

1995 Race Car Buyers Guide

CONTINUED FROM PAGE 24

◆ FORMULA FORD

■ Formula Ford is one of those racing classes where you don't have to have the latest equipment. In fact, if you do have the latest equipment, you may still find yourself looking at the tailpipe of a six-year-old Swift DB-1.

Although Van Diemen took championship honors at the hands of Anthony Lazarro in the 1993 Runoffs, it didn't signify the beginning of a new era in Formula Ford. In 1994, Swift still took eight of the top 10 spots, including the top six. Not bad for a design that hasn't been produced for several years.

While the Swift still dominates, Van Diemen and the others continue to improve as they take lessons learned and apply them to their new designs. Many of those lessons were learned in Formula Continental competition, as that class appears to be taking the dominant position over the once mighty Formula Ford. The good news for the Ford class is while Continentals are getting more popular, they're also getting more expensive. The average price difference is about \$4,500, and the two-liter engines are almost twice as much.

With the exception of BRD, all the manufacturers who produce Continentals also produce FFords, and most share the same basic design. Seven constructors are currently making Formula Fords.

CITATION The Citation 95FF retains many of its faster sibling's features, including the lightweight Citation-designed brake calipers, nickel-plated aerostruts, wishbone-pushrod suspension and the Staffs gearbox. The only change for '95 is shim plates to make camber adjustment easier. Options on the 95FF include a digital display, Penske shocks and Jongbloed wheels.

The Citation Formula Ford can also be upgraded to Continental specifications, excluding engine, wheels and tires, for \$2,500. The package gets you a new undertray, wings and new engine bay braces. The 95FF lists for \$29,500 as a roller, and kit cars are available if you're looking to save a little money.

CROSSLE The 1995 70F has no surprises, as it remains identical to last year's car. Special features include cockpit adjustable rear anti-roll bar and brake bias. The Crossle remains the least expensive of the Formula Fords in our guide at \$21,000.

PIPER A prime example of a Formula Ford benefiting from an FF2000 program is the Piper DF2. The 1600cc car gets improved torsional stiffness, along with increased cockpit protection and space. All are the result of improvements made to the Continental chassis for use on ovals, a popular venue for the two-liter cars.

The DF2 retains the pushrod suspension, Staffs gearbox and adjustable anti-roll bars. Drilled brake rotors and aluminum hats are standard, as well as

the slick body the manufacturer says provides virtually undisturbed airflow over the car. The Piper is priced about the middle of the pack at \$24,900 for a roller.

RAY The Ray 95F has had quite a bit of success in Europe, and retains the only fully pullrod-activated suspension in the bunch. Changes for 1995 include a 50-percent stiffer chassis and slippery new bodywork. Now imported by Sewickley Motorsports, the Ray features a Hewland LD200 gearbox, quick-release Alpha "D" steering wheel, and complete setup data to all owners.

STOHR Stohr Racing Cars believes it has a good thing in its FF2 model, and apparently likes the old adage, "If it ain't broke, don't fix it." So the FF2, which holds the Formula Ford track record at Portland International Raceway, remains the same for 1995.

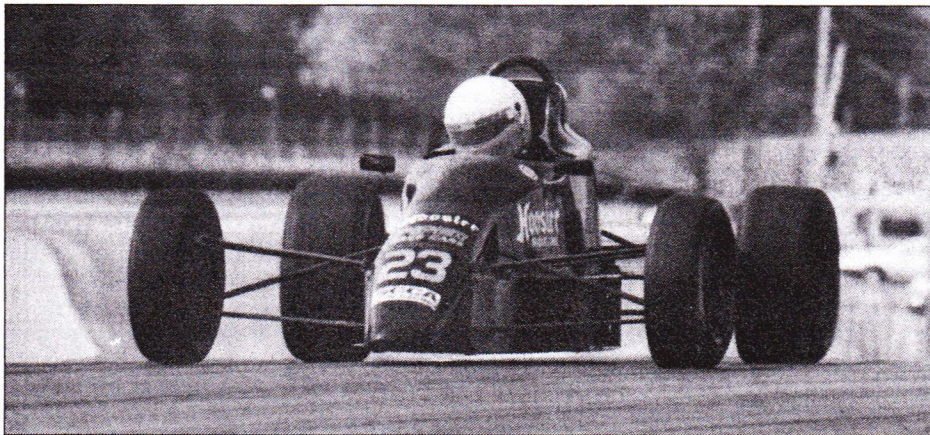
Stohr claims it is the lowest-drag, widest-track Formula Ford ever built. It has a wishbone-pushrod suspension in front, and uses pullrods in the back. Price for a rolling chassis is \$30,000.

SWIFT U.K. The Euroswift SC95T is almost identical to its big brother, incorporating the same under-body air intake using an air splitter. The splitter serves to produce an area of low pressure underneath the car in addition to feeding air to the radiator. The car also uses the same double wishbone-pushrod design for the suspension with inboard horizontal Penske shocks at the front and vertical dampers at the rear.

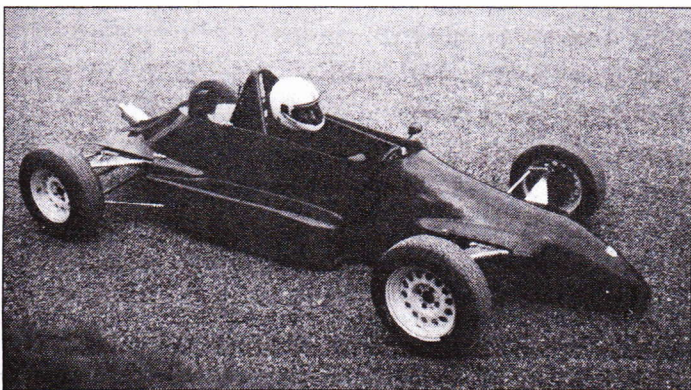
VAN DIEMEN Penske shocks are now standard on the RF95 as well. Other features on this closest challenger to the Swift's dominance include a mono-shock design front suspension using a wishbone-pushrod configuration, and wishbone-pushrod activated rear and narrow sidepods that incorporate twin radiators.

Brakes are lightweight AP steel calipers on Van Diemen floating rotors and aluminum disc bells, and are fully cockpit adjustable. A Hewland LD200 gearbox is standard at the roller price of \$26,000.

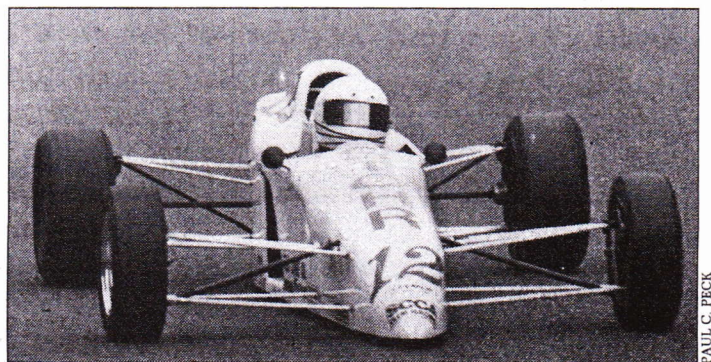
CONTINUED ON PAGE 28



COURTESY DAVE KLEIN



COURTESY CROSSLE



PAUL C. PECK

(TOP) Piper DF2 (LEFT) Crossle 70F (ABOVE) Stohr FF2