

12 Years of Imports & Domestics

Charting The Fords

ABBREVIATIONS: WB: Wheelbase TF: Track, front TR: Track, rear O: Outboard I: Inboard

CHASSIS	TYPE	YEAR	DESIGNER(S)	WB	TF	TR	BRAKES F R	RADS.	SIGNIFICANT FEATURES
ADF	MkI	1973-9	David Bruns Al Thomas	91"	55½"	55½"	I I	2-side	Chrome-moly steel frame; engine as stressed member; 1st production FF with inboard front brakes.
Alexis	14	1968	Allan Taylor				O O	front	15-stiffer chassis & uprights.
	15	1969	" "				O O	front	
	18	1970	" "				O O	front	
	18B	1971	" "				O O	front	
	22	1972	" "				O O	front	
	23	1973-4	" "				O I	2-side	
	24	1975-6	" "				O I	2-side	
Beach	MkII	1969-70	Gene Beach				O O	front	
Bobsy		1969	Jerry Mong				O O	front	
Caldwell	D9	1969	Bill Woodhead Del Trott	90½"	52"	53½"	O O	front	
	D9B	1970-1	Del Trott	90½"	52"	53½"	O O	front	D9B—chassis braces; susp. updates.
Crossie	16F	1968-70	John Crossie Leslie Drysdale	90"	51¼"	53¼"	O O	front	
	20F	1971-2	Crossie/Drysdale	90"	53¼"	55½"	O O	front	20F—wider track; 2 piece nose.
	25F	1973-4	" "	92½"	55¼"	55½"	O I	front	25F—new bodywork; longer frame; revised suspension.
	30F	1975-6	" "	94½"	55¼"	55½"	O I	front	30F—new bodywork; longer frame.
	32F	1977-8	" "	94½"	55¼"	55½"	O I	front	32F—new bodywork; stronger roll hoops; larger radiators.
	35F	1979	" "	94½"	55¼"	55½"	O I	front	35F—minor frame changes.
Dulon	LD4	1967	Andrew Duncan	90½"			O O	front	
	LD4B	1968	" "	90½"			O O	front	
	LD4C	1969	" "	90½"			O O	front	
	LD9	1970-2	" "	90½"			O O	front	
	Mp15	1973	" "	90½"			O O	front	15—new bodywork
	Mp15B	1974	" "	90½"	54½"	57½"	O O	front	
	Mp17	1975-6	" "	90½"	54½"	57½"	O I	front	17—revised nose
	Mp19	1976-7	" "	90½"	50½"	52½"	O I	front	19—track narrowed
	Mp21	1978-9	" "				O I	1-side	21—frame changes; new bodywork.
Eagle	FF	1977-8	John Ward	95"	53"	51"	O I	front	
Elden	PH6	1969	Peter Hampsheir	82"	53"	55"	O O	front	6—1st FF w/inbd. front susp.
	PH8	1970-2	" "	84"			O O	front	8—simplified PH6; new bodywork; front susp. now outboard.
	PH10	1972-3	Peter Hampsheir Bob Curl				O I	front	10—stiffer chassis; called "boattail".
	PH10A	1973	" "				O I	2-ft.	10A—PH10 w/Falconer body
	PH10B	1974	" "				O I	2-side	10B—radiators directly behind ft.susp.
	PH10C	1975	" "				O I	2-side	10C—radiators alongside roll bar.
	PH17	1976	" "				O I	front	
	PH21	1977	" "				O I	front	21—never built
	79	1979	Howard Drake	93½"	54"	55"	O I	1-side	79—all new car
Elfin	600	1969-72	Garrie Cooper				O O	front	
	620	1973-5	" "				O I	2-side	
Forgrini	Mk12	1968-9					O O	front	
Hawke	DL2	1969	David Lazenby				O O	front	
	DL2A	1970	" "				O O	front	2A—narrower track
	DL2B	1971	" "				O O	front	2B—fabricated, replacing Herald front uprights.
	DL9	1972	" "	88½"	54"	54"	O O	2-side	9—all new design
	DL9A	1972	" "	88½"	54"	54"	O O	2-side	9A—mid-season change to Lockheed brakes.
	DL10	1973	" "	88½"			O I	2-side	10—John Bicht bodywork, wider track
	DL11	1974	" "	88½"	54"	54"	O I	front	
	DL12	1975	" "	92"	57½"	58½"	O I	2-side	

Hawke (cont.)	DL15	1976	David Lazenby	92"	54½"	55½"	O	I	1-side	15—inboard rocker arm ft. susp. 17—driver forward 5"/grbx. spr. 19—mid-season replacement for DL17; DL15 frame with 17 body. 20—long wheelbase car for FF2000 and FSV 21—new frame; bodywork and some suspension carryover from 20.
	DL17	1977	Adrian Reynard		54½"	55½"	O	I	2-side	
	DL19	1977	David Lazenby	92"	54½"	55½"	O	I	2-side	
	DL20	1978	" "	96"			O	I	1-side	
	Mk21	1979	Pat Symonds Frank O'Connor	95"	55"	56"	O	I	2-side	
Konig Heath Nomad	KHF1	1973	Len Wilmhurst	91"	52"	54"	O	I	front	
	KHF2	1974	" "	91"	52"	54"	O	I	front	
	KHF3	1975	" "	91"	52"	54"	O	I	front	
LeGrand	Mk10	1969-72	Alden LeGrand	92"	53"	53"	O	O	front	13—new rack; geometry change. 21—new bodywork; LeGrand castings for inboard rear brakes.
	Mk13	1973-4	" "	92"	53"	53"	O	O	front	
	Mk21	1975-8	" "	92"	53"	53"	O	I	2-side	
Lola	T200	1969-70	Eric Broadley	88"	54"	54"	O	O	front	202—oil cooler; tank moved to back. 340—advanced light metal frame; futuristic body. 342—geometry change: rads. moved back. 440—driver moved forward; engine/gearbox spacer; rocker (inboard) front suspension. 540—available '79 (USA) all new car. (540E (Europe) wider track).
	T202	1971	" "	88"	54"	54"	O	O	front	
	T204	1972	" "	88"	54"	54"	O	O	front	
	T340	1973-4	" "	93"	54"	54"	O	I	2-side	
	T342	1975-6	Bob Marston Eric Broadley	93"	54"	54"	O	I	2-side	
	T440	1976-8	Bob Marston Eric Broadley Bob Marston	91½"	55¼"	55½"	O	I	2-side	
	T540	1977-9	Eric Broadley Tony Gillard	94"	49"	49"	O	O	front	
Lotus	51(A)	1967	Development of Mike Costin design	90"	52"	51½"	O	O	front	51B—revised rear geometry. 51C—Hewland gearbox. 61—51C w/ wedge body. 61M—4" lower top body. 61MX—Lotus Racing East (US) project; revised body 69—used frame from Type 59 F2 car.
	51B	1968	"	90"	52"	51½"	O	O	front	
	51C	1969	"	90"	52"	51½"	O	O	front	
	61(E)	1969	"	90"	51½"	51½"	O	O	front	
	61M	1970-2	"	90"	51½"	51½"	O	O	front	
	61MX	1972	"	90"	51½"	51½"	O	O	front	
	69	1971-2	Design team of Dave Baldwin & Martin Waide	92½"	56"	56"	O	O	front	
Macon	MR7B	1969					O	O	front	
	MR8	1969-70					O	O	front	
	MR8B	1971					O	O	front	
March	709	1970	Robin Herd	90"	52"	50"	O	O	front	709—called 708 in UK 719—purpose built frame. 729—same body as F2 712.
	719	1971	" "	90"	52"	50"	O	O	front	
	729	1972	" "	90"	52"	50"	O	O	front	
	739	1972-3	" "	93½"	54"	55"	O	I		
McNamara	FFA	1970	Jo Karasek Dan Hawkes	92"	56"	53¼"	O	O	front	
Merlyn	Mk11	1968	Selwyn Hayward Chris Maskery	90"	48"	50½"	O	O	front	17—radiators ducted upwards; 2-piece nose. 20A—revised susp./body. 24—new bodywork. 025—change of rear geometry; side radiators optional. 30—all new square-tubed frame; wider track; new bodywork. 31—new bodywork.
	Mk11A	1969	Hayward/Maskery	90"	48"	50½"	O	O	front	
	Mk17	1970	" "	90"	48"	50½"	O	O	front	
	Mk17A	1971	" "	90"	48"	50½"	O	O	front	
	Mk20	1971	Clive Hayward	90"	48"	50½"	O	O	front	
	Mk20A	1972	" "	90"	48"	50½"	O	I	front	
	Mk24	1973	" "	90"	48"	50½"	O	I	front	
	Mk25	1974	" "	90"	48"	50½"	O	I	front	
	Mk025	1974	" "	90"	48"	50½"	O	I	front	
	Mk29	1975	" "	90"	48"	50½"	O	I	2-side	
	Mk029	1975	" "	90"	48"	50½"	O	I	2-side	
	Mk29A	1976	" "	90"	48"	50½"	O	I	2-side	
Mirage	Mk5	1970	Pat Rocheford				O	O	front	74F—revised bodywork.
	73F	1973	Max Bostrom	93"	56"	53"	O	I	front	
	74F	1974	" "	93"	56"	53"	O	I	front	
	75F	1975	" "	93"	56"	53"	O	I	front	
							O	I	front	
Nike	Mk4	1968-9	Mark Erwood Ken Nicholls				O	O	front	10—later models inboard rear brakes side radiators.
	Mk6	1970	Erwood/Nicholls				O	O	front	
	Mk10	1971-4	" "				O	O	front	
	Mk10B	1975-6	" "				O	I	2-side	
	Mk10C	1977	" "				O	I	2-side	

Phantom	TF3	1974					1	1	2-side	
Pringetti-Mistrale		1969-70	Pat Rocheford				O	O	front	
PRS	RH01	1978-9	Ray Hughes	94 1/4"	55 1/4"	55 1/4"	O	1	1-side	
Ray	73F	1972-3	Bert Ray	90"	51 1/2"	52 1/2"	O	1	2-side	
	74F	1974	" "	90"	53 1/2"	52 1/2"	O	1	2-side	
	75F	1975	" "	90"	53 1/2"	52 1/2"	O	1	2-side	
	FF76	1976	" "	90"	53 1/2"	52 1/2"	O	1	2-side	
	FF77	1977	" "	90"	53 1/2"	52 1/2"	O	1	2-side	
	78F	1978	" "	90"	53 1/2"	52 1/2"	O	1	2-side	
Reynard	74F	1974	Adrian Reynard	89 1/2"	52 1/2"	54"	O	1	front	
	75F	1975	" "	89 1/2"	52 1/2"	54"	O	1	1-side	75F—revised bodywork
	76F	1976	" "	89 1/2"	52 1/2"	54"	O	1	front	
	77F	1977	" "	91 1/2"	52 1/2"	54"	O	1	1-side	77F—side pods
	78F	1978	" "	91 1/2"	52 1/2"	54"	O	1	2-side	
	79F	1979	" "	91 1/2"	52 1/2"	54"	O	1	2-side	
Royale	RP2	1969	Bob Marston	93"	55"	55"	O	O	front	
	RP3	1970	" "	93"	55"	55"	O	O	front	RP3—revised styling; geometry change.
	RP3A	1971-2	" "	93"	55"	55"	O	O	front	
	RP16	1973	Bob King	94 1/4"	55"	55"	O	O	2-side	RP16—first FF w/sidepods
	RP16A	1974	" "	94 1/4"	55"	55"	O	1	2-side	RP16A—larger sidepods, new engine and springs
	RP21	1974-5	Rory Byrne	91"	53 1/2"	54 1/2"	O	1	2-side	RP21—new chassis
	RP21A	1976	" "	91"	53 1/2"	54 1/2"	O	1	2-side	RP21A—new uprights, revised
	RP24	1977-8	" "	91"	55"	55 1/2"	O	1	2-side	RP24—stressed gearbox, revised rocker-arm front suspension
	RP26	1978-9	Pat Symonds	95"	55"	55"	O	1	front	RP26—new car
Saracen	77F	1977	Peter Hampshire				O	1	2-side	
	78F	1978	" "				O	1	2-side	
	79F	1979	" "				O	1	2-side	
Supernova	SSF78	1975-6	Ian Williams Stan Collier				O	1	2-side	
Tecno	FF	1970	Luciani & Gianfranco Pederzani	82 1/4"			O	O	front	
Tiga	78F	1976	Howden Ganley Martin Reed	92"	52"	53"	O	1	front	78F—used MRC bodywork
	77F	1977	Ganley/Reed	92"	52"	53"	O	1	front	
	78F	1978	Howden Ganley				O	1	front	78F—revised chassis
	79F	1979	Colin Smith				O	1	front	79F—new engine, revised chassis shape
Titan	Mk4	1969	Roy Thomas				O	O	front	
	Mk5	1969	" "				O	O	front	
	Mk6	1970	" "	92 1/2"	54"	53 1/4"	O	O	front	
	Mk6A	1971-2	" "	92 1/2"	54"	53 1/4"	O	O	front	
	Mk6B	1972	" "	92 1/2"	54"	53 1/4"	O	O	front	
	Mk6C	1973	" "	92 1/2"	54"	53 1/4"	O	O	front	6C—revised bodywork
	Mk8	1974	" "	90"	56"	55"	O	1	2-side	8—engine stressed member.
	Mk9	1974-5	" "	90"	56"	55"	O	1	2-side	9—new frame.
	Mk9A/B	1975	" "	90"	56"	55"	O	1	2-side	9A—2-piece nose. 9B—revised front wishbones.
Van Diemen	RF73	1973	Ralph Firman	92 1/2"	56"	55 1/2"	O	1	2-side	
	RF74	1974	" "	92 1/2"	56"	55 1/2"	O	1	2-side	
	RF75	1975	" "	92 1/2"	54"	54 1/2"	O	1	2-side	
	RF76	1976	" "	92 1/2"	54"	54 1/2"	O	1	2-side	
	RF77	1977	Dave Baldwin	94"	56"	56"	O	1	2-side	
	RF78	1978	" "	94"	56"	56"	O	1	2-side	
	RF79	1979	" "	94"	56"	56"	O	1	front	
Winkelmann (Palliser)	WDF1	1969	Len Wimhurst	91"	52"	54"	O	O	front	
	WDF2	1970	" "	91"	52"	54"	O	O	front	F2—used '71 FB bodywork.
	WDF3	1971	" "	91"	52"	54"	O	O	front	F3—geometry changes.
	WDF4	1972-3	" "	91"	52"	54"	O	O	front	
	WDF5	1974	See Konig Heath							
	WDF6	1975	Len Wimhurst Ron Hunter Rodney Greene	91 1/4"	51"	53"	O	1	front	F6—American-made bodywork.
Zink	Z10	1973-8	Ed Zink	90"	56"	56"	O	1	2-side	Z10—changes include front gear spring/wishbone, tightening front tail stays, new nose shape
	Z10B	1979	Ed Zink Steve Lathrop	90"	56"	56"	O	1	2-side	Z10B—Citation Engineering's 1979 Z10 with revised rear suspension
	Z10C	1979	Ed Zink	90"	56"	56"	O	1	2-side	Z10C—Zink Manufacturing's 1979 Z10
	Z16	1979	Ed Zink	90"	60"	60"	O	1	2-side	Z16—prototype FF/FSV chassis first tested during 1979

Addendum

ENGINES

Although many manufacturers had or have arrangements with nearby builders to supply original equipment engines, generally a prospective customer could buy any available engine with any car—thus listing "standard equipment" would be pointless.

GEARBOXES

In general, every Formula Ford in the US was delivered with a Hewland Mk6, Mk8 or Mk9 gearbox with interchangeable ratios. The exceptions were the early Lotus 51s, which used a Renault 4-speed, and a few American-built cars, which came with the US-made Webster.

BRAKES

All cars use either Lockheed or Girling (generally "small" and "big") calipers, while most choose discs (or "rotors") from the same source; Tiga, though, and one or two others, make their own discs.

SHOCK ABSORBERS

Like engines and wheels, the standard shock absorber (or "damper") supplied with each chassis is a meaningless point because of easily-available alternatives from Armstrong, Bilstein, Koni, and Spax.

All specifications were obtained when possible from the manufacturer or designer. Any inaccuracies, however, are the writer's responsibility.

The Non-Imports

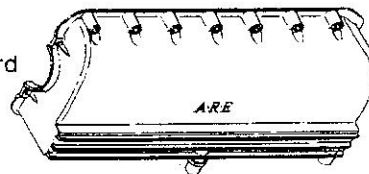
You want to know about Formula fords *not* sold in the USA? You're serious? Well, the following are some of the more noteworthy chassis which have never, to anyone's knowledge, been officially exported to the States, yet were not one-offs:

CHASSIS	NAT.	DESIGNER(S)	BUILDER
Alfa	GB		
Arian	GB	Michael Chambers	Arian Auto Developments
Arrow	GB		
Beattie	GB	C. Beattie/B. Smith	
Bowlin	AUS	John Joyce	
BRG	GB		
Dastle	GB	Geoff Rumble	Dastle Manufacturing Co.
DRW	GB	David Warwick	
Ferret	CDN	A. Purdy/F. Wilken	Ferret Industries
Ginetta	GB	Walklett brothers	Ginetta, later Ennerdale Racing
Hamlen	GB	P. Coleman/D. Martin	
Huron	GB	Marquart/Chambers	Huron Car Co. Ltd.
Image	GB	Alan Langridge	FSL Cars/Image Race Cars
Jamun	GB	Tony Mundy	Jamun Racing
Javelin	GB		
Jomic	GB		
Jomo	GB	Keith Vickery	Jomo Racing
Lenham	GB	Julian Booty	Lenham-Hurst Racing Org.
Mallock	GB	Arthur Mallock	Mallock Racing
Nemo	GB	Max Boxstrom	Race Cars International
Oscar	GB	Frank Boyles	Oscar Car Co.
Piper	GB	Brian Sherwood	Campbell's Garage
Rostron	GB	Carl Rostron	Rostron Racing Cars Ltd.
Sark	GB	P. Head/D. MacLeod	Sark Racing Cars
Star	GB	Ian Skinner	Radio Victory
Vaney	B	Jean-Francois Vaney	
Wimhurst	GB	Len Wimhurst	
Wren	AUS	Bill Reynolds	

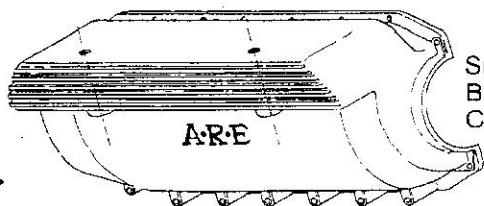
ARE DRY SUMP SYSTEMS

ARE Dry Sump pans have established a new thought in dry sump design. From the added strength of the casting to the improved scavenging characteristics, the advantage is a substantial increase in power. This basic design has been expanded to include structural units designed to aid in overall chassis rigidity for Formula Atlantic, Formula Ford and Sports 2000 applications. For more information, contact the dealer nearest you. Find out about the "Fair Advantage" from the people who know.

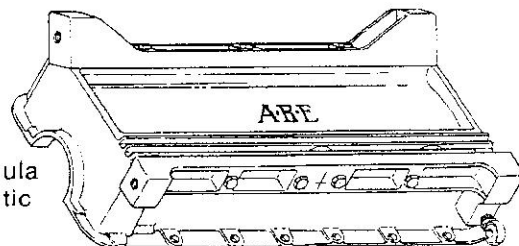
Formula Ford



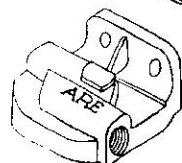
Small Block Chevy



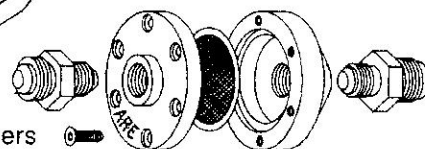
Formula Atlantic



Remote Non-Bypassing Filter Adapter



In-Line Screen Filters



Dry Sump Pans available for:
Pinto 2000 • Alfa Romeo • Cosworth Vega

SEND \$2.00 FOR CATALOG

**ARMSTRONG
RACE ENGINEERING**

2552 Albatross Way
Sacramento, CA 95815
(916) 929-0470

