

ARIZONA REGION SCCA

CLUB FORD RULES

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.

- A. The Arizona Region will use the Updated Club Ford Rules as published by the California Sports Car Club listed below, effective date 1/1/2014.

1. All Club Ford class cars must comply with the safety rules in the SCCA General Competition Rules (GCR) and the Formula Ford specification book except as noted in these rules.
2. Chassis eligibility for Club Ford class:
 - 2.1. All 1972 and earlier chassis, including one-offs, specials and conversions of chassis originally built for other Formula classes are eligible.
 - 2.2. Chassis of 1973-1978 manufacture specifically listed in Appendix A of these rules.
 - 2.3. A chassis updated to the specification of a later model of the same make shall be considered to be the later model for purposes of eligibility for Club Ford. Thus, a Crossle 25F updated to 30F is considered to be a 30F and ineligible. However, a Crossle 20F updated to a 25F would remain eligible. A later model chassis backdated to the specification of an earlier model of the same make will be considered to be the later model for purposes of eligibility for Club Ford. Therefore, a Crossle 30F backdated to a 25F would remain ineligible.
 - 2.4. Club Ford cars may be updated within the limits set forth in 2.3 (above) provided the basic configuration is unchanged. Specifically, water radiators may not be relocated to an inboard, amid ships position and suspension(s) and front brakes must not be converted from outboard to inboard configuration.
 - 2.5. Specifically authorized modifications:
 - 2.5.1. Any modification for which the only purpose is driver safety or comfort.
 - 2.5.2. Bodywork is free within FF dimensions (GCR). It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR bodywork rules. Spoiler may be capable of adjustment. Cockpit adjustment is not permitted.
 - 2.5.3. Coil springs, shock absorbers, anti-roll bars and steering racks are free provided the basic system of operation remains unchanged and in compliance with FF rules (GCR).
 - 2.5.4. Make and update of drive shafts is free.
 - 2.5.5. Relocation of water radiators from side location to the nose or vice versa is allowed.
3. Exclusion from Club Ford: Cars excluded from Club Ford at any time, including as a result of a protest not adjudicated until after the completion of an event, shall not be excluded or disqualified from competition, but re-classified to Spec Ford or the regular FF class if otherwise eligible.
4. Approved Tires: The approved tire for Club Ford competition is the McCreary compound #133. An alternate specification tire may be used provided it is proven to and accepted by the Regional as having equal performance and equivalent or better longevity, price and availability as the specified tire. In the interest of safety, the tire rule will be waived upon declaration of a "rain race" by the Chief Steward.
5. Club Ford cars must display the class designation of CF.
6. For the purpose of determining configuration and date of manufacture of a chassis, specifications listed in "Charting the Fords" shall be controlling and this shall be considered as Appendix B of these rules. All certified Club Fords will still be eligible with a .500 inch plus or minus on wheel base only. Any car over the specified limit is not eligible for Club Ford.

Revised: 01/11/2022

Revised 12/2013

Appendix A
California Sports Car Club
Club Ford Rules

Listing of Club Ford eligible chassis manufactured from 1973 through 1978. Some listed chassis were manufactured in both 1978 and 1979, and the later cars are eligible. All 1972 and earlier chassis are eligible, and thus unlisted here.

Alexis	23 and 24
Crossle	25F
Dulon	MP15 and MPI9
Elden	PH10 through PH17
Elfin	620
Hawke	DL10 through DL20
Konig Heath Nomad	KHF1 through KHF3
LeGrand	Mk13 through Mk21
Lola	T-340 through T-440
March	739
Merlyn	Mk24 through Mk31
MRE	73F through 75F
Nike	Mk10 through Mk10C
Phantom	TF-3
Ray	73F through 78F
Reynard	74F through 78F
Royale	RP16 through RP21A
Saracen	77F and 78F
Supernova	SSF76
Tiga	76F and 77F
Titan	Mk6C through Mk9B
Van Diemen	RF73 through RF76
Winkelmann	WDF4 through WDF6
Zink	Z10A (original-no suspension updates)

The following chassis are *ineligible* for Club Ford regardless of date of manufacture:
ADF, Crossle 30F and 32F, Eagle, Lola. T-540, PRS RH01, Royale RP24 through RP26,
Tiga 78F, Van Diemen RF77 and RF78, Zink Z10A with updated suspension.

Effective date: 1/1/90

APPENDIX B TO CLUB FORD RULES

Page 1

CHARTING THE FORDS

CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TF "	TR "	PB	RB	RADIATORS	SIGNIFICANT FEATURES
ADF	MkII	1973-9	David Bruns/Al Thomas	91	55-1/2	55-1/2	I	I	2 - side	Chrome-moly steel frame; engine as stressed member; 1st production FF with inboard front brakes.
Alexis	14	1968	Allan Taylor	.	.	.	0	0	front	.
	15	1969	.	.	.	.	0	0	front	15 - stiffer chassis & uprights.
	18	1970	.	.	.	.	0	0	front	.
	18B	1971	.	.	.	.	0	0	front	.
	22	1972	.	.	.	.	0	0	front	.
	23	1973-4	.	.	.	.	0	I	2 - side	.
	24	1975-6	.	.	.	.	0	I	2 - side	.
Beach	MkII	1969-70	Gene Beach	.	.	.	0	0	front	.
Bobay	.	1969	Jerry Mong	.	.	.	0	0	front	.
Caldwell	D9	1969	Bill Woodhead Del Trott	90-1/2	52	53-1/2	0	0	front	.
	D9B	1970-1	Del Trott	90-1/2	52	53-1/2	0	0	front	Chassis braces; susp. updates.
Crossle	16F	1968-70	Crossle/Drysdale	90	51-1/4	53-1/2	0	0	front	.
	20F	1971-2	.	90	53-1/4	55-1/2	0	0	front	Wider track; 2-piece nose.
	25F	1973-4	.	92-1/2	56-1/4	57-7/8	0	I	front	New bodywork; longer frame; revised suspension.
	30F	1975-6	.	94-1/2	56-1/4	57-7/8	0	I	front	New bodywork; longer frame.
	32F	1977-8	.	94-1/2	56-1/4	57-7/8	0	I	front	New bodywork; stronger roll hoops; larger radiators.
	35F	1979	.	94-1/2	56-1/4	57-7/8	0	I	front	Minor frame changes.
Dulon	LD4	1967	Andrew Duncan	90-1/2	.	.	0	0	front	.
	LD4B	1968	.	90-1/2	.	.	0	0	front	.
	LD4C	1969	.	90-1/2	.	.	0	0	front	.
	LD9	1970-2	.	90-1/2	.	.	0	0	front	.
	Mp15	1973	.	90-1/2	.	.	0	0	front	New bodywork.
	Mp15B	1974	.	90-1/2	54-1/2	57-1/2	0	0	front	.
	Mp17	1975-6	.	90-1/2	54-1/2	57-1/2	0	I	front	Revised nose.
	Mp19	1976-7	.	90-1/2	50-1/2	52-1/2	0	I	front	Track narrowed.
	Mp21	1978-9	.	.	.	.	0	I	1 - side	Frame changes; new bodywork.
Eagle	PF	1977-8	John Ward	95	53	51	0	I	front	.
Elden	PH6	1969	Peter Hampsheir	82	53	55	0	0	front	1st FF w/inboard front susp.
	PH8	1970-2	.	84	.	.	0	0	front	Simplified; new bodywork; front susp. now outboard.
	PH10	1972-3	Bob Curl	.	.	.	0	I	front	Stiffer chassis; called "boattail".
	PH10A	1973	.	.	.	.	0	I	2 - front	PH10 w/Falconer body.
	PH10B	1974	.	.	.	.	0	I	2 - side	Radiators directly behind ft. susp.

CHARTING THE FORDS

CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TF "	TR "	FB	RB	RADIATORS	SIGNIFICANT FEATURES
Elden	PH10C	1975	.	.	.	.	0	I	2 - side	Radiators alongside roll bar.
	PH17	1976	.	.	.	.	0	I	front	.
	PH21	1977	.	.	.	.	0	I	front	Never built.
	79	1979	Howard Drake	93-1/2	54	55	0	I	1 - side	All new car.
Elfin	600	1969-72	Garrie Cooper	.	.	.	0	0	front	.
	620	1973-5	.	.	.	.	0	I	2 - side	.
Forgrind	Mk12	1968-9	.	.	.	.	0	0	front	.
Hawke	DL2	1969	David Lazenby	.	.	.	0	0	front	.
	DL2A	1970	.	.	.	.	0	0	front	Narrower track.
	DL2B	1971	.	.	.	.	0	0	front	Fabricated, replacing Herald front uprights.
	DL9	1972	.	88-1/2	54	54	0	0	2 - side	All new design.
	DL9A	1972	.	88-1/2	54	54	0	0	2 - side	Mid-season change to Lockheed brakes.
	DL10	1973	.	88-1/2	.	.	0	I	2 - side	John Bicht bodywork; wider track.
	DL11	1974	.	88-1/2	54	54	0	I	front	.
	DL12	1975	.	92	57-1/2	58-1/2	0	I	2 - side	.
	DL15	1976	Lazenby/Reynard	92	54-1/2	55-1/2	0	I	1 - side	Inboard rocker arm ft. susp.
	DL17	1977	David Lazenby	.	54-1/2	55-1/2	0	I	2 - side	Driver forward 5"/grbx spcr.
	DL19	1977	.	92	54-1/2	55-1/2	0	I	2 - side	Mid-season replacement for DL17,DL15 frame with 17 body.
	DL20	1978	.	96	.	.	0	I	1 - side	Long wheelbase car for FF2000 and PSV.
			Pat Symonds							
	Mk21	1979	Frank O'Connor	95	55	56	0	I	2 - side	New frame; bodywork and some suspension carryover from 20.
Konig	KHF1	1973	Len Wimhurst	91	52	54	0	I	front	.
Heath	KHF2	1974	.	91	52	54	0	I	front	.
	KHF3	1975	.	91	52	54	0	I	front	.
LeGrand	Mk10	1969-72	Alden LeGrand	92	53	53	0	0	front	.
	Mk13	1973-4	.	92	53	53	0	0	front	New rack; geometry change.
	Mk21	1975-8	.	92	53	57-1/2	0	I	2 - side	New bodywork; LeGrand castings for inboard rear brakes.
Lola	T200	1969-70	Eric Broadley	88	54	54	0	0	front	.
	T202	1971	.	88	54	54	0	0	front	Oil cooler, tank moved to back.
	T204	1972	.	88	54	54	0	0	front	.
	T340	1973-4	.	93	54	54	0	I	2 - side	Advanced light metal frame; futuristic body.
			Bob Marston							
	T342	1975-6	Eric Broadley	93	54	54	0	I	2 - side	Geometry change; rads moved back.
			Bob Marston							

CHARTING THE FORDS										
CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TF "	TR "	FB	RB	RADIATORS	SIGNIFICANT FEATURES
Lola	T440	1976-8	Eric Broadley Bob Marston	91-3/4	55-1/4	55-1/2	0	I	2 - side	Driver moved forward; engine/ gearbox spacer; rocker (inboard) front suspension.
	T540	1977-9	Eric Broadley Tony Gillard	94	49	49	0	0	front	Available 79 (USA) all new car. (540E [Europe] wider track).
Lotus	51(A)	1967	Mike Costin design	90	52	51-1/2	0	0	front	.
	51B	1968	.	90	52	51-1/2	0	0	front	Revised rear geometry.
	51C	1969	.	90	52	51-1/2	0	0	front	Hewland gearbox.
	61(E)	1969	.	90	51-1/2	51-1/2	0	0	front	51C w/wedge body.
	61M	1970-2	.	90	51-1/2	51-1/2	0	0	front	4" lower top body.
	61MX	1972	.	90	51-1/2	51-1/2	0	0	front	Lotus Racing East (US) project; revised body.
	69	1971-2	Baldwin/Walde	92-1/2	56	56	0	0	front	Used frame from Type 59 52 car.
Macon	MR7B	1969	.	.	.	.	0	0	front	.
	MR8	1969-70	.	.	.	.	0	0	front	.
	MR8B	1971	.	.	.	.	0	0	front	.
March	709	1970	Robin Herd	90	52	50	0	0	front	Called 709 in UK.
	719	1971	.	90	52	50	0	0	front	Purpose built frame.
	729	1972	.	90	52	50	0	0	front	Same body as F2 712.
	739	1972-3	.	93-1/2	54	55	0	I	.	.
McNamara	FFA	1970	Jo Karasek Dan Hawkes	92	56	53-1/4	0	0	front	.
Merlyn	Mk11	1968	Selwyn Hayward Chris Maskery	90	48	50-1/2	0	0	front	.
	Mk11A	1969	Hayward/Maskery	90	48	50-1/2	0	0	front	.
	Mk17	1970	.	90	48	50-1/2	0	0	front	Radiators ducted upwards; 2-piece nose.
	Mk17A	1971	.	90	48	50-1/2	0	0	front	.
	Mk20	1971	Clive Hayward	90	48	50-1/2	0	0	front	.
	Mk20A	1972	.	90	48	50-1/2	0	I	front	Revised susp/body.
	Mk24	1973	.	90	48	50-1/2	0	I	front	New bodywork.
	Mk25	1974	.	90	48	50-1/2	0	I	front	.
	Mk025	1974	.	90	48	50-1/2	0	I	front	Change of rear geometry; side radiators optional.
	Mk29	1975	.	90	48	50-1/2	0	I	2 - side	.
	Mk029	.	.	90	48	50-1/2	0	I	2 - side	.
	Mk29A	1976	.	90	48	50-1/2	0	I	2 - side	.
	Mk30	1976-7	Clive Hayward team	93	52	54-1/2	0	I	2 - side	All new square-tubed frame; wider track; new bodywork.

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Report: CHARTING THE FORDS

CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TP "	TR "	FD	RR	RADIATORS	SIGNIFICANT FEATURES
Merlyn	Mk31	1978-9	.	93	52	54-1/2	0	I	2 - side	New bodywork.
Mirage	Mk5	1970	Pat Rocheford	.	.	.	0	0	front	.
MRE	73F	1973	Max Bostrom	93	56	53	0	I	front	.
	74F	1974	.	93	56	53	0	I	front	Revised bodywork.
	75F	1975	.	93	56	53	0	I	front	.
Nike	Mk4	1968-9	Mark Erwood	.	.	.	0	0	front	.
			Ken Nicholls							
	Mk6	1970	Erwood/Nicholls	.	.	.	0	0	front	.
	Mk10	1971-4	.	.	.	.	0	0	front	Later models inboard rear br side radiators.
	Mk10B	1975-6	.	.	.	.	0	I	2 - side	.
	Mk10C	1977	.	.	.	.	0	I	2 - side	.
Phantom	TF3	1974	.	.	.	.	0	I	2 - side	.
Pringett-	.	1969-70	Pat Rocheford	.	.	.	0	0	front	.
Mistrale										
ERS	RH01	1978-9	Ray Hughes	94-1/2	55-1/2	55-3/4	0	I	1 - side	.
Ray	73F	1972-3	Bert Ray	90	51-1/2	52-1/2	0	I	2 - side	.
	74F	1974	.	90	53-1/2	52-1/2	0	I	2 - side	.
	75F	1975	.	90	53-1/2	52-1/2	0	I	2 - side	.
	FF76	1976	.	90	53-1/2	52-1/2	0	I	2 - side	.
	FP77	1977	.	90	53-1/2	52-1/2	0	I	2 - side	.
	78F	1978	.	90	53-1/2	52-1/2	0	I	2 - side	.
Reynard	74F	1974	Adrian Reynard	89-1/2	52-3/4	54	0	I	front	.
	75F	1975	.	89-1/2	52-3/4	54	0	I	1 - side	Revised bodywork.
	76F	1976	.	89-1/2	52-1/2	54	0	I	front	.
	77F	1977	.	91-1/2	52-1/2	54	0	I	1 - side	Side pods.
	78F	1978	.	91-1/2	52-1/2	54	0	I	2 - side	.
	79F	1979	.	91-1/2	52-1/2	54	0	I	2 - side	.
Royale	RP2	1969	Bob Marston	93	55	55	0	0	front	.
	RP3	1970	.	93	55	55	0	0	front	Revised styling/geometry.
	RP3A	1971-72	.	93	55	55	0	0	front	.
	RP16	1973	Bob King	94-1/2	55	55	0	0	2 - side	First PP w/side rada.
	RP16A	1974	.	94-1/2	55	55	0	I	2 - side	Larger rads, new sway bar and springs.
	RP21	1974-5	Rory Byrne	91	53-3/4	54-3/4	0	I	2 - side	New chassis.
	RP21A	1976	.	91	53-3/4	54-3/4	0	I	2 - side	New uprights; new tail.
	RP24	1977-78	.	91	55	55-1/4	0	I	2 - side	Stressed gearbox; offset rocker arm front suspension.
	RP26	1978-9	Pat Symonds	95	55	55	0	I	front	New car.

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CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TF "	TR "	FB RD	RADIATORS	SIGNIFICANT FEATURES
Saracen	77F	1977	Peter Hampolier	.	.	.	0 I	2 - side	.
	78F	1978	.	.	.	0 I	2 - side	.	
	79F	1979	.	.	.	0 I	2 - side	.	
Supernova	3SP76	1975-6	Ian Williams & Stan Collier	.	..	.	0 I	2 - side	.
Tacno	FF	1970	Paderzani Brothers	82-1/4	.	.	0 0	front	.
Tiga	76F	1976	Howden Ganley & Martin Reed	92	.	.	0 I	front	Used MFE. bodywork.
	77F	1977	.	92	53	52	0 I	front	.
	78F	1978	Howden Ganley	94	56	56	0 I	front	Revised bodywork.
	79F	1979	Ganley & Colin Smith	94	56	56	0 I	front	New engine cover; rollover hoops.
Titan	Mk4	1969	Roy Thomas	.	.	.	0 0	front	.
Titan	Mk5	1969	.	.	..	..	0 0	front	.
	Mk6	1970	.	92-1/2	54	53-1/4	0 0	front	.
	Mk6A	1971-2	.	92-1/2	54	53-1/4	0 0	front	.
	Mk6B	1972	.	92-1/2	54	53-1/4	0 0	front	.
	Mk6C	1973	.	92-1/2	54	53-1/4	0 0	front	Revised bodywork.
	Mk8	1974	.	90	56	55	0 I	2 - side	Engine stressed member.
	Mk9	1974-5	.	90	56	55	0 I	2 - side	New frame.
	Mk9A/B	1975	.	90	56	55	0 I	2 - side	Two piece nose 9A. Revised front wishbones - 9B.
Van Diemen	RF73	1973	Ralph Pirnan	92-1/2	56	55-1/2	0 I	2 - side	.
	RF74	1974	.	92-1/2	56	55-1/2	0 I	2 - side	.
	RF75	1975	.	92-1/2	54	54-1/2	0 I	2 - side	.
	RF76	1976	.	92-1/2	54	54-1/2	0 I	2 - side	.
	RF77	1977	Dave Baldwin	94	56	56	0 I	2 - side	.
	RF78	1978	.	94	56	56	0 I	2 - side	.
	RF79	1979	.	94	56	56	0 I	front	New body & rollover hoops.
Winkelmann (Palliser)	WDP1	1969	Len Wishurat	91	52	54	0 0	front	.
	WDP2	1970	.	91	52	54	0 0	front	Used '71 FB bodywork.
	WDP3	1971	.	91	52	54	0 0	front	Geometry changes.
	WDP4	1972-3	.	91	52	54	0 0	front	.
	WDP5	1974	See Koulg Heath	.	.	.	.	.	.
	WDP6	1975	Len Wishurat, Ron Hunter & Rodney Greene	91-1/4	51	53	0 I	front	American made bodywork
Zink	Z10	1973-8	Ed Zink	90	56	56	0 I	2 - side	Changes include front

CHARTING THE FOXES

CHASSIS	TYPE	YEAR	DESIGNER(S)	WB "	TY "	TR "	FR	RB	RADIATORS	SIGNIFICANT FEATURES
Zink										geometry, spring/awaybars, lightening, three tails, new nose shape.
	Z10B	1979	Zink & Steve Lathrop	90	56	56	0	1	2 - side	Citation eng: 1979 with revised rear suspension.
	Z10C	1979	.	90	56	56	0	1	2 - side	Zink Manuf. 1979.
	Z16	1979	Ed Zink	90	60	60	0	1	2 - side	Prototypa FY/FSV
	Z10C5	.	.	.	.	.	.	.	.	Kit for converting "Brand X" chassis.