

As Formula Ford turns 40, Cal Club celebrates

Double Regional set for May 16 and 17 at Buttonwillow

NSCN STAFF

Cal Club (California Sports Car Club) is proud to present a birthday bash for Formula Ford at Cal Club's Double Regional, May 16 and 17 at Buttonwillow Raceway Park. This is your special Invitation to join the fun.

Cake, ice cream, presents and prizes and most of all, Formula Ford racing just like the old days.

Test day on Friday at BRP with reduced test day fees for the first 10 FF or CF cars to register for the Double Regional. The FF Birthday is the feature event of the weekend, with two fun-filled races in one weekend.

The event races will be run under an SCCA sanction. Entrants with NASA, VARA, HSR, SCCA, POC, BMW can run under their current license by simply paying for a \$15 weekend SCCA-Cal Club membership. All cars must have an SCCA log book and they can be issued at the event for a small fee to cover the cost of the log book itself.

Entry fees: Single regional \$220, Double Regional \$320; special discounts for the first 10 to register. For information, call 661-764-5945 or e-mail calclub@aol.com.

Test day: Friday, May 15, a Buttonwillow Raceway event, contact Buttonwillow Raceway Park at 661-764-5333 for test day details.

Eligible Cars

FORMULA FORD: The Formula Ford race group will be run under an SCCA Regional sanction. Cars entered as Formula Fords must be in compliance with all GCR, safety and performance specifications pertaining to Formula Ford. Any GCR legal tire may be used in Formula Ford.

CLUB FORD: Club Fords must meet the same GCR requirements as Formula Ford including SCCA log-books and current event tech stick-

ers. Generally Club Fords must meet the following additional eligibility requirements: Generally the SCCA GCR manufacturer's model year 1981 and earlier cars with the spring-shock mechanism of at least one axle outboard of the chassis or model year 1981 or later cars having the spring-shock mechanisms outboard on both axles are eligible. A suspension is "outboard" if two conditions are met: (1) the upper mount of the spring-shock mechanism is equal or further in distance from the centerline of the chassis than the upper suspension mounting point and (2) the lower spring-shock mounting point is further outboard than the upper spring-shock mount and attaches directly to either the hub carrier or one or both lower suspension links. In this definition, trailing arms and radius rods are not considered to be suspension links.

Club Fords should be raced as nearly as possible to their model's original specifications except as noted below. The chassis may not be modified or updated except to improve driver safety. Suspension may not be modified or updated except that stronger materials may be used as long as they match the dimensions of the original piece. Example: the hub carrier may be a weldment instead of a casting as long as the original suspension link and spring-shock mounting points are the same. GCR legal shocks and springs and GCR legal engine components (flywheel, aluminum head, crank, pistons, etc.) are not restricted in Club Ford.

One of the following "hard" restricted performance tires must be used: American Racer 133 compound slick, other tires which meet this criteria are Goodyear 600 compound slick, Hoosier R60 or R60CD compound slick, Dunlop CR82 or CR84 9092 compound tread, and Sumitomo

HTR-200 series tread. While there is no chance of rain at this time of year, should it be necessary, any GCR legal tire is acceptable.

SPEC FORD: The intent of this class is to create a class that will be appealing to most Formula Ford owners and particularly to those with older, less aerodynamic chassis. Racers running Club Ford might find they could also choose to run in Spec Ford — the class they select is up to them dependent upon meeting the qualifications listed for the car and for Spec Ford there is but one tire choice.

1. Eligible cars are those manufactured before Jan. 1, 1982, with all four (4) corners of the spring-shock units mounted outboard of the frame (i.e., one (1) end of the coil spring shock unit must be mounted in the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.

2. Exceptions to Rule 1 above, but acceptable as Spec Ford are the following:

- 2.1. Zink Z-10
- 2.2. ADF
- 2.3. Eagle
- 2.4. Van Dieman RF81
- 2.5. Elden PH-6
- 2.6. Royale RP24-PR26

3. Cars may be modified as long as the major suspension components (springs-shocks) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amidship position.

4. All cars must run on the American Racer hard compound — to be eligible as a Spec Ford.

5. All cars entered as Spec Ford must comply with the safety rules in the SCCA General Competition Rules (GCR) and the Formula Ford (FF) specification book except as noted in these rules

6. Spec Ford cars must display the class designation as SF.