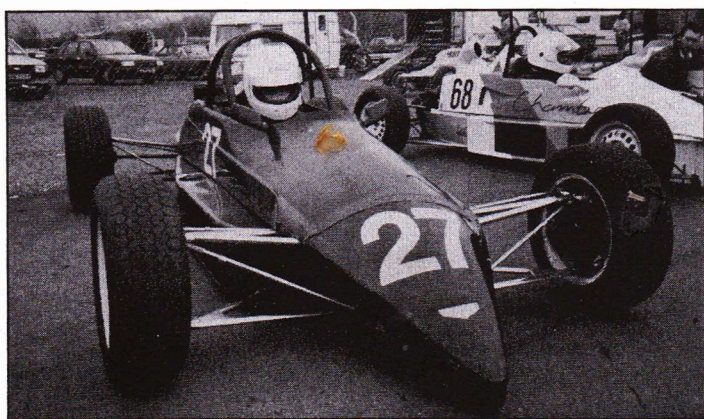


Variety is the spice...

So you think FF1600 is all about Van Diemen, Reynard and Swift? Well, there are in fact a dozen manufacturers in this country, where Formula Ford continues to prosper, and many of them have large export markets. So here they are, in alphabetical order, of course...



CHEVRON B69

Chevron Cars Ltd
Unit 5
The Moorside
Winnall Trading Estate
Winchester
Hampshire SO23 7RX

Tel: 0962 841084
Fax: 0962 842282

Designer: Mike Thompson
Sales contact: Roger Andreason or Tim Colman

Price: On application

History: Chevron was originally founded by Derek Bennett, who was killed in a hang gliding accident in 1978. The name is now owned by Roger Andreason, who made the first Chevron FF1600 car at the end of 1987, and is building up a market in the USA. The work of Mike Thompson, former boss of the now defunct Quest marque, the car owes a lot to his earlier designs. The car: The latest B69 incorporates pullrod suspension with cast uprights front and rear. The rear features the anti-droop bar which was a Quest trademark. The latest model has slimmer sidepods, incorporating the radiators. The Staffs Kwifshift gearbox is standard. Our picture shows last year's B67.

CROSSLE 70F

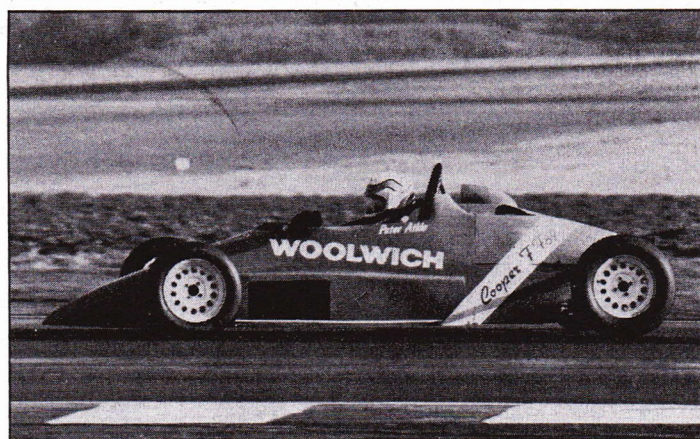
Crossle Car Co Ltd
Rory's Wood
Old Hollywood Rd
Holywood
Co Down BT18 9QS

Tel: 0232 63332
Fax: 0232 760676

Designer: John Crossle
Sales contact: Colin Scott

Price: On application

History: John Crossle has been building racing cars since 1957, and has been in the FF1600 business since the 16F model of 1969. Although very successful in the 70s, few Crossles have run in the British championships in recent years, although they are popular in Ireland and the USA. The car: The 70F is due to be announced within the next few weeks, and Crossle has not yet released pictures of it. The car promises to be a radical departure from previous models, and the legendary Frank Costin has contributed to its aerodynamic development. The car will be available with Staffs or Hewland gearboxes.



COOPER FF89

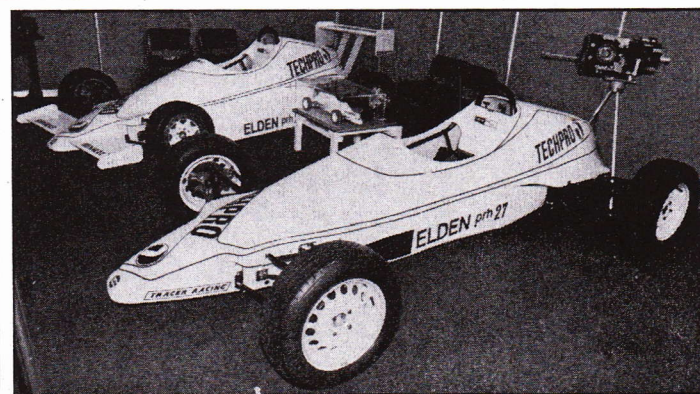
Unit 8A
Porte Marsh Industrial Estate
Calne
Wiltshire SN11 9BN

Tel: 0249 812333
Fax: As above

Designer: Martin and Alan Cooper
Sales contact: Alan Cooper

Price: £9,200 + VAT

History: Established in 1984, Wiltshire-based Cooper Racing Services built its first FF1600 chassis in 1986. Its cars have mainly been seen in the junior championships or at Castle Combe, but proprietor Alan Cooper is hoping for expansion during 1989. The car: The latest Cooper FF89 is a very neat looking machine, and incorporates a number of changes over its predecessors. The car has all-new bodywork, and is 5ins narrower. The chassis is stiffer than before, with new bulkheads. Front suspension is pushrod via inboard rockers, while the rear is via rockers activating the dampers which are situated in an alloy casting. The FF89 is available with either Staffs Kwifshift, or Hewland LD200 and Mk9 gearboxes.



ELDEN MK27

Elden Racing Cars Ltd
Unit 20 Blue Chalet Industrial Park
London Rd
West Kingsdown
Sevenoaks
Kent TN15 6BQ

Tel: 0474 853840

Designer: Peter Hampsheir
Sales contact: Brian or Graham Hampsheir

Price: On application

History: Brothers Brian and Peter Hampsheir built their first Elden FF1600 car back in 1969, and in the early 70s the marque was one of the most successful in the category. Having progressed to F3 and Formula Atlantic the Hampsheirs subsequently dropped out of racing, and Elden was later run by both Howard Drake and Frank Bradley. The brothers have now returned, and the '89 Elden is the first for nearly a decade. The car: The main novelty of the distinctive-looking Mk27 is its suspension. At the front, the dampers are mounted horizontally in the nose structure, and are operated by a pullrod and bell crank arrangement, which provides a fully rising rate suspension. At the rear, the dampers are mounted alongside the engine sump. Radiators are mounted either side of the cockpit. Gearbox options are Staffs Kwifshift and Hewland LD200 or Mk9.

JAMUN M89

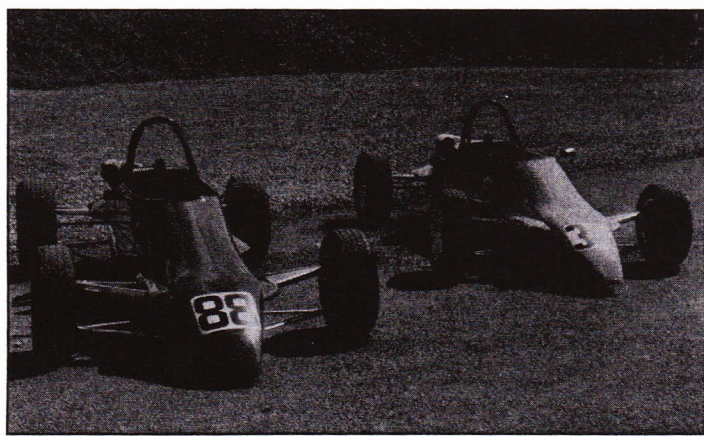
Jamun Racing Services Ltd
Unit 14
Dickens Court
Enterprise Close
Rochester
Kent ME2 4IY

Tel: 0634 293314

Designer: Tony Mundy
Sales contact: Tony Mundy or Neil McBride

Price: On application

History: Kent-based Tony Mundy has been building FF1600 cars since 1969, and his products have been most associated with driver Chris Hall and Brands Hatch. Jamun has expanded in recent years, and its cars should be seen further afield in 1989. The car: The M89 is outwardly similar to the '88 model, but features a number of revisions underneath, notably the fitting of the Staffs Kwikshift gearbox. This is mounted on an aluminium casting, which is mated to a revised rear chassis bay. Rear suspension is new, with revised rear uprights and a lower wishbone replacing the previous trailing arm and transverse link.



MANTIS JL89

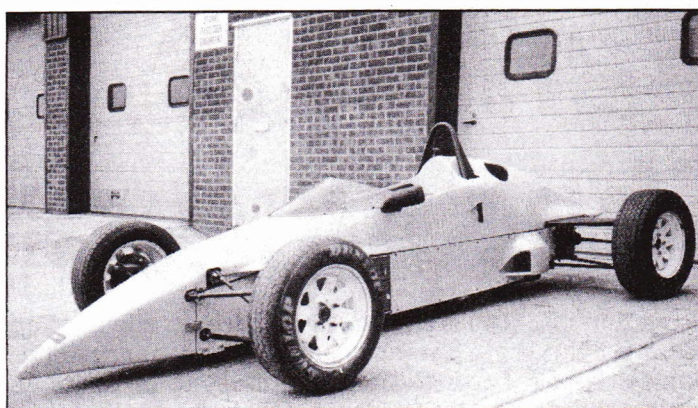
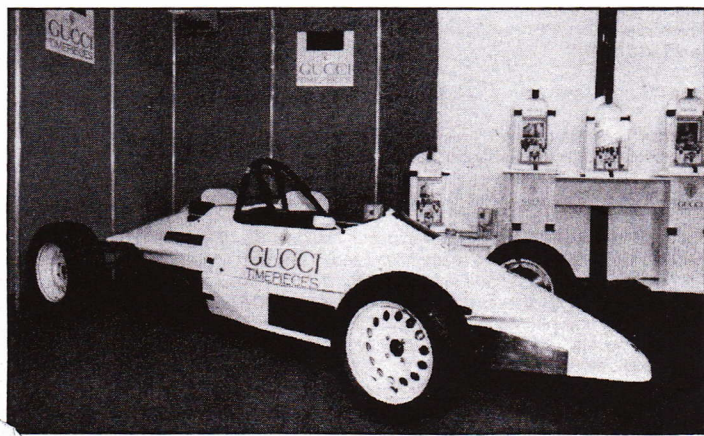
Jim Lee Racing
Low Lane
Kirkgate
Birstall
Batley
West Yorkshire WF17 9HE

Tel: 0924 472114

Designer: Jim Lee
Sales contact: Jim Lee

Price: On application

History: After several years as an entrant, Jim Lee produced the first Mantis FF2000 car at the end of 1987. He has now concentrated on FF1600, and is building a short run of production chassis which will have strong factory back-up, with parts constructed almost entirely in-house. The car: The Mantis JL89 is basically the same as the very neat '88 model which ran at last year's Festival. Front suspension is pushrod, and has been specially designed to reduce accident damage. Uprights are made in four parts to lower replacement cost. Similarly the rear is made in three parts. Lee has decided to stick with the proven Hewland Mk9, mounted in a cast alloy rear section.



LASER HD89

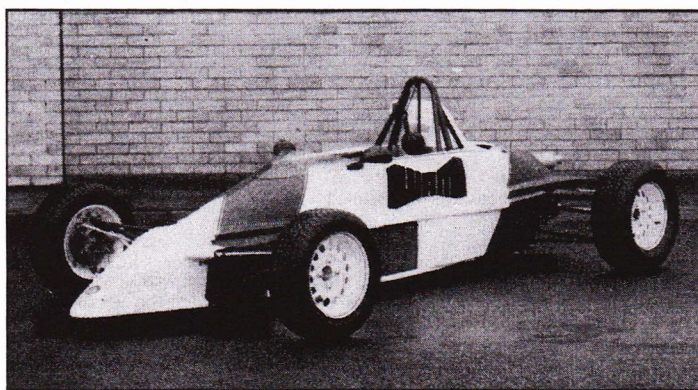
Lowfold Racing Developments
Lowfold Farm
Bedham Road
Wisborough Green
West Sussex RH14 0ES

Tel: 0403 700072

Designer: Howard Drake
Sales contact: Ben or Tom Osmaston

Price: On application.

History: Ex-Elden boss Howard Drake established Laser in 1985, and works driver Peter Rogers put the car on pole for its first race. Rogers starred at the Brands Festival in '85 and '86, and at one time held the Brands lap record. Drake wound down his operation in 1988, and has now sold the project to the Osmaston brothers, who will continue to run a works junior team and produce customer cars. Drake remains as design consultant. The car: The HD89 is a development of last year's very attractive car, which appeared very infrequently and never realised its potential. The narrow and sleek bodywork has a distinctive needle nose. Rear dampers are mounted between engine and gearbox.



MONDIALE M89S

Mondiale Car Co
Balloo Crescent
Bangor
Co Down BT19 2QY
Northern Ireland

Tel: 0247 452322/3
Fax: 0247 450932

Designer: Leslie Drysdale
Sales contact: Dave Gadsby

Price: £10,000 + VAT

History: Mondiale was formed in 1984 by former Crossle designer Leslie Drysdale and Irish FF1600 stalwarts Dennis McGall and Colin Lees. Its neat and well constructed products proved successful on home territory from the start, but it wasn't until last season that Mondiale became a consistent threat in senior British rounds, through works drivers Bernard Dolan and Jonathan McGall. The car: Mondiale has stuck to a successful formula with the M89S, and the car features only detail changes from the '88 model which shone at the Brands Festival. Sidepods have been redesigned to reduce accident damage, and the roll hoop has been strengthened. At the front the dampers are mounted horizontally under the driver's thighs, and are operated by a pushrod via a bellcrank and pullrod. At the rear, geometry has been altered slightly to cater for the Hewland LD200 or Staffs Kwikshift gearbox.

RAY 89F

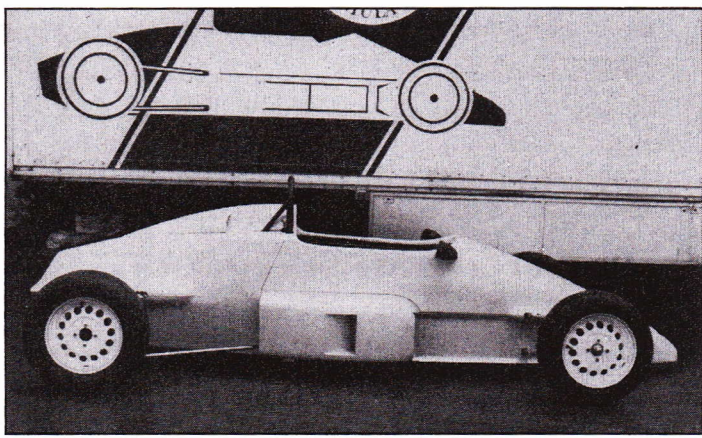
Ray Formula Cars
Unit 11
Blue Chalet Industrial Estate
West Kingsdown
Kent TN15 6BQ

Tel: 0474 853810
Fax: 0474 854640

Designer: Bert Ray
Sales contact: Bert Ray

Price: £9,950 + VAT

History: Former Brabham mechanic Bert Ray built his first FF1600 car in 1973, and after a spell in F3 has concentrated on Ford formulae ever since. Based at Brands, his cars have regularly been seen in the local series, but have also won at junior level for the past three seasons. The car: The 89F is very similar to last year's model, with detail modifications. The main difference is the standard fitting of the Staffs Kwikshift gearbox, with attendant rear geometry changes. Suspension is pullrod front and rear with Traxspax dampers. Radiators are mounted in the sidepods while bodywork mods include airbox and side panels.



SWIFT FB89

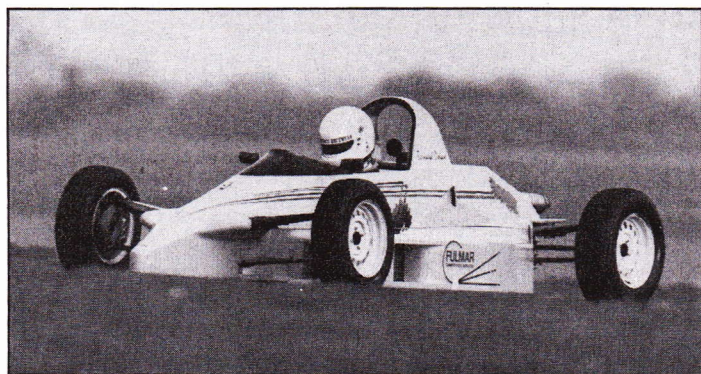
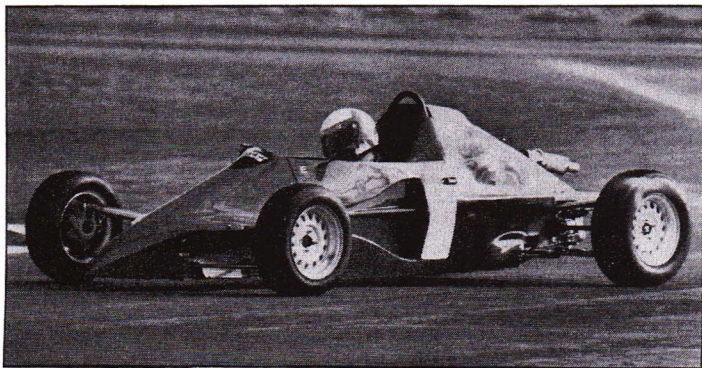
Swift Europe Ltd
Unit 4
Snetterton Motor Racing Circuit
Nr Norwich
Norfolk NR16 2XX

Tel: 0953 878276
Fax: 0953 87406

Designer: Luis Fernando Cruz
Sales contact: Frank Bradley (H-09904 3686) or Peter Merilees

Price: £10,400 + VAT (excl tyres)

History: The Swift name was originally established in the USA, before Frank Bradley brought the first cars to Britain in 1986. Snetterton-based Swift Europe is now independent of the American company, producing its own chassis, which have been regular race winners at senior level. The car: The Swift FB89 is perhaps the most heavily revised of this year's mass-produced FF1600 cars, but it retains the Swift trademark of side air intakes. The bodywork is all-new, with a needle nose, narrower screen and low tail. Chassis changes have allowed greater cockpit space and comfort. The side intakes lead to a single radiator mounted behind the cockpit area. Rocker arm front suspension operates dash hoop-mounted dampers via bell cranks and drop links, while the rear operates dampers located inside the cast aluminium oil tank/adaptor. The Hewland LD200 'box is standard.



REYNARD 89FF

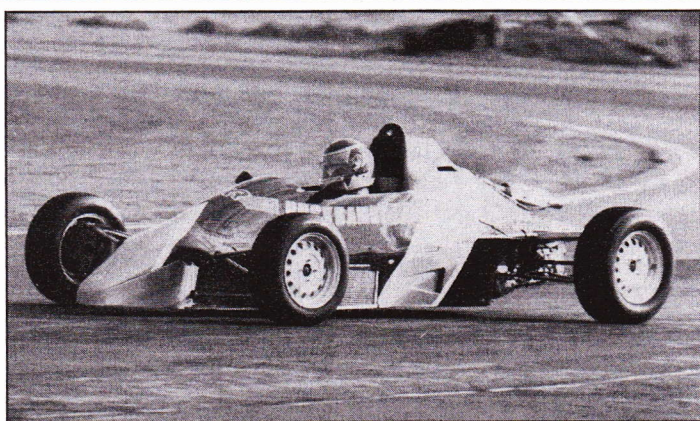
Fulmar Competition Services
Unit 24
Roman Way Industrial Estate
Godmanchester
Huntingdon
Cambridgeshire PE18 8LN

Tel: 0480 433280
Fax: 0480 57405

Designer: Reynard Racing
Sales contact: Alan Cornock or Mike Taylor

Price: £11,400 + VAT

History: Adrian Reynard built his first FF1600 contender back in 1973, and since then has made a lot of progress! While expanding into F3 in 1985 the company's FF1600 programme lost direction, and Reynard pulled out of the category. However, the name returned to the tracks in 1987, when S2000 star Mike 'Fulmar' Taylor and former Royale boss Alan Cornock took over the marketing of 'club' chassis. Adrian Reynard still has a hand in their design. The car: The 89FF is a refinement of the much-admired '88 car which proved successful at the Festival and most notably in France. The chassis remains the same, but the bodywork has been tidied up as the result of wind tunnel work, with new sidepods and airbox. Reynard uses its own gearbox casing, with Hewland internals, and is thus the only major manufacturer not supplying a different 'box this year.



VAN DIEMEN RF89

Van Diemen International Racing Service
Chalk Road
Snetterton
Norfolk NR16 2JZ

Tel: 0953 878195
Fax: 0953 878178
Tlx: 975491

Designer: Dave Baldwin
Sales contact: John Uprichard

Price: £10,950 + VAT

History: Van Diemen entered the FF1600 fray in 1973 and founder Ralph Firman has never looked back. Its cars have been the pacesetters for many years, and have always benefitted from strength in numbers, winning dozens of titles all over the world. The car Dave Baldwin's RF89 is the latest development in a family line which can be traced back to the RF85. The main novelty is the standard fitting of the Hewland LD200 gearbox onto a new cast aluminium adaptor module. The revised suspension now has the damper out of the adaptor for better cooling. The wide front track adopted by some in the middle of last year is now standard. Cooling has received attention, and the sidepods have been reprofiled.