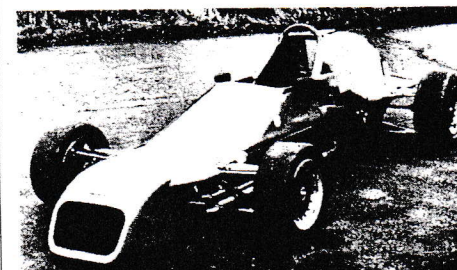
Steve Schnabel

sidepods. The races the cars did run seemed to be marred by development woes, although on some occasions it was quick. Critics say this car is frail. Locating parts could be an adventure. *Rating: ★*

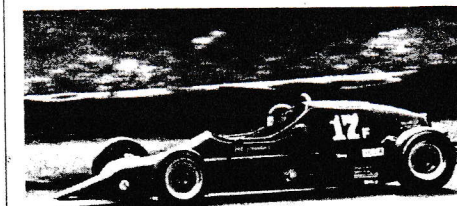
Tiga F82 (1982): Not too many seen. Mostly a Midwest car. Side radiators with inboard suspension. Bore an uncanny resemblance to the Williams FW-08 F1 car. See the Tiga importer for parts. *Rating: ★★+*



Van Diemen RF82 (1982): A sleeper... same as the '83 model save for the coachwork. Inboard suspension. Good dealer network with plenty of spares and technical help. The fact that the '83 looks quite a bit different should keep prices fair. *Rating: ★★★★★*

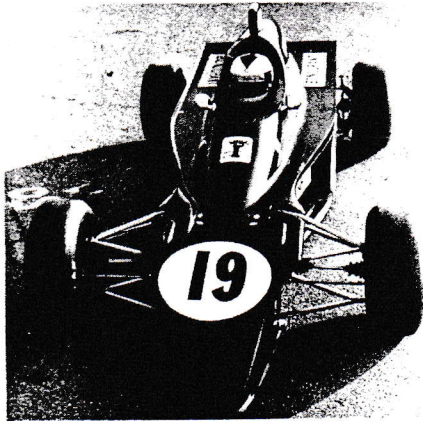


Van Diemen RF83 (1983): Winner of the '83 sales battle. All the good things the RF82 was but housed in a swoopier shell. Should be many available so shop around. *Rating: ★★★★★*



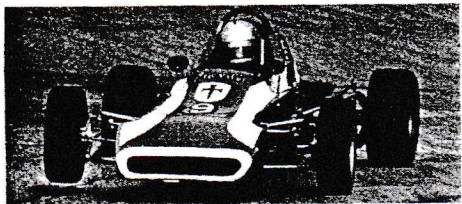
Viking (1979-83): Master engine tuner Arnie Loyning's own creation. This car's suspension layout and central radiator set new heights in straight-line speed and started a revolution in the class. Bob Lobenberg won the '82 CSPRRC in one. This is a low-volume car and has evolved slightly with each individual example so the newer the better. Parts can be obtained through the manufacturer. *Rating: ★★★★★*

\$5500-\$9500 CARS



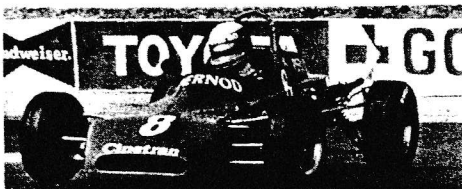
Jim Hansen

ADF MkII (1973-81): First production racing car from the pen of David Bruns, who more recently designed the '83 CSPRRRC-winning Swift DB-1. Like the Swift, the ADF won its very first race—the '73 CSPRRRC with Bob Earl at the wheel. The ADF scored Runoffs gold again with Tom Weichmann in '75 and Bob Lobenberg in '80. Superb design and hardware. A high-end choice when new and most were well maintained. Could still be competitive on short tracks. Most examples are on the West Coast. Complexity and parts availability are the major drawbacks. *Rating: ★★★★★+*



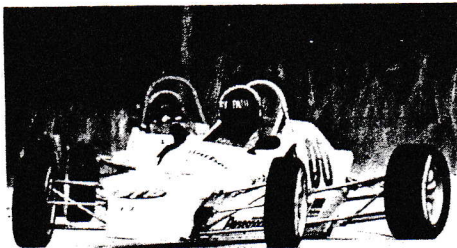
Mark Weber

Crossle 32F & 35F (1977-79): One of the best all-time Formula Fords. Had no great vices and is still a potential Regional winner in the right hands. They were still Nationally competitive through last year, so plenty of good setup data should still be available. Spares are reasonably priced and plentiful. A large number were sold so you should have the benefit of a good selection—shop around on this car—clean, straight examples do exist. *Rating: ★★★★★*



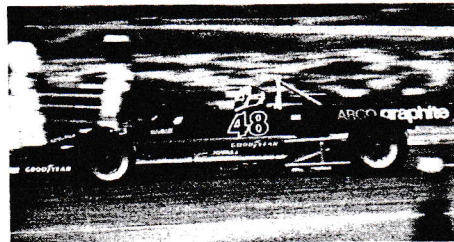
Steve Schnabel

Crossle 45F (1981): This car was the stop-gap replacement for the ill-starred 1980 40F (which you will find in the under \$5500 price category). Basically the 45F was a 40 with a wide-track suspension similar to the 32F/35F, which is another way of saying it worked! The fact not too many of these were sold and some of the suspension spares are not as bountiful as the 30-series makes this car less desirable, but still a good bet. *Rating: ★★★★★*



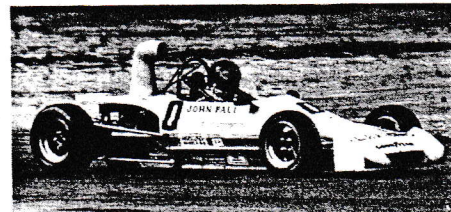
Brian Nooney

Crossle 50F (1982): Helped set new standards for straight-line speed. Featured a central-mount radiator and inboard suspension all around. Unfortunately, many drivers gave dark reports of the 50F's high-speed behavior. *Rating: ★★+*



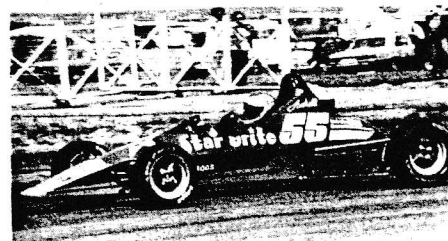
Peter Meil

Eagle (1978): Dan Gurney's abortive attempt to enter the Formula Ford market. David Loring finished second at the '77 CSPRRRC and won in '78 with the "works" car. Long wheelbase with inboard front suspension. Criticized at the time for not being pretty. Outstanding workmanship and hardware. Spares are not a problem. Prices should be soft. *Rating: ★★+*



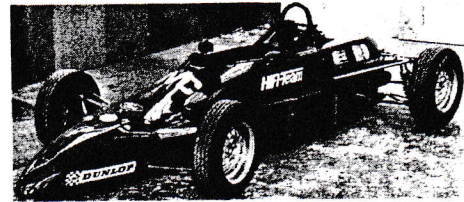
Mark Weber

Lola T-540 (1979-81): A very narrow track design that proved to be quite fast. Comfortable driver controls. Blessed with good spares availability. The T-540 had a reputation of "eating" tires and was prone to low-speed understeer, wheelspining and high-speed fright, but boy did it go in a straight line! The latter fact contributed to a pole position at the 1979 CSPRRRC and a good number of wins. Not as pretty as previous Lolas. *Rating: ★★★*



Stan Clinton

PRS RH02 (1979-81): A very pretty car that never really lived up to its looks both in terms of sales and wins. Later cars had a front radiator which helped straight-line speed. Like other PRS offerings this one will be short on spares. *Rating: ★★*



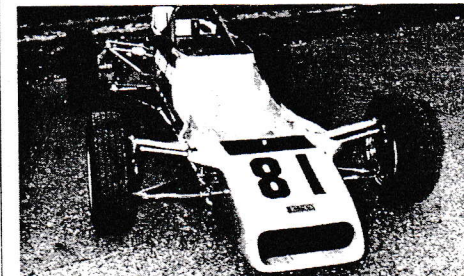
Royale RP31 (1982): Few sold and little information to judge value by. Spares should be stocked by importer. *Rating: ★★*

Royale RP-29 (1982): Not super, but OK in its time. Spares through importer. *Rating: ★★*



Steve Schnabel

Sparton FF82 (1982): Like the aforementioned Royale, few of these came to the U.S. A very simple car with outboard suspension. Parts could be difficult. The FF82 should fall to the bottom of this price group. *Rating: ★*



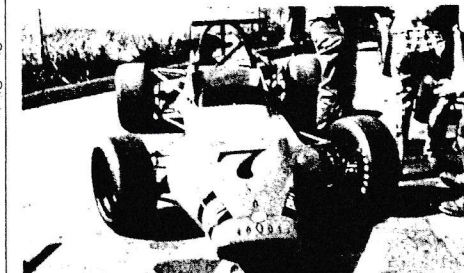
Van Diemen RF81 (1981): A good fast car. Inboard front suspension with outboard rear. Visually similar to the 82 model. Parts shouldn't be a problem. *Rating: ★★★*

\$1000-\$5500 CARS

Alexis MK 18 (1970): Very few found their way to our shores. Parts are impossible to locate. Not a good bet even at under \$1000. *Rating: 0*

Beach MkII (1969-70): Same problems as the Alexis. Leave your checkbook at home. *Rating: 0*

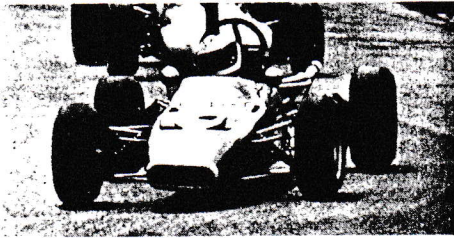
Bobsy (1969): See above. *Rating: 0*



Caldwell D-9 (1969) & D-9B (1970-71): This car was the American sales leader of its era. That's good for you if you want one because it means there should be a few left around to cannibalize for parts. They'll be cheap too. *Rating: ★—*

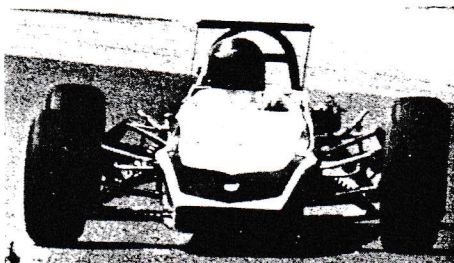
Caldwell D15 (1975): This was actually an update kit for old DL-9s. Side radiators and a more contemporary look were the only real results. Should not influence the price. Still cheap. *Rating: ★*—

Cooper Chinook (1969-70): See Alexis, Beach, Bobsy. *Rating: 0*



Crossle 16F (1968-70): A very well thought-out car for its day. Also a decent performer with at least a slim chance at spares availability. Remember we said SLIM CHANCE. That is only a tiny bit better than the 16F's contemporaries. Might be a little pricier because of Crossle's later success with the 30 series cars. *Rating: ★*

Crossle 20F (1971-72): Very close to the previous car. A wider track and a two-piece nose being the changes. *Rating: ★*

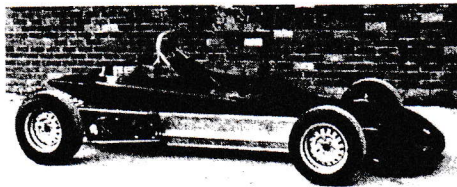


Crossle 25F (1973-74): An all-new car. The successful Crossle offerings of years to come would be based on this design. The best way to look at this car is a 32F with a small radiator and 2" less wheel base. Aside from the bodywork, those are the main differences. The fact they are so visually different than later Crossles is a blessing in disguise . . . they end up often being priced with the "throw-away" cars. *Rating: ★★★★★*

tone to understeer. The T-440 never realized the on-track or sales success of the '340 series. *Rating: ★★*



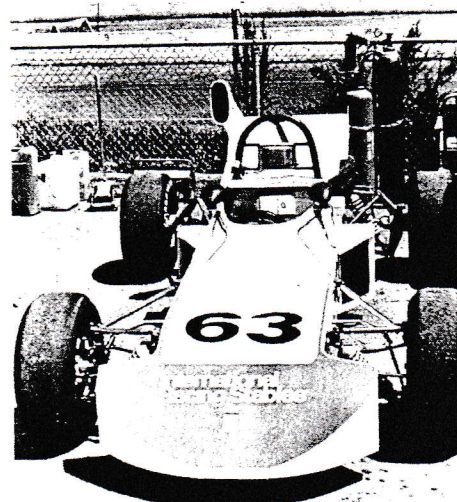
Crossle 30F (1975-76): This is the model that put Crossle on the map. Dennis Firestone won the '76 CSPRR in one. If you can still find one that hasn't been updated to 32F/35F specs the price will be right. That upgrade is relatively simple and not too expensive. It is also desirable in that the later radiator is large enough to get the job done and the 32F/35F body provides decent downforce. *Rating: ★★★★★*



Crossle 40F (1980): This car was the long-awaited successor to the milestone 30 series. This was not a "happy" design. The narrow track was the culprit. It can however, be made happy by bolting on 45F suspension. The 40F is the only exception to our "don't buy a car and re-configure it" rule. They should be very cheap and not very used up. There is a small chance you might come out \$\$\$ ahead if you purchase one and then upgrade it. *Rating: ★★*

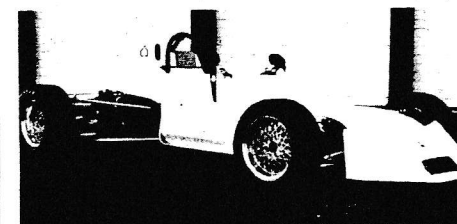
Dulon LD4, LD4B & LD4C (1968-1970): Most of these cars had a strong desire to destroy themselves. If you have found one that has managed to survive . . . run! *Rating: 0*

Dulon LD9 (1971-72): We suspect this car was a development of the LD4 series which probably means you should forget it. *Rating: 0*



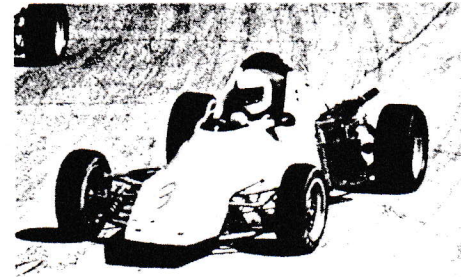
Original Dulon MP-15 before developmental hacksaw and torch.

Dulon MP-15 & MP-15B (1973-74): A newer design with different problems. An importer with a big ad budget managed to sell a fair number. He went belly-up . . . just like lots of MP-15s. One more thing, Dulons of that era had loads of scoops and looked a lot like a caricature of an F1 car. *Rating: 0.*



Dulon MP-17 (1975): A more reasonable body but still a slug. *Rating: 0*

Dulon MP-19 (1976-77): See Dulon MP-17. *Rating: 0*



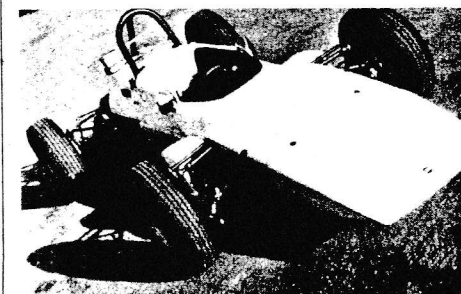
Dulon MP-21 (1978-79): Odd, very odd. *Rating: 0*

Elden PH-6 (1969): Very short wheelbase (82") and inboard front suspension. An interesting car if someone else owns it. *Rating: 0*

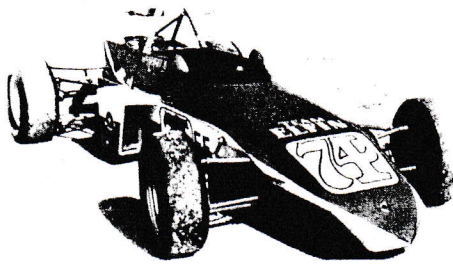


Elden PH-8 (top) and Falconer-bodied PH10A.

Elden PH8, PH10, PH10A & PH10B (1970-74): A Mexican Formula Ford driver, Johnny Gerber, won an English race dubbed "the Formula Ford World Championship" in a special Falconer-bodied Elden (the PH10A). The British didn't take it all that seriously but the Americans did . . . quite a few cars were sold. They had an 84" wheelbase and were difficult to drive. The driver was also seated well forward. Most U.S. cars had the standard Elden body (the short-tailed PH8 & 10 and the "boat-tailed" PH10B) but a few came over with the aforementioned "Falconer" coachwork which featured the first serious sports car nose and high-downforce tail in the class. They looked neat but were reportedly slow in a straight line. This car has a reputation as an evil handler. Should be enough around to cannibalize for parts if you're brave enough to drive one. *Rating: 0*



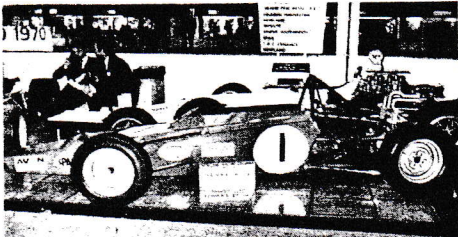
Elden PH 10C (1974-75): Same car as before but radiator position was moved to either side behind front wheels. The only change in performance was poorer cooling over previous models. *Rating: 0*



Pat Rolfe

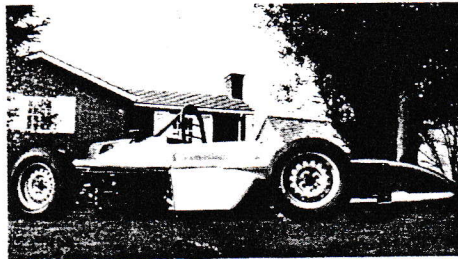
Elfin 620 (1974): Only a couple found there way here from Australia. You're on your own mate, when it comes to spares. *Rating: 0*

Forsgrini Mk12 (1968-69): Forsgetit. *Rating: 0*

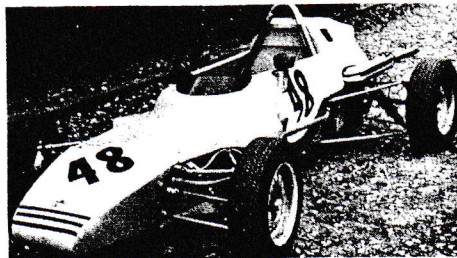


F. Scallie

Hawke DL2, DL2A & DL2B (1969-71): This aggressive wedge-shaped design was the work of ex-Lotus Indy and Formula 1 mechanic David Lazenby. They weren't exactly marvels of engineering but "Fast Eddie" Miller managed to win the '72 ARRC in one. *Rating: 0*

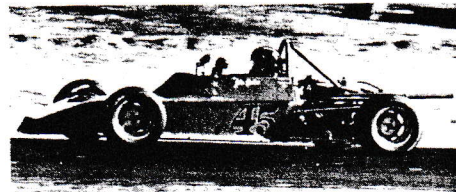


Hawke DL9 & 9A (1972): Side rads and a bullet nose. It was ugly enough to save most people the agony of owning and driving one. *Rating: 0*



F. Scallie

Hawke DL10 (1973): A new body and wider track. This one is so obscure no one knows much about it. That's probably a bad sign. *Rating: 0*



Steven M. Mayer

Hawke DL11 (1974): Not fast when new, not well made and not very good looking. Other than that we can't really find much wrong with it. *Rating: 0*

Hawke DL12 (1975): Gee, this one looked a lot like the '72 DL9 . . . could Hawke have been running in design circles? *Rating: 0*



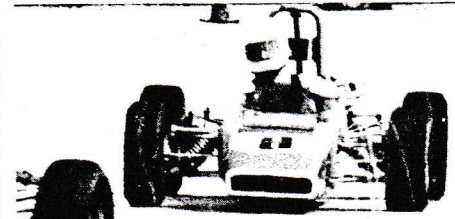
Steve Nickless

Hawke DL15 (1976): Better. The fact that Adrian Reynard had a hand in the design might have had something to do with it. Poor workmanship and lack of spares should discourage you. If not, you had better take a look at the used Forsgrini we just took in on trade . . . *Rating: 0*

Hawke DL17 (1977): More self-abuse on wheels. *Rating: 0*

Hawke DL20 (1978): Good in comparison to prior Hawkes but still a long way from a good value. This was thankfully the last of the breed to see America. Remember; Hawkes make good funny stories . . . not good race cars. Ask the man who's owned one (but not if he's trying to sell it to you!). *Rating: 0*

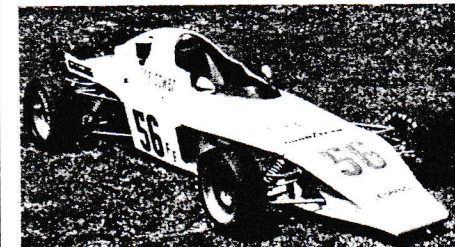
Konig Heath Nomad Winkleman KHF/1,2 & 3 (1973-74): These cars were also known as Winkleman KHF/5s. A perfectly ordinary car both in terms of design and construction. Not much we can say for it or against, other than point to a lack of results. *Rating: 0*



Donald E. Bidwell

Le Grand Mk10 (1969-72): An OK car in its time. Not a fast car these days, but Alden "Red" LeGrand will still pick up the phone if you call him and we suspect he'll still have parts available. They're also cheap. Plans were sold to permit do-it-yourself builders so be extra critical of workmanship when inspecting an example. *Rating: ★*

Le Grand Mk13 (1973-74): An evolution of the previous car. *Rating: ★*



Hugh Mooney

Le Grand Mk21 (1975-77): A swoopy body on a relatively unchanged design. Some success on West Coast when introduced. Save advice as on the earlier LeGrands. *Rating: ★*

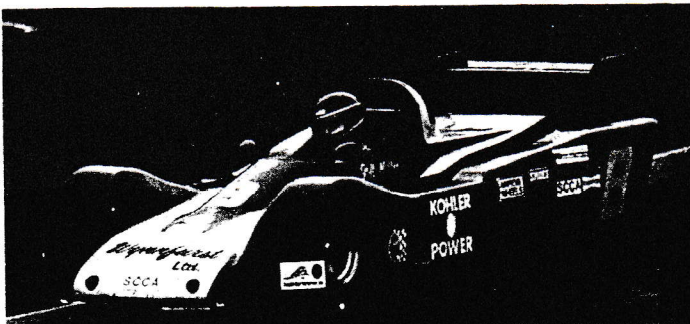
the Alexis. Leave your checkbook at home. *Rating: 0*

Bobsy (1969): See above. *Rating: 0*



Lola T-200, T-202 & T-204 (1969-72): Probably the best "detail finish" available at the time. Type number changes refer to minor revisions to the same basic car. Not overwhelmingly successful. Short wheelbase and chronic understeer might have been the root of this, although that didn't seem to slow sales. The fact that the T-200 series looked a lot like the Lola F-5000 car being offered at the time probably didn't hurt matters. *Rating: ★*

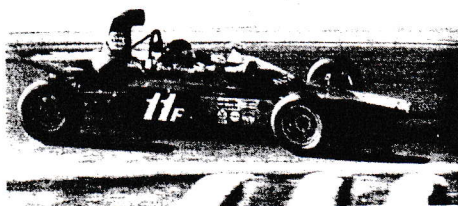
Jeff Miller's
C Sports
Racer is a Lola
T-540 in a
handsome body
of his design.



Mark Weber

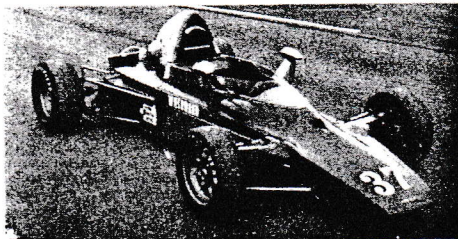
OLD FORMULA FORDS NEVER DIE

They just turn up inside C and D Sports Racers. Most popular is the Lola T540. Jeff Miller and Tom Jagemann, the first and second place finishers in D Sports at the '83 CSPRRC, both used this chassis as the basis for their cars. Lola T342s, assorted Van Diemens, and Royales are also appearing. And the winner in the '83 Solo II B Mod Ladies was an Elden Mk 10 driven by Toni Ward. Solo II would appear to be particularly ripe for older FF. The price is low and the fun factor is high.



Leigh Fosberry

Lola T340 & T342 (1973-76): One of the prettiest Formula Fords ever, and perhaps the all-time champ of the North American sales wars. An amazing number of these cars are still racing. Parts are probably still available although a touch expensive (better than not available!). Very competitive in its day, "Fast Eddie" Miller scored his second RunOffs F/F victory with one in 1974. The chassis was advertised as "the fifth spring." This may have made good ad copy at the time but you will be well advised to ponder what this lack of chassis stiffness will mean on an 11-year-old race car. Aside from the obvious consideration of cracking and fatigue, things in general may be a bit "loose" and your Lola may not respond to tuning of sway bars or springs. The T-342 had a better radiator setup and has a chance of being less "used up." Many have tried to stiffen things but few seem to have found an answer to lovely Miss Lola's plight. *Rating: ★★ ★+*



Lola T-440 (1976-77): Featured a body shape reminiscent of its predecessor. The T-440 had the driver moved forward 11" via a tubular spacer between the engine and gearbox. Inboard front rocker suspension was used. Although the car possessed good straight-line speed it was prone to understeer. The T-440 never realized the on-track or sales success of the T-340 series. *Rating: ★★*



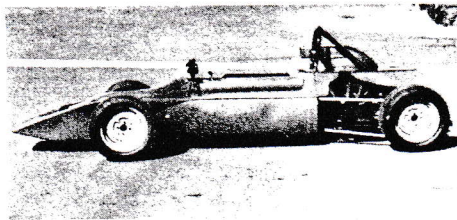
Rob Glove

Lotus 51A, 51B & 51C (1967-69): This is one of the only oldies that may be worth anything—not as a racing car but as a collector's car. It was the first Formula Ford. This 51 series was a variant of a Lotus produced for another formula—something that's unheard of in today's Formula Ford world. Remember; restore it . . . don't try to race it. *Rating: 0*

Lotus 61(E), 61M & 61MX: Many were sold based on the 61's wedgy resemblance to Colin Chapman's Indy and Formula One offerings of the period. Unfortunately the likeness was only skin-deep. Sleds, all of them, with little historical value to make them even collector's items. *Rating: 0*

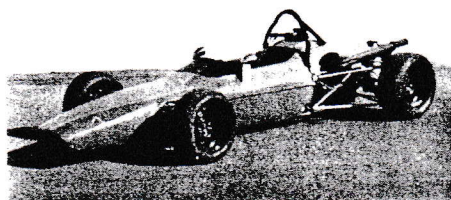
Lotus 69 (1971-72): A nifty little car with a wide track and a long wheelbase. Essentially a Formula Ford version of Lotus' F-3/F-2 car of the era. The 69 was fast through the mid-70s but never achieved its potential due to Lotus' pull-out from the production race car market in late '71. Few produced and fewer in the U.S. Parts nonexistent. *Rating: 0*

Macon MR7B & MR8 (1969-71): You've heard it all before; old, slow, ugly, no parts. Keep shopping. *Rating: 0*

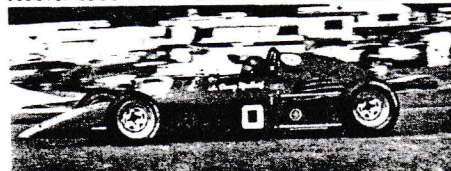


March 709, 719 & 729 (1970-73): Don't let March's recent Indy car success mislead you. The same things we said about the Macon apply here. *Rating: 0*

MacNamara FFA (1970): See two previous descriptions. *Rating: 0*



Above: 1958 Mk11. Below: 1977 Mk29A.

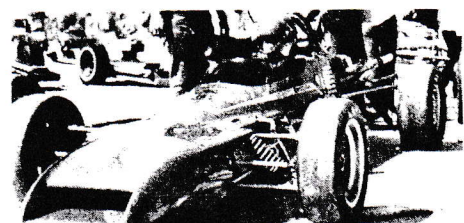


Bill Jenaro

Merlyn Mk11, Mk11, Mk11A, Mk17, Mk20, Mk24, Mk25, Mk29, Mk29A, Mk30, & Mk31 (1968-80): One of the miracles of Formula Ford is how the Selwyn Heyward/Chris Maskery Company could build what was in effect the same basic for 12 years! Now, there was not all that much wrong with that...but the marque changed so little they just kind of put potential buyers to sleep. These are inexpensive, straightforward cars with no great vices, and Merlyns remain a reasonable choice for low-dollar beginner programs. Parts are probably only available through cannibalization. *Rating: ★★*

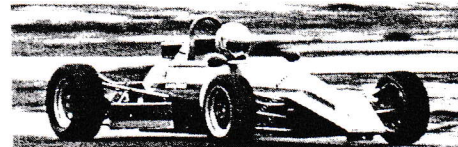
Mirage (1970): Don't. *Rating: 0*

Mistrale (1969): You should know yourself by now. *Rating: 0*



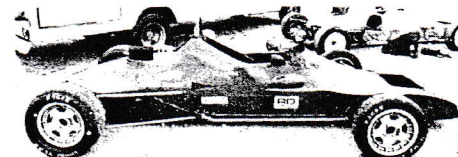
Robert P. Morris

MRE Mk10, Mk10B & Mk10C (1974-75): Pre-1974 models of the MRE didn't make it to the U.S. of A. but the examples that did proved Americans weren't missing much. Perhaps the most notable thing about the MRE was that Tim Schenken and Howden Ganley bought the production rights to the design and used it as a basis for the first Tiga Formula Ford. But that's another story. *Rating: 0*



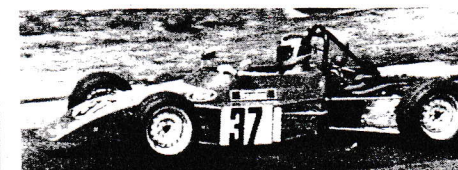
Jeff Zwart

PRS RH01 (1978-79): A clean, straight-forward car that looked suspiciously like a Crossle 35F with a different body and side radiators. It went well enough and a modest number were sold but parts are scarce and the company has not been heard from recently. *Rating: ★★+*



Steve Schabel

PRS 82F (1982): This car has the dubious honor of being the newest car in this low-end price grouping. That should tell you all you need to know. *Rating: 0*



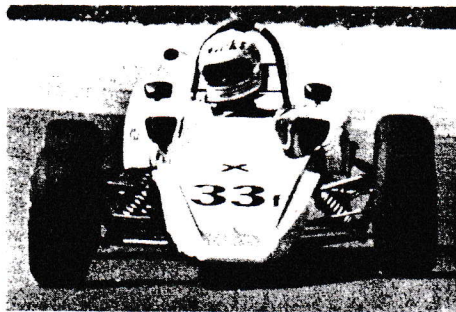
Rob Glove

Ray 73F, 74F & 77F (1973-77): Our sympathies if you own one. *Rating: 0*

Reynard 76F & 77F (1976-77): Not to be confused with the current Reynard offerings, which are quite competitive. These earlier examples were not imported in great numbers, nor did they achieve any great success. *Rating: 0*



Royale RP2, RP3, RP3A (1969-72): Nice as a planter or wall-hanging in your den. *Rating: 0*

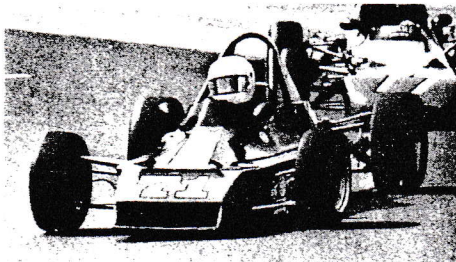


Rob Glove

Royale RP16, RP16A (1973-74): A good-looking car with a pair of shoulder-high radiators and a needle nose. Not fast when new. Extensive modifications had to be made to cure aerodynamic and cooling woes. *Rating: 0*

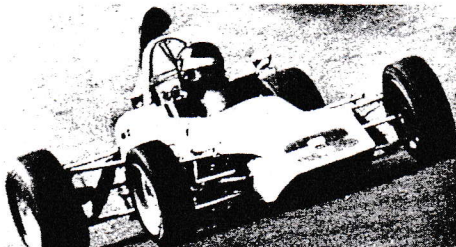
Royale RP21, RP21A (1974-76): A new car by a new designer. Much better but not overwhelmingly competitive in the U.S. Can be had cheap. Parts are scarce but can still be found. *Rating: 0*

Royale RP24 (1976-77): Rocker-arm front suspension and the gearbox as a stressed member. Quicker than the RP21 series but not a big winner. Same parts situation as its predecessor. *Rating: ★*



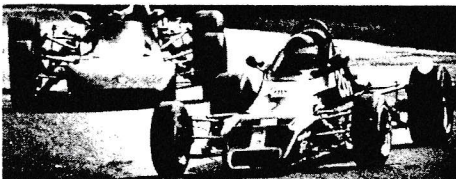
Robert A. Resler

Royale RP26 (1978): Another new car with no significant improvement in results. Later model so probably more expensive. *Rating: ★*



Steve Nickless

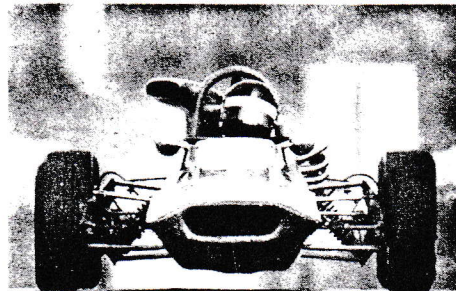
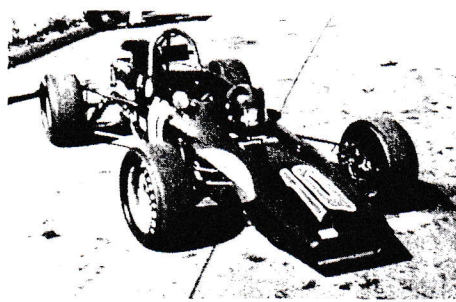
Tiga 76F (1976): First Tiga. Based on some MRE components. Not in any way special. Spares not as big a problem as with other cars of this period. *Rating: ★*



Michael Gehlke

Tiga 77F, 78F, 79F, 80F, 81F (1977-81): Evolution of a simple design. Fair success in some areas of the country. Price varies with age and updates. Parts supply—fair. Some later examples in good shape will fetch prices above \$5500. *Rating: ★★★*

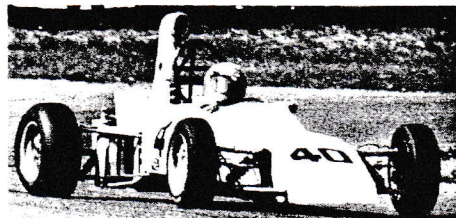
Titan MK5 (1968-69): A few of these short wheelbase predecessors of the widely successful Mk6 series were imported. If the bottom end of the cost range is where you are forced to shop, this is a long way from some of the worst choices available. *Rating: ★*



Dan Fitzgerald

Top: '72 Mk6B. Above: '73 Mk6C.

Titan Mk6A, Mk6B & Mk6C (1970-73): The first "good basic" car." Long wheelbase with fine high-speed handling. Handsome, fully enclosed bodywork with integral air scoop. The dominant car of its time—Jim Harrell won the '71 ARRC in an Mk6. It is a wee short on chassis stiffness and the odd master cylinder arrangement leaks brake fluid on your feet, but for the low price these cars can't be beat. Spares are drying up. *Rating: ★★★★★*

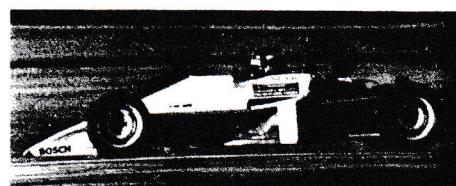


Steve Nickless

Titan Mk9B

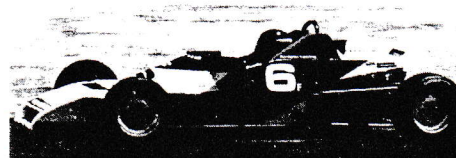
Titan Mk8, Mk9A & Mk9B (1974-75): A case of company suicide by design. Titan went from having the best car available to having a total Mallard. Too bad, especially for the poor blokes who bought 'em. *Rating: 00000*

Van Diemen RF75, RF76 (1975-76): Even though Van Diemen was the top selling Formula Ford in the U.S. in 1983 you should approach these early offerings with caution. Earlier models were produced but these were the first to top the pond. Not many were sold and parts are sure to be scarce. They were slow to boot. If you have to have a Van Diemen there are plenty of better model years to shop. *Rating: 0*



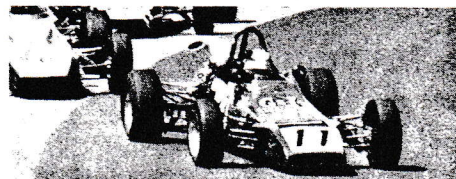
Jeff Zwart

Van Diemen RF77, RF78 (1977-78): Not a bad car. Tom Davey and Peter Kuhn shared the front row at the '78 CSPRRC with them. Parts should be reasonable also. Side rads might be a little small for warmer climes. *Rating: ★★★*



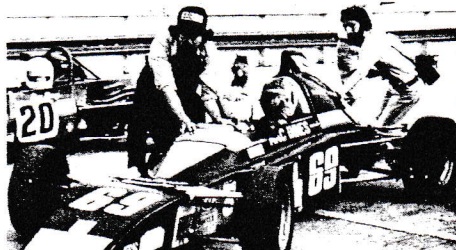
Steve Schnabel

Van Diemen RF79 & RF80 (1979-80): Just a development of the previous model with a front radiator. *Rating: ★★★*



Winkleman WDF1, WDF2, WDF3 & WDF4 (1969-73): A fair number imported. Same problems as with other old, out-of-production designs. You can do better if you keep shopping. *Rating: 0*

Winkleman WDF5 & WDF6 (1974-75): See Konig Heath Nomad KHF1. The WDF5 was the same car and the WDF6 a development of same. *Rating: 0*



Steve Nickless

Zink Z10 (1973-78): An American Formula Ford success story. Dave Weitzenhof won the '77 and '79 CSPRRC in one. Bruce MacInnes, Weitzenhof and Tim Evans won a lot of Nationals and AFFA Pro Ford races in these cars. A goodly number were made with lots of little detail changes over the years—so know what you are looking at! Most were sold as kits, some were even marketed as an update kit for other marques that had depreciated into the throw-away zone. There is a wide swing of quality on these cars and very few found their way west. Some may be in good enough shape to command prices in the price group above \$5500.00. Spares shouldn't be a problem. *Rating: ★★★*

Information for this guide was compiled by Paul Pfanner, Steve Nickless, R. A. McCormack, Paul White and John Gianelli.