

No other training formula has gained such widespread acceptance as Formula Ford. For comparatively little money one can buy access to a class that will teach all the road racing basics; the class is popular in most of Europe, Canada and the United States. With FF entering its tenth year of existence, FORMULA thought it time to supply a brief overview of the constructors who have brought you Ford racing in America.

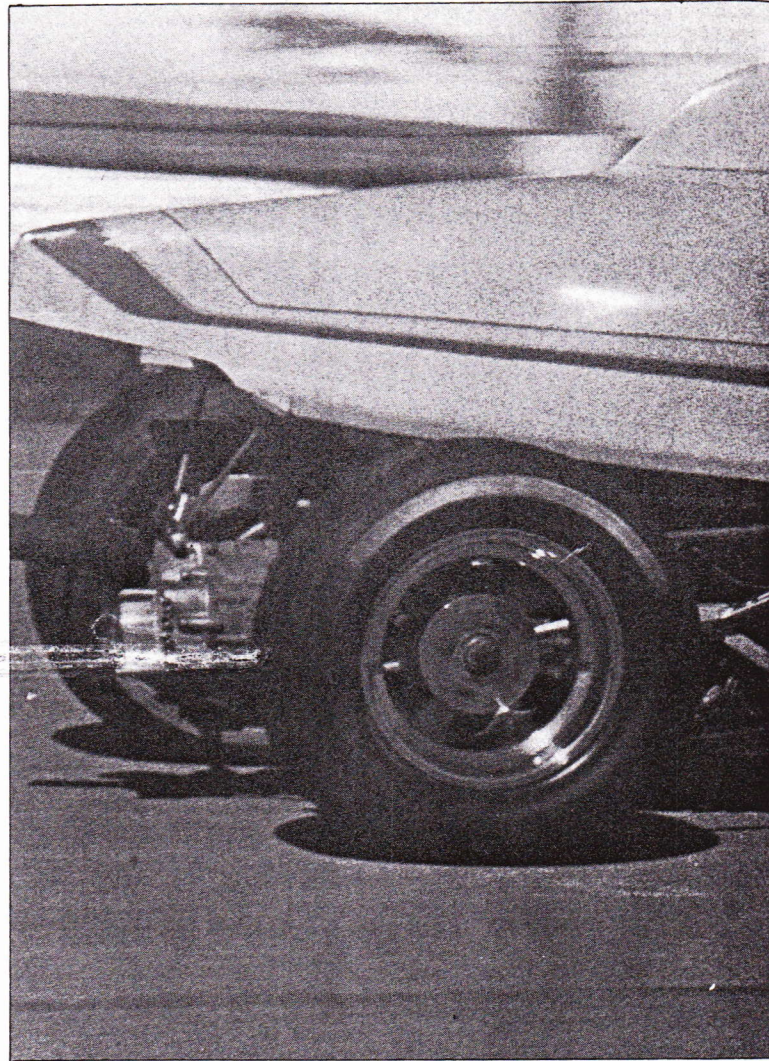
The first FF built by Mike Warner of Lotus and the MRS School had one of the then-ubiquitous 1500cc English Ford engines. Parts were readily available and the class caught on immediately. The first race in England was held on July 2, 1967 and a letter campaign sparked by people like Fred Stevenson got the SCCA to recognize Formula Ford officially on December 1, 1968.

And now, mid-1977, Fords are the staple of SCCA's National racing program.

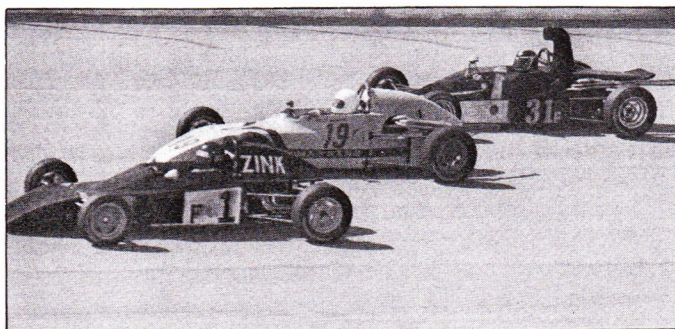
What happened in those between-years was the growth (and collapse) of the many manufacturers, the success (and failure) of hundreds of drivers, and a lot of raging controversies. Bent engines, wheels, tires and money have always been a problem.

In 1968, a complete Lotus 51 could be had for under three thousand dollars. Now any Ford costs near ten, except the \$17,500 ADF!

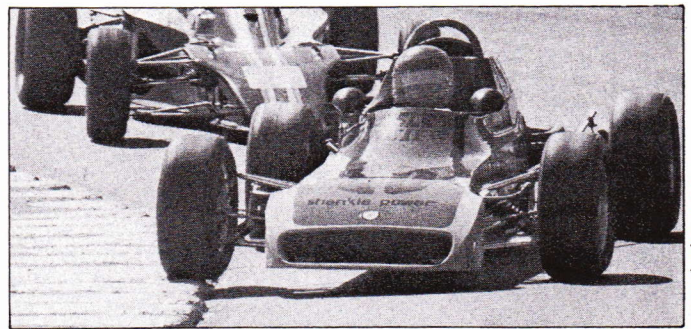
Through it all the class prospered. What follows is a rough specification chart on all the production Fords sold in the U.S. It is not intended as the complete reference work on how many tubes in chassis X or alignment specifications for Z. Many records have been destroyed in a myriad of dealer shuffles: apologies to all for any resulting inaccuracies.



# FORMULA FORD COMPARISON

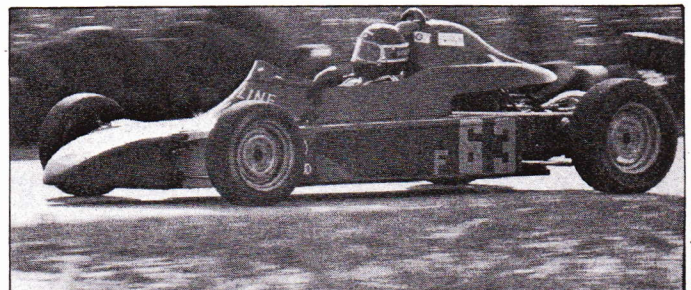


Jim Drago photo

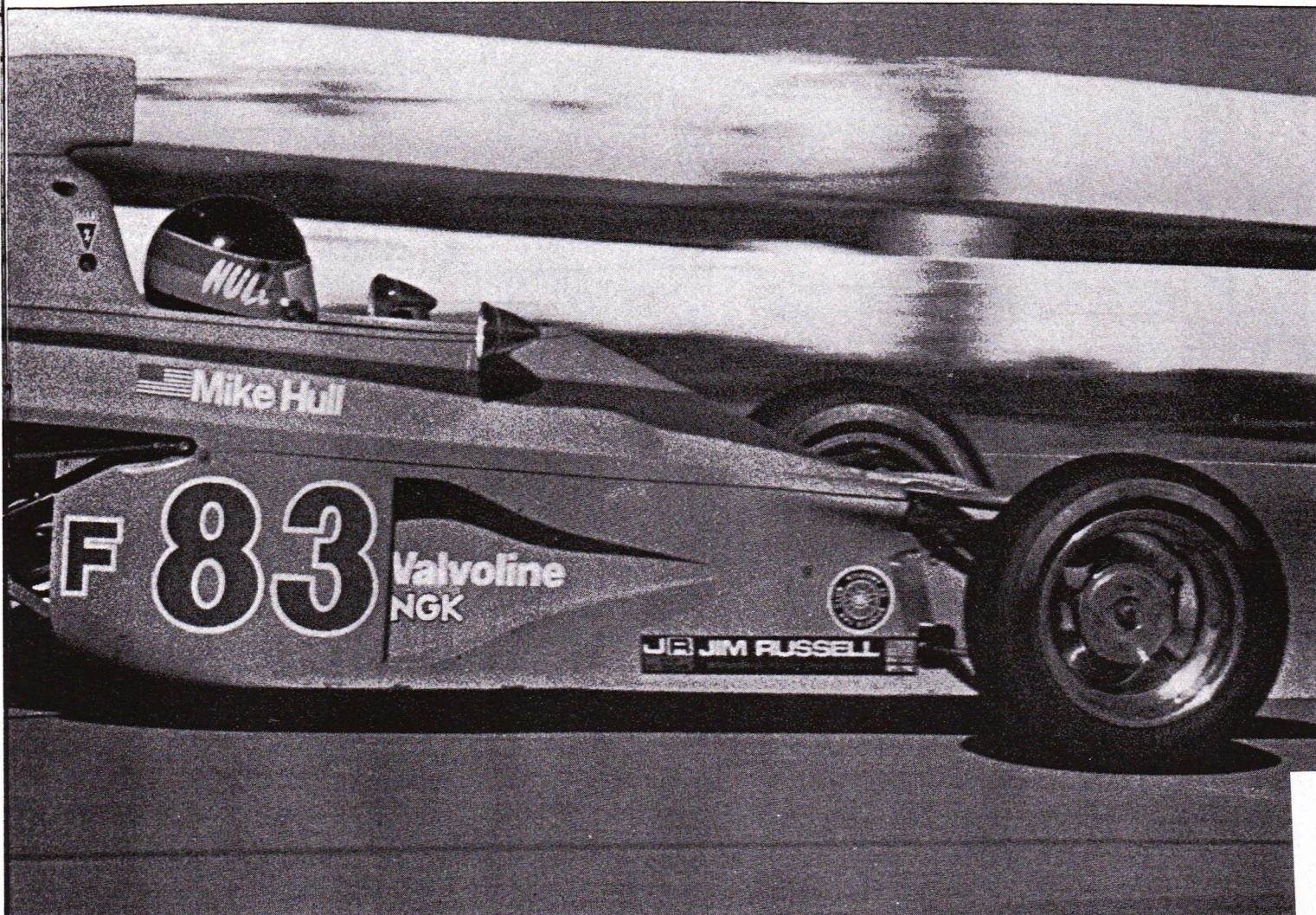


Rob Glove photo

*The new Crossle 32F seems to be even faster than last year's National Championship model (top right); Zinks and Lolas are currently the most numerous Fords in America. (above); Dick Scott debuted the new Royale in Florida this winter.*



Steve Nickless photo



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*The ADF: the most expensive Formula Ford in the world...and one of the fastest*

# CHART

By Steve Nickless

## ONE-OFF FORMULA FORDS

*Avante* — Avante, Inc. in North Hollywood, CA announced plans to build a tube-frame FF in September 1972. No other information though on its development.

*Corsa* — The Paronelli brothers' (of L.A.) interesting and ill-fated FF project of 1974-5. Built by Hank with an 88" WB, 54/56" Front/Rear Track and with features like double-adjustable Konis, Rick debuted the car at Riverside in February 1975 but did not start.

*Phantom* — An incredible project headed by Dick Ferguson at the RV assembly facilities of "Power Performance

Products". The TF-3 was an advanced concept in 1974 featuring rising rate suspension everywhere, but the prototype never finished a race. Production was planned and jigs were built, but to date there is only one completed car.

*R.A.C.E.* — Very little information exists on this chassis. The product of Royal American Competition Enterprises in Chicago, IL, a press announcement in November 1970 told of three RACE Mk1's built for FF.

*Ringwraith* — Harvey Templeton, the wizard of Formula Vee, is developing a car for Formula Ford. With features

some will chuckle at (hydraulically controlled camber adjustment, door-spring suspension, tube-bodywork and a 60"-plus track) it is a certainty that Harvey, as with Vees, will have the last laugh. . .

*Supernova* — The small Supernova concern in Sussex, England built a one-off FF in 1975. Designed by Ian Williams and ex-BRM mechanic Stan Collier, the car was imported by Fred Opert Racing and prepared by Jack Clark's C & S Racing for Peter Moodie. The car was written off by another driver late in '75; while rumours circulated regarding Supernova building more Fords for America in 1976, the company folded before they reached fruition.

SPECIFICATIONS

MANUFACTURER	U.S. DISTRIBUTION HISTORY	Model #	DATE	DESIGNER(S)	OAL	WB	TRACK		BRAKES		Shocks	Radiator	Gearbox	Engine	MODEL CHANGES and SIGNIFICANT FEATURES	MAJOR SUCCESSES
							F	R	F	R						
ADF	When the Paul White-Jules Williams Taurus Racing became Automotive Development in early 1972, they little realized the impact AD would have on FF racing in this country. McDonald-Douglas engineer David Bruns came to buy an engine for his advanced garage built Ford, and out of that meeting came the most sophisticated and expensive production chassis the class has known. U.S. sales have all been through AD's Orange, CA facilities.	Mk II	1973-7	David R. Bruns Al Thomas	144"	91"	55 1/2"	55 1/2"	Lockheed Inboard	Koni	2-sides	Hewland Mk9	AD Atlanta	Chrome-moly steel frame; engine as stressed member; inboard front suspension.	1st-ARRC 1973 Bob Earl 2nd, 4th, 5th 1974 CSPRRC T. Weichmann D. Finestone R. Shirley 1st, 3rd CSPRRC '75 T. Weichmann Dave Bruns 4th-CSPRRC 1976 Dave Bruns	
Alexis	Allan Taylor's Alexis Cars Ltd. in Birmingham, England built it's first Ford, the 14, in cooperation with the Jim Russell School. Called the Russell School. Called the Russell Alexis, the first cars were imported by Opert Racing, Pierre's Motor Racing, and Grizzly Engineering and Machine of Folsom, CA.	14 15 18 18B 22 23 24	1968 1969 1970 1971 1972 1973-4 1975-6	Allan Taylor Allan Taylor Allan Taylor Allan Taylor Allan Taylor Allan Taylor Allan Taylor					Girling Outboard Girling Outboard Girling Outboard Lockheed Outb'd Inb'd Lockheed Outb'd Inb'd	Armstrong	Ft.	Hewland Mk6 Hewland Mk6 Hewland Mk8 Hewland Mk8 Hewland Mk9 Hewland Mk9	15 stiffer chassis & uprights.			
Beach	Gene Beach's Clearwater Florida Competition Components, Inc. was a successful FV constructor whose first FF was completed in early 1969. There was a West Coast dealer, American Racing West, established in early 1970 after success at the runoffs in 1969.	Mk II	1969-70	Gene Beach					Girling Outboard	Armstrong	Ft.	Hewland Mk 6			2nd-ARRC 1969 Dan Fowler	
Bobby	Another FV builder trying his hand at FF was Jerry Mong's Vanguard Automotive. Four cars were built before deciding an American chassis could not compete in price with the British.		1969	Jerry Mong							Front	Hewland Mk6	Vanguard			
Caldwell	Based largely on the successful Merlyn Mk 11A, the Caldwell's were the product of Roy Caldwell's Autodynamics Inc. in Marblehead MA. As their "Bally Round the Flag Boys" ad campaign announced, they were the first successful built in America FFs. Their track record and general parts availability helped sell 103 cars in three seasons until Autodynamics began concentrating on other projects in 1971. The name came back briefly in 1972 as a new DL 15 was announced (a car never built) and again in 1975 when ex-AD sales manager Bob Fletcher built a few D9 update kits at Fast Company called D15s.	D9 D9B	1969 1970-1	Bill Woodhead Del Trost Del Trost	139" 139"	90 1/2" 90 1/2"	52" 52"	53 1/2" 53 1/2"	Girling Outboard Girling Outboard	Armstrong Armstrong	Front Front	Hewland Mk8 Hewland Mk8	Most were J. Harkness D. Fraser factory built.	9B - chassis traces suspension updates.	Pole and 1st - ARRC 1969 Skip Barber IMSA 1100 Champion Dave Loring	

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							F	R	F	F	R									
Cooper-Chinook	Fejers Racing Cars, Ltd. in Ontario, Canada bought the British Cooper concern in 1969. In early 1970, a Formula Ford was constructed and sold in the U.S. through Speed Components in Inkster, Michigan.		1969-70																	
Crosbie	John Crosbie's Irish Crosbie Car Co., Ltd. sold its first car here, an EC, to Bruce Klusman in 1965. Roger Barr, a Connecticut driver, bought a 12F Formula B from him in 1968 (and won the National Championship). It was Barr who sold the first few Crosbie FFs here when the 16F was introduced in late 1968. On the West Coast, Crosbie Cars Pacific was the early (and current) importer. On the east, Lotus Racing East began handling the cars in 1972, selling the rights to Skip Barber in late '75.	16F	1968-70	John Crosbie	139"	90"	51 1/2"	53"	Girling	Outboard	Armstrong	Front	Hewland Mk6	Brian Hart						
		20F	1971-2	John Crosbie	139"	90"	53 1/2"	55 1/2"	Girling	Outboard	Armstrong	Front	Hewland Mk8	Brian Hart						
		25F	1973-4	John Crosbie	137"	92 1/2"	55 1/2"	55-78"	Girling	Outboard	Armstrong	Front	Hewland Mk9	Minister					3rd - ARRC 1973 Bill Pugh Pols & 3rd - '74 Marty Loft 1st - CSPRRAC '76 D. Firestone	
		30F	1975-6	Leslie Drysdale	139"	94 1/2"	55 1/2"	55-78"	Lockheed	Outboard	Armstrong	Front		Minister						
		32F	1977			94 1/2"	55 1/2"	55-78"	Lockheed	Outboard	Armstrong	Front		Minister						
Dulon	These cars from Maxperenco Products, Ltd. in Oxon, England were sold by a number of people in the late sixties: Grizzly Engineering (Folsom, CA) and Formula Race Cars of America (Red Hook, NY) to name two. Dulon's first central importer was Dan Fennell's short-lived International Racing Stables which collapsed in 1975. The cars are still being sold here through two or three "direct deal" people like Motorsport Racing in Rockford, Ill. and Sunspeed Racing in Brooklyn, NY.	LD4	1968	Andrew Duncan		90 1/2"			Girling	Outboard	Spax	Front	Hewland Mk6							
		LD4B	1969	Andrew Duncan		90 1/2"			Girling	Outboard	Spax	Front	Hewland Mk6							
		LD4C	1969-70	Andrew Duncan		90 1/2"			Girling	Outboard	Spax	Front	Hewland Mk8							
		LD9	1971-2	Andrew Duncan		90 1/2"			Girling	Outboard	Spax	Front	Hewland Mk8							
		Mp15	1973	Andrew Duncan		90 1/2"			Girling	Outboard	Spax	Front	Hewland Mk8							
		Mp15B	1974	Andrew Duncan	128"	90 1/2"	54 1/2"	57 1/2"	Girling	Outboard	Spax	Front	Hewland Mk8							15B - bodywork
		Mp17	1975	Andrew Duncan	131 1/2"	90 1/2"	54 1/2"	57 1/2"	Girling	Outboard	Spax	Front	Hewland Mk9							17 - bodywork (nose)
Mp19	1976-7	Andrew Duncan	131 1/2"	90 1/2"	50 1/2"	52 1/2"	Girling	Outboard	Blist'n	Front	Hewland Mk9							19 - narrow track		
Eagle	The first result of Dan Gurney's plans to build cars for the smaller formulae. Early cars will be sold from the AAR facilities in Santa Ana, CA. A dealer network is currently being established, with Quicksilver being the latest rumor from the east.	77F	1977	Design Team under Jack Ward		95"	53"	51"	Lockheed	Outboard	Koni	2 sides	Webster	Shankle						Heliarc'd frame inboard fr. suspension

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						F	R	F	R							
Elden	The PH6 was the first FF from Design Formula, a company owned by the Hampsher brothers, Brian and Peter. Early Hampsher cars were called "Brihams", the name "Elden" being suggested by accessory marketer John Thompson on the PH6's introduction. U.S. distribution began through Jan Winkel of Weip Industries in 1969. It passed out of his hands to three distributors, each with their own dealers: Tom Pumpelly (NTW, Wash. D.C.), Bruce Kramer Racing (Chicago) and Dick Cooney (Pacific Formula, Los Angeles). The oil crisis of 1973 hit Eldens very hard, the brothers sold the company to FF 2000 driver Frank Bradley and U.S. distribution ceased. In 1976, Brian bought the company back and opened a new shop at Brands Hatch. There are plans to resume export.	PH6	1969	Peter Hampsher	133"	53"	55"	Girling Outboard		Front	Hewland Mk6	Piper	First Ford with inboard ft. suspension.	3rd - ARRC 1972 Tom Pumpelly		
		PH8	1970-2	Peter Hampsher	84"			Girling Outboard		Front	Hewland Mk8				8 - simplified PH6 improved body now outboard susp.	
		PH10	1972-3	P. Hampsher Bob Curl				Girling Outb'd Inb'd		Front	Hewland Mk9				10 - increased chassis stiffness; less anti-dive; called "boattail" bodywork.	
		PH10A	1973	P. Hampsher				Girling Outb'd Inb'd		2-Front	Hewland Mk9				10A - a PH10 with Falconer bodywork.	
		PH10B	1974	Falconer bodied P. Hampsher				Girling Outb'd Inb'd		2-Sides	Hewland Mk9				10B - front radiator.	
		PH10C	1975	P. Hampsher				Girling Outb'd Inb'd		2-Sides	Hewland Mk9				10C - side radiators directly behind ft. suspension.	
		PH17	1976	P. Hampsher				Girling Outb'd Inb'd		Front	Hewland Mk9				17 - front radiator. None brought to U.S.	
Elfin	Cars from the Australian Elfin constructors were imported first by Chuck Jones Racing (Costa Mesa, CA.) and sold through Pacific Formula and Automobiles International (Tulsa, OK).	600	1972	Garrie Cooper				Girling Outboard		2-Side	Hewland Mk8 Hewland Mk9					
		620	1973-5	Garrie Cooper				Girling Outboard								
Forgrini	Coming off a runoff victory in 1968 in FC, Forgrini Engineering from Seattle, Washington built a few Fords in late 1968-early 1969.	Mk12	1968-9					Girling Outboard		Front	Hewland Mk6	Charles Lucas				
Hawke	David Lazenby, an ex-Lotus F1 and Indy mechanic of some repute, set up his own shop in Herfordshire, England to build small formula cars. His first Ford was the DL2, sold here in 1969 by (first) Hawke Racing of Los Angeles and (later) Fred Opert. There was no centralized distribution in the early seventies, the cars sold by many: Pierre's Motor Racing, Pacific Formula, Gary Magwood's (Canada), Camico Racing and others. Lazenby sold control of the company to British Air Ferries magnate Mike Keegan in 1974, and Hawkes have been imported exclusively by Cavaraugh Racing (Ambler, PA.) since then.	DL2	1969	David Lazenby				Girling Outboard		Front	Hewland Mk6				1st - ARRC 1972 Eddie Miller	
		DL2A	1970	David Lazenby				Girling Outboard		Front	Hewland Mk8			2A - narrower track		
		DL2B	1971	David Lazenby				Girling Outboard		Front	Hewland Mk8			2B - fabricated vs. Triumph uprights.		
		DL9 (& 9A)	1972	David Lazenby	133"	54"	54"	Girling Outboard		Spax	2-Side	Hewland Mk8	Scholar	9 - all new design		
		DL10	1973	David Lazenby		88 1/2"	88 1/2"	Girling Outboard		Spax	2-Side	Hewland Mk8				9A - mid-season change to Lockheed brakes
		DL11	1974	David Lazenby		88 1/2"	54"		Girling Outboard		Spax	Front	Hewland Mk9			10 - John Bicht bodywork, wider track
		DL12	1975	David Lazenby		92"	57 1/2"	58 1/2"	Lockheed Outb'd Inb'd		Bilstein	2-Sides	Hewland Mk9	Minister		15 - inboard rocker arm
DL15	1976	D. Lazenby Adrian Reynolds		92"	54 1/2"	55 1/2"	Lockheed Outb'd Inb'd		Bilstein	1-Side	Hewland Mk9	Alan Smith	11 - supp.			
DL17	1977	D. Lazenby		155"	54 1/2"	55 1/2"	Lockheed Outb'd Inb'd		Bilstein	2-Side	Hewland Mk9	Alan Smith	17 - driver forward five inches.			

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						F	R	F	R							F
König Heath Normad	Parts constructors at that existing 65 Clapham St., London facility, Ian Heath and Mark König bought the Palliser FF project from Hugh Dibbey in mid-1972. In mid-'73, they resumed production of the car with minor changes and a new Len Wimhurst designed body. The first few KHF/1s were imported by Ron Hunter and called "Winklemann KHF/5s, later WDF5s. König Heath themselves very soon began calling the cars Nomads, and the cars imported by Ed Cunningham (Greenbrae, CA.) were advertised with their "proper" names. In England the builders tired of the whole thing and made plans to sell off the project in 1976.	KHF/1	1973	Len Wimhurst	91"	52"	54"	Girling Outb'd Inb'd	Armstrong	Front	Hewland Mk9	Scholar				
		KHF/2	1974	Len Wimhurst	91"	52"	54"	Girling Outb'd Inb'd	Armstrong	Front	Hewland Mk9	Scholar				
		KHF/3	1975	Len Wimhurst	91"	52"	54"	Girling Outb'd Inb'd	Armstrong	Front	Hewland Mk9	Scholar				
LeGrand	North Hollywood, CA. was the location of Alden "Red" LeGrand's shop when he built his first Ford, the Mk10, after years of success in FB & C. Unique to the LeGrand FF is the availability of plans from which a LeGrand customer can build his own chassis from scratch.	Mk10	1969/72	Alden LeGrand	92"	53"	53"	Girling Outboard	Koni	Front	Hewland Mk6, later Mk8	Choice	13 - new rack geometry change	4th - CSPRRC 1975 Chuck Pittenger		
		Mk13	1973.4	Alden LeGrand	92"	53"	53"	Girling Outboard	Koni	Front	Hewland Mk8	Choice	21 - new bodywork LeGrand castings for tub and rear brakes with Mk8			
		Mk21	1975/77	Alden LeGrand	92"	53"	53"	Girling VW Outb'd Inb'd	Koni-LeGrand	2 Sides	Hewland Mk8	Choice				
		T200	1969/70	Eric Broadley	88"	54"	54"	Girling Outboard	Armstrong	Front	Hewland Mk8	Steele or Lucas	202 - oil cooler and sump moved to rear	5th - ARRC 1970 Mike Hiss		
		T202	1971	Eric Broadley	88"	54"	54"	Girling Outboard	Armstrong	Front	Hewland Mk8	Lucas		5th - ARRC 1972 Dan Torpy 1st - CSPRRC 1974 Eddie Miller		
Lola	Of major influence on the American FF scene, Lola entered the game late in 1969. Carl Haas has always been exclusive importer of the Huntington, England products, and his distribution network, well established in '69 has permitted sales of over 250 Fords. The revolutionary Eric Broadley Bob Marston Lola 340 series was primarily responsible for Ford developing into the "scaled down GP car" class it is today.	T204	1972	Eric Broadley	88"	54"	54"	Girling Outboard	Armstrong	Front	Hewland Mk8	Lucas				
		T340	1973.4	E. Broadley Bob Marston	93"	54"	54"	Lockheed Outb'd Inb'd	Bilstein	2 Sides	Hewland Mk9	Titan	340 - advanced light metal frame			
		T342	1975.6	E. Broadley Bob Marston	93"	54"	54"	Lockheed Outb'd Inb'd	Bilstein	2-aside engine	Hewland Mk9	Titan or Smith	342 - slight geometry change; rads moved back			
		T440	1976.7	E. Broadley Bob Marston	91 1/2"	55 1/2"	55 1/2"	Lockheed Outb'd Inb'd	Bilstein	2-aside engine	Hewland Mk9	Titan or Smith	440 - driver moved forward; long engine/gearbox spacer; rocker ft. susp.	4th - CSPRRC 1976 Bob Richardson		
		51(A)	1967	Development of a Mike Costin design	152"	52"	51 1/2"	Girling Outboard	Armstrong	Front	Renault R10					
		51B	1968	Development of a Mike Costin design	152"	52"	51 1/2"	Girling Outboard	Armstrong	Front	Renault R10					
Lotus	The first FF manufacturer in 1966, Mike Warner of Lotus Components and the Motor Racing Stable School dusted off a Lotus 22/31 spaceframe, installed a 1500cc cross-flow Cortina with a Renault gearbox, and Formula Ford was born. Lotus cranked out hundreds of FFs through their production arm until they pulled out of commercial race car sales in mid-1971. Caterham Car sales bought the large parts inventory and cars filtered into the U.S. until about mid-1972. Main U.S. importer was Fred Stevenson's Lotus Racing East in Millerton, New York, with a myriad of other people across the U.S.	51C	1969	Costin design	152"	52"	51 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk6	Lotus Holbay				
		61(E)	1969	Development of a Mike Costin design	150"	51 1/2"	51 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk6	Lotus Holbay				
		61M	1970.2	Development of a Mike Costin design	150"	51 1/2"	51 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk8	Lotus Holbay				
		61MX	1972	Development of a Mike Costin design	150"	51 1/2"	51 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk8	Lotus Holbay				
		69	1971.2	Design team headed by Dave Baldwin and Martin Waide	92 1/2"	56"	56"	Girling Outboard	Armstrong	Front	Hewland Mk8					

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						F	R	F	R							
Macon	Tony Macon's Fords were first constructed in 1968. Frames were advanced for their time, a direct copy of the Brabham BT21. All 18 cars were imported by Fred Opert Racing, then in Paramus, NJ.	MR7B	1969						Grilling Outboard Grilling Outboard	Armstrong	Front	Hewland Mk6 Hewland	Lucas Piper			
		MR8	1969/71							Armstrong	Front					
March	The first Formula Fords, from March Engineering in 1970, were built around the standard F2/F3 chassis, but in 1971 a purpose-built frame was introduced. The first 718s (called 718s in England) were imported by Springle Racing and later 'Jon' Grimaldi when he went independent. March was not particularly interested in Ford production and set up plans for Wayne Mitchell, a friend of Robin Herd's, to assemble the cars in the U.S. Four kits were shipped in early 1972, but the project never really got going. A "739" was announced later in the year by Grimaldi and Forward March (later Freeman Racing) but it never materialized.	709	1970	Robin Herd		90"	52"	50"	Grilling Outboard Grilling Outboard Grilling Outboard	Armstrong	Front	Hewland Mk8 Hewland Mk8 Mk8	Scholar Scholar Scholar			
		719	1971	Robin Herd		90"	52"	50"		Armstrong	Front					
		729	1972	Robin Herd		90"	52"	50"		Armstrong	Front					
		739	1973			93 1/2"	54"	55"								
McNamara	U.S. Army officer in Langries, Germany, Francis McNamara debuted his FF model late in 1969. Best known for FVs and the disastrous STP USAC car for Mario Andretti, not much is known of the Ford. It was sold in the U.S. by North American Motorsport Corp., Mason City, Iowa in early 1970.	FFA	1970	Joseph Karasek	142 1/2"	92"	56"	53 1/2"	Grilling Outboard	Koni	Front	Hewland Mk8	Brian Hart			
Merlyn	While the Mk9 was the first FF model from this Selwyn Heyward/Chris Maskery company, the Mk11 was the first imported to the U.S. Lotus SW Inc., later U.S. Merlyn (which moved from Dallas to L.A.) was the exclusive importer. Bill Ippolito of Race America (Dallas) took over importation when U.S. Merlyn went under in 1971. Race America currently shares incorporation with the Jim Russell School in Rosamond, CA.	Mk11	1968	S. Heyward C. Maskery	139"	90"	48"	50 1/2"	Grilling Outboard Grilling Outboard	Armstrong	Front	Hewland Mk6 Hewland Mk8 Hewland Mk8 Mk8	Chris Steele Chris Steele Choice Choice Choice		3rd & 5th - ARRC '69, Gary Johnson, Steve Loudon	
		Mk11A	1969	S. Heyward C. Maskery	139"	90"	48"	50 1/2"		Armstrong	Front					
		Mk17	1970	S. Heyward C. Maskery	139"	90"	48"	50 1/2"		Armstrong	Front					
		Mk17A	early 1971	S. Heyward C. Maskery	139"	90"	48"	50 1/2"		Armstrong	Front					Pole & 2nd - ARRC '71, Gordon Smiley
		Mk20	and 1971	Clive Heyward		90"	48"	50 1/2"		Armstrong	Front					
		Mk20A	1972	Clive Heyward		90"	48"	50 1/2"		Armstrong	Front					2nd - ARRC 1972, Ron Dykes
		Mk24	1973	Clive Heyward		90"	48"	50 1/2"		Grilling Outboard/inboard	Armstrong	Front				5th - ARRC 1973, Johnny Kastner
		Mk25	early 1974	Clive Heyward		90"	48"	50 1/2"		Grilling Outboard/inboard	Armstrong	Front				
		Mk025	end 1974	Clive Heyward		150"	90"	48"	50 1/2"	Lockheed Outboard/inboard	Armstrong	Front				
		Mk29	early 1975	Clive Heyward		150"	90"	48"	50 1/2"	Lockheed Outboard/inboard	Bilstein	Front disc out of 2 bushie	Hewland Mk9	Choice	025 - change of rear geometry	
		Mk029	end 1975	Clive Heyward		150"	90"	48"	50 1/2"	Lockheed Outboard/inboard	Bilstein	2 bushie engine	Hewland Mk9	Choice		
		Mk29A	1976	Clive Heyward		150"	90"	48"	50 1/2"	Lockheed Outboard/inboard	Bilstein	2 bushie engine	Hewland Mk9	Choice		
		Mk30	1976/7	Design team headed by Clive Heyward		150"	90"	52"	54 1/2"	Lockheed Outboard/inboard	Bilstein	2 bushie engine	Hewland Mk9	Choice	30 an all new car wider track new bodywork	5th - CSPRRC 1976, Johnny Kastner

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						F	R	F	R						
Mirage	In early 1970, John Wyrer Automotive announced its Pat Rocheford designed Formula Ford. Wyrer went on to win the Manufacturer's Championship with Porsche, making it easy to see why production of the FF suffered. A few of the cars were imported by Dick Scott's Red-Line Racing in Sewickley, PA.		1970	Pat Rocheford					Girling Outboard		Front	Hewland Mk8	Mirage		
Mistral	These Mers, from Pringett Racing, Ltd. were imported briefly in 1969 by Eaton Park Racing, Anchorage, Kentucky.		1969						Girling Outboard		Front	Hewland Mk6	BRM		
MRE	The first FFs from Jim Gleave's Bourne-End, England shop were imported by Dr. Howard Neudelman (Scientific Motors, Los Altos Hills, CA) in early 1973. He sold the distributorship to TOP Racing (Roger and Janet Hey!) who hired Bob Earl. When Earl and Dan Simpson opened ProFormula, they bought all the cars and spares from TP. Gleave however sold the MRE production rights to Tim Schenken & Howden Ganley — the last MRE left the factory in 1975.	Mk4 Mk10 Mk10B Mk10C	1969 1974 1975-6 1977	Mark Erwood Ken Nicholls Mark Erwood Ken Nicholls Mark Erwood Ken Nicholls Mark Erwood Ken Nicholls					Girling Outboard	Armstrong Armstrong Armstrong Armstrong	Front 2-side 2-side 2-side	Hewland Mk8 Hewland Mk9 Hewland Mk9 Hewland Mk9	Newbridge-Fox		
Ray	Bert Ray, one of the FF preparers in the 65 Clapham St., London racing haven, began producing Fords of his own design in late 1972 for select drivers. Florida's Dr. Bart Hartman coerced Ray to part with a chassis for the states in late 1974 — and which has remained the only example of the car in the country. Ray stopped building Fords for two years to concentrate on FF2000 and F3, but now comes word that there is a new FF for 1977 and Ray Race (Hartman) will have the first one in April.	73F 74F 77F	1972-3 1974 1977	Bert Ray Bert Ray Bert Ray		90" 90" 90"	51 1/2" 53 1/2" 53 1/2"	52 1/2" 52 1/2" 52 1/2"	Girling Outboard/ Girling Outboard/ Girling Outboard/ Inboard	Armstrong Armstrong	2-side 2-side	Hewland Mk9 Hewland Mk9 Hewland Mk9	Minister		
Reynard	Twenty-five year old Adrian Reynard Oxford grad and ex-BL development engineer, built a prototype FF back in 1974, the same year he started Sabre Automotive with ex-March production manager Bill Stone. The first commercial Reynard, the 75F, was quite successful in Super Ford trim, and the five 76Fs imported to this country (by Pat Walter/John Viljoen's Ameropean Racing) were fit, radiator versions of that. Of important note is that those 76Fs were actually assembled in the Hawke factory while Adrian was employed there to design F1 and F3 cars.	74F 75F 76F 77F	1974 1975 1976 1977	Adrian Reynard Adrian Reynard Adrian Reynard Adrian Reynard		89.4" 89.4" 89.4"	52 1/2" 52 1/2" 52 1/2"	54" 54" 54"	Lockheed Outboard/ Lockheed Outboard/ Lockheed Outboard/ Lockheed Outboard/ Inboard	Spax Spax Spax Spax	1-side Front 1-side	Hewland Mk9 Hewland Mk9 Hewland Mk9 Hewland Mk9	Rowland Rowland Reynard	75F - revised bodywork eliminating shovel nose 77F - bodywork (new side pods)	

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							F	R	F	R						
Royale	The early Royales were products of Bob King's Racing Preparations, Ltd. and imported by Bill Custer in Macomb, IL. When Custer "disappeared", driver Bill Scott became importer, establishing many dealers. When King returned for health reasons in '74, Alan Corneek took over as manager and brought in South African Roy Byrne to design a new range of cars. Bill Scott broke with Royale in 1975, leaving distribution to a handful of dealers like Red-Line Racing (Pittsburg) and Advanced Trans Concepts (Detroit). The new RP24 has sparked much interest in the US, word is that Doug Sherson and Joe Strimola will both be stocking Royales this year.	RP2	1969	Bob Marston		93"	55"	55"	Girling Outboard	Armstrong	Front	Hewland Mk6	Racing Prep	RP2 - first prod. Royale based on RP1 RP3 - revised styling geometry change RP16 - first Ford with side radiators RP16A - larger rads revised sway bars and springs 21 - new chassis 21A - new uprights for change in tires new engine cover 24 - gearbox stressed member, offset rocker ft. susp.	Pole, 2nd, 4th - ARRC 1970. Jim King, Bill Scott, Tom Reddy	
		RP3	1970	Bob Marston		93"	55"	55"	Girling Outboard	Armstrong	Front	Hewland Mk8	Racing Prep			
		RP3A	1971.2	Bob Marston		93"	55"	55"	Girling Outboard	Armstrong	Front	Hewland Mk8	Racing Prep			
		RP16	1973	Bob King		94 1/2"	55"	55"	Girling Outboard	Armstrong	2 sides	Hewland Mk8	Racing Prep			
		RP16A	1974	Bob King		94 1/2"	55"	55"	Girling Outboard	Armstrong	2 sides	Hewland Mk8	Racing Prep			
		RP21	1974.5	Rory Byrne		91"	53 1/2"	54 1/2"	Lockheed Outboard/Inboard	Armstrong	2 sides	Hewland Mk9	Racing Prep			
		RP21A	1976	Rory Byrne		91"	53 1/2"	54 1/2"	Lockheed Outboard/Inboard	Bilstein	2 side	Hewland Mk9	Racing Prep			
		RP24	1976.7	Rory Byrne		91"	55"	55 1/2"	Lockheed Outboard/Inboard	Bilstein	2 sides	Hewland Mk9	Racing Prep			
Tecno	Gene Mason's RPM Automotive in Philadelphia imported a few Italian-made Tecnos for FF/FC in early 1969. The first FF was assembled in Italy by Terry Secker for driver Skip Barber, based around Tecno's F3 chassis. There was only one other Ford in spare parts; its unclear whether or not it was ever assembled. One or two of the 1969 FC chassis were later converted to FF spec by their owners.	FF	1970	Luciani & Gianfranco Pederzani		82 1/2"			Girling Outboard	Tecno	Front	Hewland Mk8	Holman & Moody	Oval tubing used in construction	1st - ARRC 1970 Skip Barber	
		76F	1976	Martin Reed Tim Schenken Howard Ganley		97"	52"	53"	Girling Outboard/Inboard	Spax later Bilstein	Front	Hewland Mk9	CES	77F - Chevron style side body work, longer wheelbase, new geometry		
Titan	By now everyone knows that Tiga is the product of two former GP drivers - Tim Schenken and Howard Ganley. The pair bought Jim Gleave's MRE FF project and, with designer Martin Reed (ex-Postlethwaite assistant at March), built their first Ford in 1976. Now with a new facility in Reading, Eng, they're building cars imported to the U.S. by Fred Oper Racing (Upper Saddle River, NJ) and Pro Formula (Emeryville, CA)	Mk4	1969	Roy Thomas		92 1/2"	54"	53 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk6	Charles Lucas		3rd - ARRC 1970 Bob Lazier	
		Mk5	1969	Roy Thomas		147"	92 1/2"	54"	53 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk6	Charles Lucas		1st & 4th - ARRC 1971, Jim Harrell Fred Phillips
		Mk6	1970	Roy Thomas		147"	92 1/2"	54"	53 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk8	Charles Lucas		2nd & 4th - ARRC 73, Chris Gleason Marty Loft
		Mk6A	1971.2	Roy Thomas		147"	92 1/2"	54"	53 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk8	Charles Lucas		
		Mk6B	1972	Roy Thomas		146"	92 1/2"	54"	53 1/2"	Girling Outboard	Armstrong	Front	Hewland Mk8	Charles Lucas		
		Mk6C	1973	Roy Thomas		90"	56"	55"	55"	Girling Outboard/Inboard	Bilstein	2 side	Hewland Mk9	Charles Lucas		
		Mk8	1974	Roy Thomas		90"	56"	55"	55"	Girling Outboard/Inboard	Bilstein	2 side	Hewland Mk9	Charles Lucas		
		Mk9	1974.5	Roy Thomas		90"	56"	55"	55"	Girling Outboard/Inboard	Bilstein	2 side	Hewland Mk9	Charles Lucas		
		Mk9A	1975	Roy Thomas		90"	56"	55"	55"	Girling Outboard/Inboard	Bilstein	2 side	Hewland Mk9	Charles Lucas		
		Mk9A & B														

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						WB	F	R	F							R
Van Diemen	Ralph Firman, after experience with the Jim Russell School and Lotus F3 team, opened his own preparations business in June 1970. His first racing car design was a Formula Ford in 1973 (the name "Van Diemen" has no particular significance) which was immediately successful in the hands of Scotsman Don MacLeod. One or two of the early cars came to the U.S., the result of ads Firman placed himself. First official importer was John Mill's Lynx Racing which brought in three RF75s. Now John Zentler has taken over as importer and will be bringing in the new Dave Baldwin (of Ensign & Copersucar FT fame) designed RF77.	RF73	1973	Ralph Firman		92 1/2"		Girling/Lockheed Outboard/Inboard				Hewland Mk9	Scholar			
		RF74	1974	Ralph Firman		92 1/2"		Girling/Lockheed Outboard/Inboard					Hewland Mk9	Scholar		
		RF75	1975	Ralph Firman	153"	92 1/2"	56"	55 1/2"	Girling/Lockheed Outboard/Inboard				Hewland Mk9	Scholar		
		RF76	1976	Ralph Firman		92 1/2"	56"	56"	Girling/Lockheed Outboard/Inboard				Hewland Mk9	Scholar		
		RF77	1977	Dave Baldwin	147"	94"	56"	56"	Girling/Lockheed Outboard/Inboard				Hewland Mk9	Scholar		
Winklemann	Intrigue. Suspense. The names have been changed to protect . . . . Well, not quite, but the Winklemann saga is one of the more confusing stories: in 1969 driver Bob Winklemann began importing the Palliser FF built by Hugh P. (for Palliser) K. Dibley. Winklemann gave the cars his name for sale in this country and had a well-established dealer network. Dibley quit in 1972, selling the project to Ian Heath and Mark Koenig. The Winklemann name should have stopped here, but when Ron Hunter's Rocky Mountain brought in a few of the 1973 Koenig Heaths, they were called "Winklemanns". For an update, see Gary Witzemburg's track test in the June '76 FORMULA.	WDF1	1969	Len Wimbhurst		91"	52"	54"	Girling Outboard	Armstrong	Front	Hewland Mk6	Scholar		3rd - ARRC 1971, IMSA 1100 Champ. '72, Bruce MacInnes	
		WDF2	1970	Len Wimbhurst		91"	52"	54"	Girling Outboard	Armstrong	Front	Hewland Mk8	Scholar		4th - ARRC 1972, Tom Crowther	
		WDF3	1971	Len Wimbhurst		91"	52"	54"	Girling Outboard	Armstrong	Front	Hewland Mk8	Scholar			
		WDF4	1972-3	Len Wimbhurst		91"	52"	54"	Girling/Lockheed Outboard/Inboard	Armstrong	Front	Hewland Mk9	Scholar			
		WDF5	1974	SEE KONIG HEATH KHF/1												
		WDF6	1975	Len Wimbhurst Ron Hunter Rodney Greene		91 1/2"	51"	53"	Lockheed Outboard/Inboard	Bilstein	Front	Hewland Mk9	PDR			
Zink	The Zink Z10, which first appeared at the runoffs in 1973, was an Ed Zink (of FV/FSV fame) designed; Harry Ingle (of FV/FSV fame) designed; Harry Ingle tested American-made Formula Ford. Developed by Steve Freeman (of Zink Manufacturing in Charlotte) and Steve Lathrop (of Citation Engineering in Zionsville) the car has undergone many subtle changes while remaining faithful to the same basic premise. Citation is the distributor, doing the final assembly and all the aluminum while the steel frame and pieces come from Charlotte. There are a number of small sales outlets in the East and Midwest and somewhere over eighty cars have been sold.	Z10	1973/7	Ed Zink	135"	90"	56"	56"	VW Type III Outboard/Inboard	Armstrong (some Bilstein)	2 side	Hewland Mk9 Webster 400	some Quick-silver lately stimola	Pole & 2nd - CSPRRC 1975 Bruce MacInnes 5th CSPRRC - '75 D. Weitzenhof 1st, 2nd, 3rd - AFFA Champ. 1976 - Bruce MacInnes, D. Weitzenhof, Tim Evans Pole, 2nd, 3rd - CSPRRC 1976. Bruce MacInnes, Tim Evans, D. Weitzenhof		