

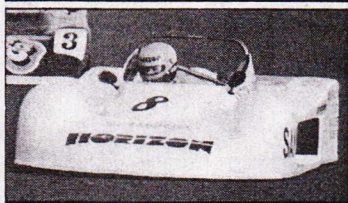


Motorsport

FORD FORMULAE CHASSIS GUIDE

A thriving industry

The following four pages contain extensive information about the FF1600, FF2000 and Sports 2000 chassis available from 23 manufacturers. JEREMY SHAW provides the details.



AQUILA

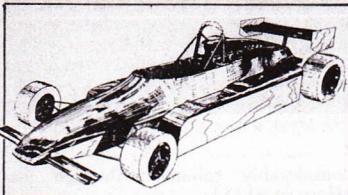
Address: Richard Owen Design & Engineering, Unit 5a & 6b, Silverstone Circuit, nr Towcester, Northants.
Tel: Silverstone (0327) 857121.
Contact: Richard Owen.

R083S

Price: £11,500 + VAT (complete car less engine).

Photo: Mike O'Brien in the pretty R082S.

Details: Richard Owen is probably one of the most experienced designers within the Sports 2000 field, having worked on the BRM, Williams and Shadow Formula 1 teams prior to setting up his own company in May 1980. He joined BRM on a 6-year apprenticeship when he left school in 1968 but even before that had built, with his father, the first of several 750 Formula Arcos cars. The current car will be considerably updated for next season.



ARGO

Address: John Kirkpatrick Racing, Unit G4, Welland Industrial Estate, Market Harborough, Leics, LE16 7PS.
Tel: Market Harborough (0858) 32220.
Contacts: John Kirkpatrick.

JM14

Price: £8,500 + VAT (complete car less engine)

Photo: Artist's impression of the new Argo.

Details: Swiss-born Jo Marquart was on the design team at Lotus and McLaren before switching to smaller racing car production in the early 1970s. He was a part of Huron, GRD and Modus before helping to establish Anglia Cars in 1977. Subsequent Argo F3 and Super Vee cars have proved very successful. The JM14 is his first FF2000 design and has been commissioned by John Kirkpatrick, who has run a team of FF1600 and Sports 2000 cars during 1982.



CCRS NOMAD

Address: Coltman Creber Racing Services, Unit 14, Silverstone Circuit, nr Towcester, Northants.
Tel: Silverstone (0327) 857846.
Contact: Geoff Creber or Frank Coltman.

CCRS83

Price: Available on application.

Photo: Geoff Creber's 1982 CCRS Nomad.

Details: Coltman Creber Racing Services was formed in March 1981 in order to combine the efforts of long-time FF1600 racer Geoff Creber and equally well-established racing car chassis expert, Frank Coltman, who had been involved in the construction of mainly spaceframe chassis for almost 20 years. CCRS will be building a new single-seater car for 1983 but as yet have not decided whether it will be built to race in FF1600 or FF2000 trim.



CHEVRON

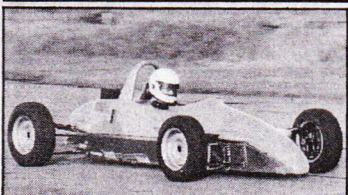
Address: Chevron Cars, West Crindledyke, Newmains, Lanarkshire, Scotland.
Tel: Wishaw (069 83) 84549.
Contact: Robin Smith.
Overseas contact: USA—Mike Gué, Essex Racing (tel: 203-767 2168).

B60

Price: £9,600 + VAT (complete car less engine).

Photo: The Chevron B56 at Brands Hatch last season.

Details: The company was founded by the late Derek Bennett, who originally built a motor cycle-engined midget car for oval racing. His first racing car, the B1, was for Clubmans use and he went on to produce a string of successful sports and single-seater cars before his death in 1978. More recently, the company has been taken over by a consortium of Scottish businessmen, who have moved production up to Newmains.



CHINELL

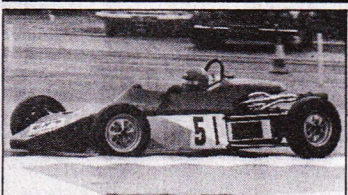
Address: Chinell Motorsport, Albion Works, Green Street Green Road, Dartford, Kent.
Tel: Dartford (0322) 70145 or West Kingsdown (0474 85) 3467.
Contact: Wiet Huidekoper.

W16/83

Price: £6,300 + VAT (complete car less engine).

Photo: The impressive new Chinell W16/82.

Details: Experienced Dutch race engineer Wiet Huidekoper had assisted Peter Argetsinger and Phil Kempe to championship successes prior to designing his own car. He has been joined in the exercise by Chinell Engineering, who have a long involvement in motor sport as a parts supplier, and the car created a great deal of interest when unveiled at the Formula Ford Festival. After a full development programme, the car will be put into production.



CONDOR

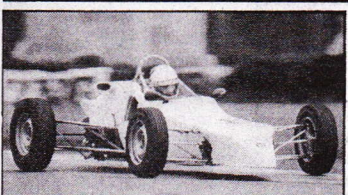
Address: Condor Racing, Dorpstraat 41, B-9831 St. Martens-Laten, Belgium.
Tel: 010 3291 825305.
Contact: Peter Vennik.

PV01

Price: £5,000 + VAT (complete car less engine).

Photo: A newcomer this year, the Condor.

Details: Belgian Peter Vennik, is a trained mechanical engineer who decided to build his own Formula Ford car as a means of gaining recognition and, he hoped, establishing a reputation that would lead to a job with one of the major British racing car manufacturers. The car was built using entirely his own resources and, despite being a little over-weight, ran well during 1983 when prepared by Abbey Farm Racing. Vennik hopes that the car will be further developed during 1983.



CROSSLÉ

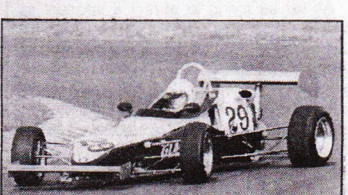
Address: Crosslé Car Company Ltd, Rorys Wood, Holywood, County Down, Northern Ireland, BT18 9QS
Tel: Belfast (0232) 63332.
Contact: Colin Scott or Richard Peacock Racing (tel: Mold (0352) 720398).

55F

Price: Not yet finalised

Photo: The successful 1982 Crosslé 50F.

Details: Crosslé Cars are one of the longest-established British racing car manufacturers, having first built cars for sale in 1960. The company was started by former motor cycle racer John Crosslé, who turned to car racing in 1957 with a self-made two-seater sports car. A single-seater followed for the next season, although it wasn't until a little over 10 years later that large-scale production started with the FF1600 16F model. This car proved very successful — Gerry Birrell won the 1969 European FF Championship with one — and the Ulster company have since established a fine reputation for themselves, on both sides of the Atlantic, in the Ford formulae. Crosslé's English sales contact, Richard Peacock underlined the current car's competitiveness by winning the 'Champion of Oulton Championship during the 1982 season with his 50F.



Overseas contacts:

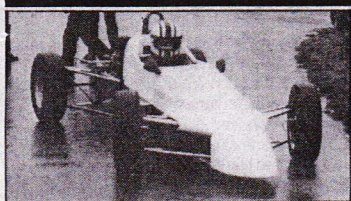
USA—
East Coast: Skip Barber Racing (tel: 203-824 0771).
West Coast: Crosslé Cars Pacific Inc. (tel: 213-679 9268).
Canada—
Crosslé Cars Canada (tel: 613-822 1261).

56F

Price: Not yet finalised

Photo: Arnie Black's 1982 FF2000 Crosslé 51F

Footnote The prices of all cars in this guide have been standardised as being inclusive of everything except an engine. Several manufacturers offer differing terms (eg. excluding wheels and tyres), while some are due for review early in the New Year due to seasonal alterations in the price of some components.



DELTA

Address: Delta Race Cars,
10 Wilbury Grove,
Hove,
East Sussex.
Tel: Brighton (0273) 734864.
Contact: Nick Crossley.

Overseas contacts:

Benelux —
Jim Vermeulen
(tel: 02507-18284).
Denmark —
Steen Hansen (tel: 01-294040).
Austria —
Walter Lechner (tel: 43-3577 3100).



TF83

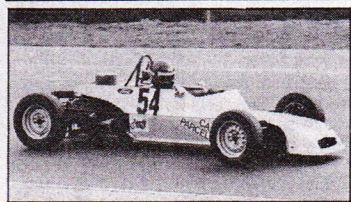
Price: £5,200 + VAT
(complete car less
engine).
£3,950 + VAT
(in kit form less
wheels, tyres,
gearbox and engine).

T83

Price: Approx. £6,950
+ VAT
(complete car less
engine).

*Photos: Delta's new FF1600
car (above) and their 1982
FF2000 offering.*

Details: Delta have been producing racing cars since 1973, when Glenn Hyatt first modified an MRE F3 car. The Ian Reed-designed IRF4 car swept up the 1975 F4 Championship, driven by Fergus Tait, after which Nick Crossley took over the company and commissioned current Williams designer Patrick Head to pen their next car, which proved very successful both in F4 and FF2000 trim. South African Mike White won the 1978 BAF FF2000 championship with the car, while Ian Briggs dominated three seasons of Formula 4 with a similar car. Other successes have been gained on the continent with updated versions of the FF2000 model, although the latest TF83/T83 FF1600/FF2000 cars are to a completely new design, featuring a very small, short wheelbase, narrow track chassis. The new FF2000 car is expected to be completed in mid-January.



JAMUN

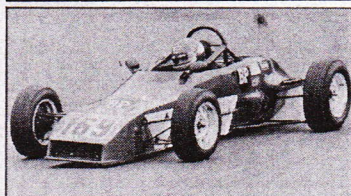
Address: Jamun Cars,
24 Pilgrims Way,
Cuxton,
Near Rochester,
Kent.
Tel: Medway (0634) 70200.
Contact: Tony Mundy.

FFT11

Price: £3,950 + VAT
(complete car less
engine).

*Photo: Chris Hall in the
Jamun FFT11.*

Details: The building of racing cars has always been a part-time hobby for J. Anthony Mundy, who works as an aeronautical electronics engineer. His first Formula Ford car was completed in 1969, since when he has built one or two cars per season. Jamun cars proved particularly competitive in the mid-70s with American Fred Sigafoos as driver. Chris Hall drives the latest FFT11, which has been run this year on a very slim budget. It is hoped to run a more concerted effort in 1983.



LOLA

Address: Lola Cars Ltd,
Glebe Road,
St Peter's Hill,
Huntingdon,
PE18 7DS.
Tel: Huntingdon (0480) 51301.
Contact: Mike Blanchet.

T642E

Price: £6,150 + VAT
(complete car less
engine).

*Photo: The successful
1982 T640E.*

Details: Lola Cars are now one of the world's most respected racing car manufacturers, occupying modern, spacious accommodation on an Industrial Estate in Huntingdon, although their origins are rather more humble. They began, in fact, in a small lock-up garage in Bromley, Kent, where Eric Broadley and his cousin Graham prepared the latter's 750 Formula car. They built their first car, complying to the 1172 Formula in 1956 and a good deal of success with this car, with Eric at the wheel, as well as the subsequent 1100cc front-engined sports car the Lola Mk1, led to replicas being built and the establishment of Lola Cars. The company was founded in 1956 by Eric, who looked after the cars' designs, Graham, who was primarily responsible for engine rebuild work, and Bob Rushbrook, who owned the original lock-up. These three remain as Directors to this day. Since then, Lola have moved firstly to Slough and then to Huntingdon and, over the years, have produced a whole range of very successful cars, among them the big-banger T70 sports car and the 1966 Indianapolis 500-winning T90 (driven by Graham Hill) as well as, more recently, some very competitive FF1600, FF2000 and Sports 2000 models. Their T640 Formula Ford car has carried Julian Bailey to wins in both the Townsend Thoresen Championship and the FF Festival during 1982. Fellow Briton John Pratt finished a fine third in the Festival with his sister T640 and John is expected to lead Lola's British FF1600 challenge next season with a new car run by David Morgan. A new FF2000 car, the T680 is currently on the drawing board and will be ready early in the New Year.



Overseas contacts:

USA —
Carl Haas, Illinois
(tel: 312-433 1150).
Switzerland —
Heini Mader (tel: (022) 642803).
Holland —
Pinguin Sports (tel: (071) 899266)
Sweden —
Bo Emanuelson (tel: (031) 153319).
Japan —
Nova Engineering (tel: 0550-8-0329).

T680

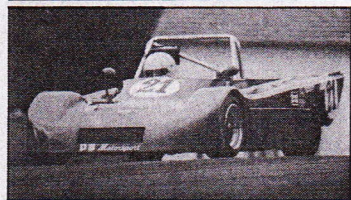
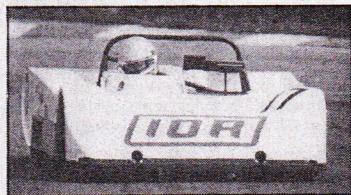
New car available
soon. Expected price:
£8,000 + VAT (complete
car less engine).

*Photo: Lola's last FF2000
car was built in 1981.*

T594

Price: £9,975 + VAT
(complete car less
engine).

*Photo: This year's Sports
2000 T592.*



MARCH

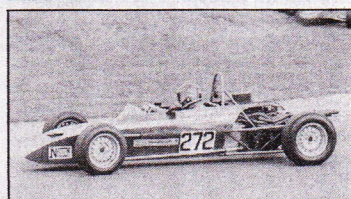
Address: DB Motorsport,
Unit 2, Overfield,
Thorpe Way,
Banbury,
Oxfordshire.
Tel: Banbury (0295) 3531.
Contact: Dave Benbow.

83S

Price: £9,500 + VAT
(complete car less
engine).

*Photo: DB Motorsport's
March 82G in action.*

Details: March Engineering came boldly into being late in 1969 with a Formula 3 car. Within a year, they had won their first World Championship Formula 1 race and went on to record an incredible run of successes in Formulae 2 and 3 over the next 10 years. DB Motorsport took over the March S2000 project some 18 months ago and, for 1983, will be building the updated 83S model under licence and also hope to be running a car from their Banbury base.



MARTLET

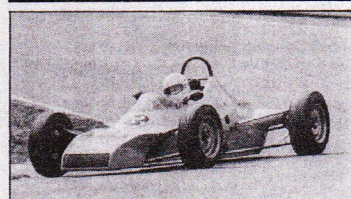
Address: Team Martlet,
Goodwood Motor Racing Circuit,
Chichester,
West Sussex.
Tel: Chichester (0243) 781545.
Contact: David Martin.

DM6

Price: £4,840 + VAT
(complete car less
engine).

*Photo: Martlet's DM4
Formula Ford car.*

Details: David Martin's association with motor sport began back in 1959 since when he has worked on a variety of projects before establishing Team Martlet in 1979. He took over premises at Goodwood from the Winfield racing school, for whom he worked as workshop manager, and during the same year built his first FF car. Martlet cars have won the last two Castle Combe championships in the hands of Bob Higgins, who will continue to drive the company's new DM6 in 1983.



PRS

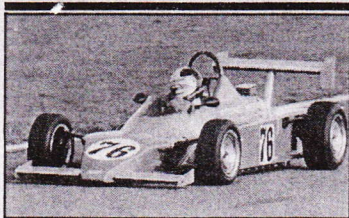
Address: PRS Racing Cars,
Heath Farm Lane,
Harpenden Road,
St Albans,
Hertfordshire.
Tel: St Albans (0727) 34084.
Contact: Steve Hollman.

83F

Price: Not yet
finalised.

*Photo: The 1982 PRS
FF1600 model.*

Details: It is now five years since the formation of PRS Racing Cars by Vic Hollman, designer Ray Hughes and ex-FF/F3 Champion Derek Daly. Since that time the Hertfordshire company have proven very successful in Formula Ford 1600. Bernard Devaney drove the original RH01 model to many wins, while the latest Sergio Rinland-designed 82F has shown well this year in the hands of Dave Button and Dave Coyne. PRS have recently unveiled their first FF2000 challenger, which ran to a very competitive fourth place in its debut ▶



PRS continued

Overseas contacts:

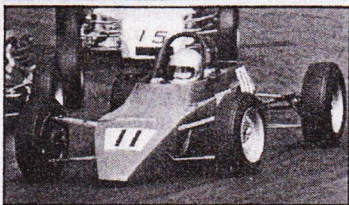
USA — Racing Dynamics, California (tel: 213-921 8611) and Stimola Racing, New York (tel: 516-671 9715).
Europe — Walter Lechner Racing, Austria (tel: 62-227 5243).
Australia — Paul Feltham, Melbourne (tel: 13 873 5975).

83SF

Price: £8,500 + VAT (complete car less engine, including Koni dampers and compomotive wheels as standard).

Photo: The new PRS 82SF driven by Dave Coyne.

at the Thruxton TV meeting. As well as establishing a good name for themselves in Britain, PRS have also earned a firm footing abroad, particularly in the lucrative American market, where their cars have notched up many high placings. In Europe also, the PRS agent Walter Lechner has scored numerous Formula Ford victories in the past and also was responsible for running Stefan Bellof's 1981 German title-winning FF1600 car.



QUEST

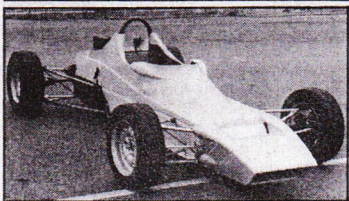
Address: Quest Racing Cars Ltd, Queensleigh House, 167 Queensway, London W2.
Tel: 01-229 1403.
Contact: Mike Thompson.

FF83

Price: £6,000 + VAT (complete car less engine).

Photo: Mike Thompson's neat Quest FF82.

Details: The innovative Quest FF car first appeared at a racing car show at Goodwood in 1979. The car was designed and constructed by Mike Thompson, who had previously driven the 'works' Rostron car, winning the 1976 Brands Hatch championship. The Quest has shown well in Mike's hands and he has extensive plans for a full season of development and racing in 1983. The new production cars are being built by Image Race Cars at Goodwood.



RAY

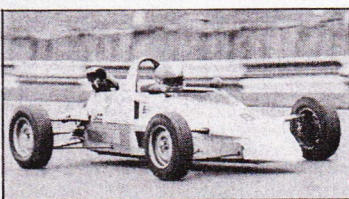
Address: RayRace International Ltd, Unit 1, Abbey Wall Works, Station Road, Wimbledon, London SW19.
Tel: 01-542 2191.
Contact: Bert Ray.

83F

Price: £5,640 + VAT (complete car less engine).

Photo: The sleek and effective Ray 82F.

Details: Bert Ray entered the motor racing scene by specialising in fabricating work, producing parts for various manufacturers. It was in 1973 that he built his first Formula Ford car, Stephen South achieving many successes, and this car has been followed by a string of others. The current car has proved very competitive during 1982, even with a minimum of development, and will be updated for 1983 during which Ray intend to mount a concerted attack on the major series.



REYNARD

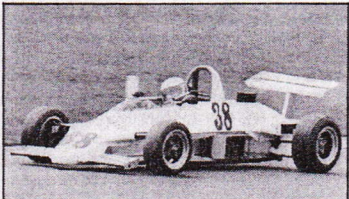
Address: Reynard Racing Cars Ltd, Reynard Centre, Telford Road, Bicester, Oxon OX6 0UY.
Tel: Bicester (086 92) 44397/42615.
Contact: Adrian Reynard or Rick Gorne.

83FF

Price: £6,520 + VAT (this 1983 price is for a complete car less engine).

Photo: Adrian Reynard's latest FF1600 car.

Details: Adrian Reynard has been involved in virtually all categories, including Formula 1 but began by building a Formula Ford car in 1973. Jeremy Rossiter, who ran a Dulon at the time, became Adrian's first customer and then set up a two-car team with Reynard in FF2000 for 1975. The cars proved immediately competitive and sold well, David Leslie winning both British FF2000 championships in 1979. Since that time, Reynard has concentrated on various F1 commitments, although is now making a firm bid to re-establish his FF1600/2000 cars and has been rewarded with many good placings this year. The prototype 1983 FF car ran towards the end of this season but apparently will look completely different by the time it goes into full production. Reynard himself undertook some of the early development on the FF car and showed that he has lost none of his driving talents by equalling the long-standing lap record on the Silverstone club circuit. Recently, Reynard have devised a purchasing plan to enable customers to pay off the price over a period of time. Full details of this can be obtained from Rick Gorne.



Overseas contacts:

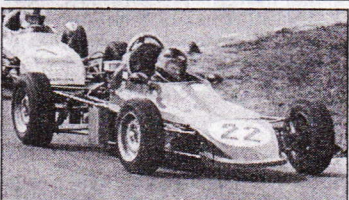
USA — BRITS Inc. Mick Penfold/Richard Martin (tel: 707-762 2081).

Canada — John Powell Motorsport Inc. (tel: 416-986 5392).

83SF

Price: £7,520 + VAT (complete car less engine).

Photo: Last year's FF2000 car in action.



ROSTRON

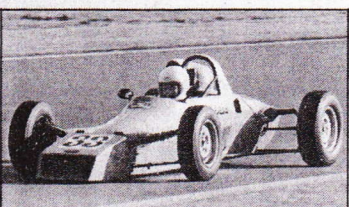
Address: Rostron Cars Ltd, Unit 6, Ross Way, Shorncliffe Industrial Estate, Folkestone, Kent.
Tel: Folkestone (0303) 38677.
Contact: Nigel Fright.

CT83

Price: £4,800 + VAT (complete car less engine).

Photo: Nigel Fright's older, updated Rostron.

Details: Rostron Cars have survived a rather chequered 10 years since Carl Rostron first established the company. Their most successful period came when Mike Thompson won the Brands Hatch FF championship in 1976. Nigel Fright took over the company in 1981 and has since designed and built a brand new car. He also offers a full restoration, setting-up and preparation service from a new Industrial Estate unit in Folkestone. The new car will commence testing in February.



ROYALE

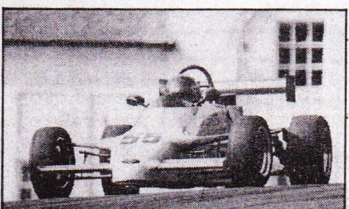
Address: Royale Racing Ltd, 69 High Street, Riseley, Bedfordshire.
Tel: Riseley (023 063) 581.
Contact: Alan Cornock.

RP33M

Price: £5,870 + VAT (complete car less engine. NB: Price review after Xmas).

Photo: Slim and sleek is the new RP33M.

Details: Royale's founder, Bob King, first became involved in motor racing when, working as a motor trader, someone sold him a sports racing Elva. Bob decided to race the car himself and then began preparing other cars as well, first in a garage next to his West London house and then from a railway arch in Alperton. King went on to specialise in engine rebuilding and at this stage recruited Alan Cornock to assist him with the management of their growing company. King's first attempt at construction produced a Formula Ford car, the RP1, in 1968 and this led to a full order book for the following season, most of the cars being exported to America. Royale expanded at an incredible rate over the next few seasons, producing a wide range of cars before moving into larger premises in Huntingdon during 1973. Soon afterwards, health reasons forced King's departure from the company, although Cornock retained control and moved to smaller workshops at Little Staughton Airfield, Bedfordshire, and concentrated on the production of small-capacity single-seaters. Since then, Royale have re-established themselves as one of the country's largest and most successful producers of FF and FF2000 cars, while, since the addition of designer Bob Marston to their staff, they have also brought out a Sports 2000 model. Works driver Rick Morris has recorded many victories for the marque in FF1600 races, including this year's Esso Championship, while Mike 'Fulmar' Taylor has become closely involved in the company since racing a variety of Royale cars, latterly winning the final Sports 2000 race of 1982 in his revised 1983-specification S2000M.



Overseas contacts:

USA — Cooke Racing, California (tel: 213-478 0259)
Royale USA, Hubert Kleinpeter, East coast (tel: 404-896 2446).

Scandinavia — Stanley Dickens, Sweden (tel: 013 126032).

Switzerland — Wittwer Racing (tel: 071 73.11.11).

Eire — John Murphy (tel: Naas 68410).

Australia — Don Baker, Sydney (tel: 028 24721).

RP34M

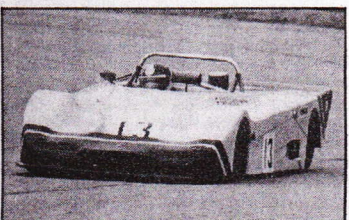
Price: not yet available.

Photo: Royale's FF2000 challenger.

S2000M

Price: £10,070 + VAT (complete car less engine).

Photo: Mike Taylor's Sports 2000 car.





SPARTON

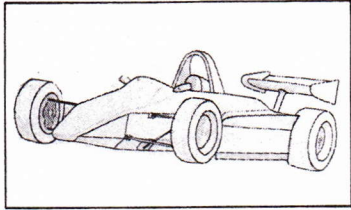
Address: Sparton Engineering Ltd, Oaks, Hare Lane, Blindley Heath, Lingfield, Surrey RH7 6JB.
Tel: Lingfield (0342) 834834.
Contact: Norman Pierce and Paul Jackson.

SE316

Price: £5,800 + VAT (complete car less engine).

Photo: The new FF 1600 Sparton SE316.

Details: Paul Jackson and Norman Pierce joined forces to establish Sparton Engineering Ltd early in 1978. They combined with the intention of producing a compact, economical Formula Ford which would be both competitive and easy to maintain. An updated version of this car appeared in FF2000 trim before the end of the year and qualified on pole position for its very first outing. Sparton cars have been regular contenders in British FF1600 and, less frequently, FF2000 ever since with the cars being gradually developed and improved. Their latest car, the SE316, was unveiled at the 1982 Formula Ford Festival and has created tremendous interest, being beautifully constructed. The new car co-incides with a change in premises for Sparton, who have recently moved from Warlingham to a more spacious workshop in Lingfield. Sparton Engineering have built up a reputation for producing strong, reliable cars and until their latest offering have preferred to build along 'conventional' lines. The SE316/320 model, however, incorporates all the latest FF innovations and, indeed, Sparton are also busy building a Formula 3 version of the car.



Overseas contacts:

USA — Sparton Racing USA, California (tel: 213-705 3941).
 Denmark — Dumar Racing, Kim Dupont (tel: 0174 3878) or Kai Masden (tel: 0295 4104).

SE320

Price: £7,950 + VAT (complete car less engine).

Photo: Artist's impression of the SE320.



SWALLOW PILBEAM

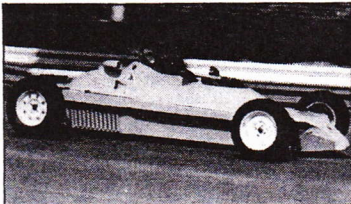
Address: Swallow Racing, Units 1 and 2, Donington Park Race Circuit, Castle Donington, Derbyshire DE7 5RP.
Tel: Derby (0332) 850094.
Contact: Julian Gerard.

SP3

Price: £8,700 + VAT (complete car less engine).

Photo: The new SP3 is now ready for testing.

Details: Swallow Racing was established only just over one year ago by Tim Stakes, Julian Gerard and Sue Bray, although they have already produced a most successful FF2000 challenger from their new Donington base. The car has been designed by Mike Pilbeam, one of this country's most respected engineers, who built his first car, for the 1172 Formula, in 1959. The Swallow Pilbeam has been steadily developed during the year, winning the final Donington round in October.



TIGA

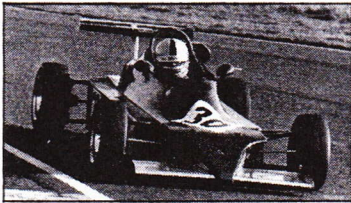
Address: Tiga Racing Cars, Lincoln Road, Cressex Industrial Estate, High Wycombe, Buckinghamshire.
Tel: High Wycombe (0494) 23596.
Contact: John L. Webb.

FF83

Price: £6,450 + VAT (complete car less engine).

Photo: The latest Tiga FF1600 in testing.

Details: It was in 1975 that former Grand Prix drivers Tim Schenken and Howden Ganley combined to form Tiga Racing Cars. They took over the manufacturing side of MRE but Ganley carried out several modifications to the car before it appeared early the following year. James Weaver ran a Tiga towards the end of 1979 season, becoming the first man to lap the Brands Hatch 'Indy' circuit in under 50secs, while Tim Lee-Davey used one to win the following season's Dunlop 'Star of Tomorrow' series. Tiga, who were based in Caversham, also scored many successes in running a Formula 3 March for Andrea de Cesaris in 1979, before going on to build their own F3 chassis, which appeared towards the end of 1981 but was later put to one side due to a lack of finance. Most of Tiga's success, however, has been gained in the Sports 2000 category. Ian Taylor won three consecutive British championships with Tiga cars and then Richard Eyre added a fourth in 1982. The company's latest Formula Atlantic car has also achieved a string of results, including two successive Formula Pacific championships in Australia in the hands of Alfredo Costanzo. Within the last year, one of the original partners, Tim Schenken, has left to move to America, but Ganley is continuing to run the business from more suitable modern premises in High Wycombe. Towards the end of 1982, Tiga have produced brand new FF1600 and FF2000 cars, both of which will be extensively tested over the winter months prior to undertaking full championship programmes in 1983. The current Sports 2000 car will also be the subject of much development before the start of next season.



Overseas contacts:

USA — Rick Prather, Illinois (tel: 312-541 0017).
 Steve Farnsworth, California (tel: 916-453 0716).
 Holland — Henny Vollenberg (tel: 031 8858 1418).
 Switzerland — Hans Wittwer (tel: 071 73.11.11).
 Sweden — Ulf Svensson (tel: 0340/14910).
 Australia — Alan Hamilton (tel: 795-7055).

FF83

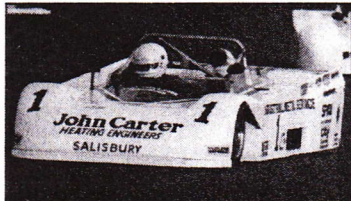
Price: £8,755 + VAT (complete car less engine).

Photo: Ian Taylor with the FF2000 version.

SC83

Price: £10,830 + VAT (complete car less engine).

Photo: Eyre's series winning Sports 2000 car.



VAN DIEMEN

Address: Van Diemen International Racing Services Ltd, Chalk Road, Snetterton, Norwich, Norfolk.
Tel: Quidenham (095 387) 270
Contact: Ralph Firman.

Overseas contacts:

USA — Essex Racing, Mike Gué, Connecticut (tel: 203-767 2168).
 Germany — ISA Racing, Peter Kroeber (tel: 02651-43063).
 Switzerland — Alois Schnellman Racing (tel: 061-617629).
 Sweden — Maths Ericsson (tel: 40189556).

RF83 (FF1600)

Price: £5,850 + VAT (complete car less engine).

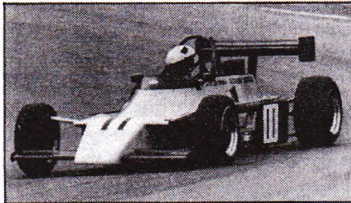
Photo: The successful 1982 FF1600 car.

RF83 (FF2000)

Price: £8,500 + VAT (complete car less engine).

Photo: Da Silva won two titles with his RF82.

Details: Originally established by former F3 mechanic Ralph Firman and Tasmanian driver Ross Ambrose in 1973, Van Diemen (the name comes from an area of Tasmania) lost little time in establishing themselves on the Formula Ford map. Donald Macleod drove the prototype FA73 car and proved tremendously successful in the second half of the year, ending by scoring a fine victory in the FF Festival. Many championships have since been won by Van Diemen cars as well as further Festival victories in 1977 (Chico Serra), '78 (Michael Roe), '80 (Roberto Moreno) and '81 (Tommy Byrne), while the company's FF2000 derivative of the latest Dave Baldwin-designed cars have won a pair of championships in each of the past two years thanks to the efforts of Byrne again and Ayrton da Silva. The 1983 cars will be a development of the RF82 models but will feature a number of modifications both to the suspension geometry and bodywork. The 1983-specification car has already been showing good pace in early testing with a variety of drivers at the wheel.



ZEUS

Address: Zeus Racing, 25a Newtown Road, Marlow, Buckinghamshire SL7 1JY.
Tel: Marlow (062 84) 74321.
Contact: Peter and Doug Sneller.

ZR1

Price: £4,740 + VAT (complete car less engine).

Photo: Peter Sneller in action with the Zeus.

Details: The Sneller brothers formed Zeus Racing in 1978, at which time they were competing in FF1600 but reasoned that they could build a better, cheaper car than was available from the contemporary manufacturers. Their first car appeared late in 1980 and has been steadily developed into a competitive runner since then despite a dire shortage of funds. Midland driver Tony Trevor scored some good results with the car last year, while Peter Sneller showed increased pace with a new engine mid-way through 1982.

