

MONOPOSTO RACING

Class Specification

Club Formula Ford

REVISED June 2014

1973-1981 Club Formula Ford

I. DEFINITION

A class for single seat, open wheel race cars manufactured and raced from 1973 through 1981 by private owners, using the standard Ford 1600 crossflow, pushrod engine. The following commercially constructed cars are eligible:

ADF – Mk II
Alexis – MK23/24/24B
Caldwell – DL15FF and DL9 made in 1975
Crossle – 25F/30F/32F/35F/40F/45F
Dulon – MP15/17/19/21
Eagel – DGF
Elden – PRH10/17/19/20, HD24
Elfin -620
Hawke – DL11/12/15/17/19
Hermes – 16/79, 16/80
Huron – FP2
HR2760
Gemini - 1981
Image – FF2/2B/3/4/5
Javelin – JL2/5
Legrand – MK13/13B/21/27
Lola – T340/342/440/540
Merlyn – MK24/25/28/29/30
PRS – RH02, 81F
Reynard – 73F/76F/77F/78F
Rostron – RT 77/78
Rowland – 1975/76 RP, RP 24-77, RP26-78
Royale RP21/24/26
Sark 2
Sparton – FF78
Titan – MK8/9
Tiga – FF75F/76F
Van Diemen – RF 73/74/76/78/79/80/81
Viking – None
Winkleman (Became Nomad-Palliser) – KHF/1 (WDF4), KHF/2 (WDF5/6)
Zink – Z-10
Zeus – FF81

Any otherwise eligible Club Formula Ford not on the MR Eligibility List may be considered for eligibility upon application to the MR President or his designee, by the car owner. Club Formula Fords will comply with the rules specified in the Monoposto Racing Rules and Regulations for Pre-1973 Historic Formula Fords (hereafter referred to as HFF Rules) and general rules specified in the Monoposto Racing Rules and Regulations with the following exceptions and clarifications:

II. ENGINE

A. General

The engine shall be the standard Ford 1600 pushrod crossflow, as specified in the HFF Rules. Specifically, aluminum heads and solid state ignition systems are not permitted.

III. TRANSMISSION

Any transmission may be used with not more than four forward speeds and an operational reverse.

IV. FINAL DRIVE

Any final drive may be used except: drive shall be to the rear wheels only; limited slip and locked differentials are prohibited.

V. CLUTCH

The use of any single plate clutch is permitted provided no modification is made to the flywheel other than changing the points of attachment of the clutch to the flywheel. Flywheel may be modified to accept a single plate sintered metallic clutch [e.g., AP Borg and Beck, Tilton, etc.] providing no other regulations are broken.

VI. CHASSIS

Monocoque chassis construction is not permitted.

VII. SUSPENSION AND RUNNING GEAR

Shock absorbers are free with the exception that they may not be more than two-way adjustable and external reservoirs are not allowed. CV joints are permitted. At a minimum, one end of the car shall have outboard suspension.

VIII. BODY

The body shall conform to the original design. Alterations made to improve safety and competitiveness are permitted. As referenced in the HFF specification the tail pipe cannot extend more than 25 inches behind the centerline of the rear axle.

IX. BRAKES

Cockpit brake bias adjusters are permitted.

X. WHEELS

Wheels shall be 13' with a maximum width of 5.5". Wheel covers, wheel faces or any device to fair in wheels are prohibited. Wheels must be metal (steel, aluminum, magnesium...).

XI. TIRES

Monoposto Racing Historic Formula Fords will use only the following:

Front: Dunlop 135/545-13 CR82 9092 Formula Ford or
Avon 5.0/22.0-13 A29 14297

Rear: Dunlop 165/580-13 CR82 9092 Formula Ford or
Avon 6.5/23.0-13 A29 14298

For Dunlops only the 9092 compound is allowed [476 not allowed].
For Avons only the A29 compound is allowed. It is not permitted to mix the two tire brands; only Dunlops or Avons may be used.
Additional grooving or hand-cutting is not allowed. Rain tires are not allowed.

XII. MINIMUM WEIGHT

The minimum weight is 950 lbs. [including coolant, fuel and lubricants, but no driver].

XIII. FUEL TANKS

All fuel tanks must be properly secured. The original elastic cords are in most cases inadequate. Fuel cells are required. They must be of a type approved by CASC, SCCA, FIA, IMSA, etc. for road racing. Tanks

must be in the original location or, if relocated, be entirely within the chassis frame.

XIV. ORIGINAL SPECIFICATIONS

All Club Formula Fords must compete in the specification as manufactured and raced. Updates and modifications which were made during the life of the car to improve its competitiveness and safety are permitted. However, the racer, if challenged, must be able to demonstrate that these changes were in compliance with the SCCA GCR's in effect during its racing history.

XV. PRESENTATION

Club Formula Fords shall be presented with a clean and finished appearance in keeping with the spirit of vintage racing. Cars with a rough appearance or otherwise deemed inappropriately presented may be excluded by Monoposto/race officials.