

STORY & PHOTOS BY RAY BOYER

CLUB F RD

The Club Ford Story is One of A-Ford-able and Fun Road Racing

In order to race, the saying goes, one must spend money. But the initial spirit of Formula Ford, which originated in England in 1967, was that of an entry-level form of open-wheel racing that was (relatively) inexpensive.

In fact, the originators of Formula Ford sought to create a class of racing that would result in “a 1000 pound car for 1000 pounds (sterling).” For your 1000 pounds (approximately \$2700 American dollars at the late-1960s exchange rate), you would get a small, open-wheel formula car complete and ready to race with chassis, motor and transmission. Most early Formula Ford chassis were actually Formula 3 chassis that had been modified to accept the 1600cc Ford motor that was to be the power source of this “formula.”



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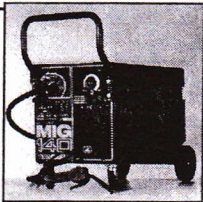
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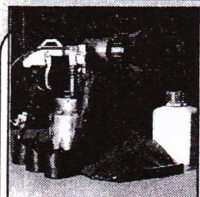
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The initial idea was very popular in Great Britain, and within two years, Formula Ford found its way across the Atlantic to America. Although Formula Ford has been in America since 1969, over the years it has undergone some drastic changes. Some of these changes have resulted in a blurring of the original "vision" of the formula. These changes have increased the competitiveness and technology in Formula Ford, but costs have skyrocketed since the original concept began.

Club Ford is a response to the rising prices of Formula Ford. Today's Formula Ford chassis cost anywhere from \$19,000 to \$28,000 new—and that's just for the chassis. Add in the costs of one or two full-fledged "national" motors (upwards of \$7,000 each) and all the tires and accessories needed to run a truly competitive FF season, and the total needed to race could easily exceed \$60,000 a year. This is a long way from the original English concept of "a 1000 pound car for 1000 pounds." So, around 1980, the idea of Club Ford emerged.

What exactly is a Club Ford? Well, it depends on whom you talk to and what part of the country you live in. A very broad definition would be an older (sometimes much older) Formula Ford that is no longer competitive with the newer class of modern Formula Fords.

How did club Ford actually begin? There are probably as many stories about the origins of Club Ford as there are Club Ford racers. A.J. "Buddy" Pugliese, founder of the Race Car Club of America and administrator of the club's American Racing Series (dedicated solely to low-cost racing), was one of the early visionaries who began to see that, as Bob Dylan would say, "Times, they are a-changin'." The Club Ford story can't be fully understood without understanding Buddy's story.

"It all really began at Lime Rock Park," Buddy recalls, "back around 1978 and 1979. I was a Formula Ford driver at that time and it was a very popular class. In those days, it wasn't uncommon to have maybe 40 or sometimes even 50 Fords show up for an SCCA event. I used to race a lot at Lime Rock (in Connecticut), and a situation occurred that really began the concept of Club Ford. Now, you have to remember that Lime Rock is a 1.5 mile course. Because of the shortness of the circuit, the SCCA would only allow 38 cars on the track for any one event. Well, one day—I think it was in 1979, but it might have been in 1978—we had a field of 50 cars for the Formula Ford race. The top 38 fastest drivers were going to be allowed to race and the other 12 were going to have to go home.

"Now, in the past, we had encountered several situations where maybe only two or three Formula Atlantic cars would show up for a race. In these situations the race organizers would combine the Atlantic cars with the Formula Fords—assuming, of course, that the total number didn't exceed 38. On this particular day, there were maybe 10 or 12 Atlantic cars, so the Atlantic drivers were going to have a race of their own. I went to the race organizers and suggested that it wasn't fair to send twelve Formula Ford drivers home without an opportunity to race. So I suggested that the 'banished twelve' be allowed to run with the Atlantic cars. Well, this caused all sorts of hassles. I was accused of being self-serving. 'What's the matter Buddy, didn't you qualify today?' they asked. Well, the fact of the matter is that I had qualified third on the grid. The next objection was, 'We can't

have the Fords and the Atlantics race together because of the big speed differential.' I shot back with the very logical answer that when the tables were reversed and there were only a few Atlantic cars that wanted to race, the Atlantics were allowed into the Formula Ford field. Why shouldn't the Fords be allowed into the Atlantic field? Unfortunately, I was not successful in getting those twelve Ford drivers any track time that day.

"But the situation planted a seed in my head. All of the 12 who couldn't qualify were driving 'older' cars. I had been noticing that this group of older cars was growing. I felt that there should be someplace for them to race. But they should not be forced to race with newer cars that were obviously much more advanced in design and thus naturally faster. From these initial ideas came the concept of what people now call Club Ford. To help cultivate this idea, I founded the Race Car Club of America in 1979. The purpose of the RCCA was, and is, to provide an organization that would foster the original spirit of Formula Ford: namely, inexpensive open-wheel racing. In 14 years we have become rather successful. Through tight engine and tire rules that help promote lower costs, we have proven that the older Formula Fords can truly be a relatively inexpensive form of racing."

Exactly what type of car constitutes a Club Ford? The answer to this question is not an easy one because it involves various sanctioning bodies and sections of the country. Very broadly speaking, the SCCA defines Club Ford as all Formula Fords that were manufactured before 1981. A further limitation would be that an SCCA Club Ford can only have one end of the car that is "inboard suspended." It is this "single inboard" rule that puts the break point in the SCCA around 1981. Up to and including 1981, there were very few "double inboard" Formula Fords and only a smattering of single inboard chassis. After 1981, several manufacturers began building very sophisticated double inboard cars that were clearly superior. Thus, 1981 has become an accepted approximate cutoff date for SCCA Club Fords.

The RCCA defines Club Fords in a similar manner. There is no overall ending date, but there are very strict guidelines that define Club Ford. But before we get further into this topic, let's take a look at how the RCCA views the most important element of Club Ford racing. It's not the cars, it's the drivers themselves.

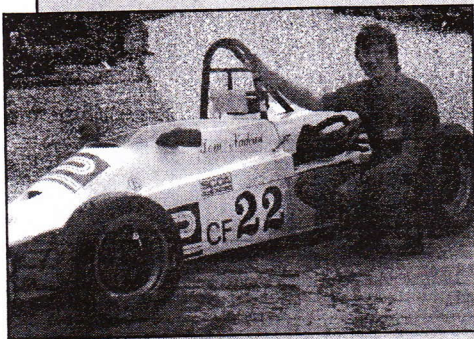
Unlike the SCCA, the RCCA breaks Club Ford down into two divisions. These divisions are determined by two very important elements: the skill of the driver and the sophistication of the chassis. The Novice division is for drivers who have very little, if any, "hands-on" race car experience. The Senior division is for drivers who have obtained a certain amount of experience. According to the rules of RCCA, a driver can only be graduated to Senior level after having raced in a certain number of events, usually ten. Recognizing other sanctioning bodies, the RCCA, upon observation of a driver from another club, can grant an experienced driver a Senior license.

In addition to the Novice and Senior Club Ford divisions, the RCCA also has a Senior Sportsman division for Novice-legal cars with Senior-level drivers; Formula Ford for newer, double-inboard cars; Formula 2000+ for Formula Continental-type cars with wings; and Formula American, made up of Formula Atlantic-style cars powered

CLUB FORD GALLERY

TOM NADEAU'S LOLA

Florida Region SCCA member Tom Nadeau bought his 1976 Lola Club Ford three years ago. He had looked at Club Fords in general, but this is the only car he actually examined before making the decision to buy. He traveled to Lakeland, Florida, sat in the car, fell in love, bought it and trailered it home. When



asked why he bought this particular car, Tom said, "It looked exactly as I had envisioned it." Tom considered it more economical to go ahead and buy the car rather than rent it for \$1,500 for a race weekend to see if he liked it.

For \$7,500, Tom got a 17-year-old Lola with engine and rain tires. When he got the car home, he completely dismantled it, sandblasted the chassis, and rebuilt the car completely—including the Quicksilver engine.

In three years Tom has put 35 to 40 race weekends on his car with very few problems. He has run consistently in the top three, won Rookie of the Year in Florida Region in 1991, and took the Central Florida Region Club Ford Championship in 1992. He has also put two women through driver's school in the Lola.

Driving a Formula car is definitely different—Tom said he was "scared to death" in his first session at driver's school. After a couple of weekends in the car, he felt relatively comfortable.

Parts availability for the Lola remains good, and with a good engine as a base Tom feels a Club Ford can be kept up and rebuilt by someone with reasonable automotive experience. For someone who only knows where to put gas and oil, however, professional help will be necessary.

After three years with his Lola, Tom is confident he got a good buy, and is having a great time with his low-key, friendly fellow Club Ford racers.

JON SMITH'S CROSSLE

Jonathan Smith, owner of the Jon Smith Subs restaurant chain, was not even remotely interested in auto racing until a friend practically dragged him to the West Palm Grand Prix a couple of years ago.

Soon after, he attended a Skip Barber

School, where he learned to use a manual transmission as well as proper racing techniques. He bought his 1980 Crossle 45F on the recommendation of Rick Bernard and Epic Racing (a South Florida formula car specialist). With a fresh Butler engine, ready to race, the cost of the Crossle was \$12,000.

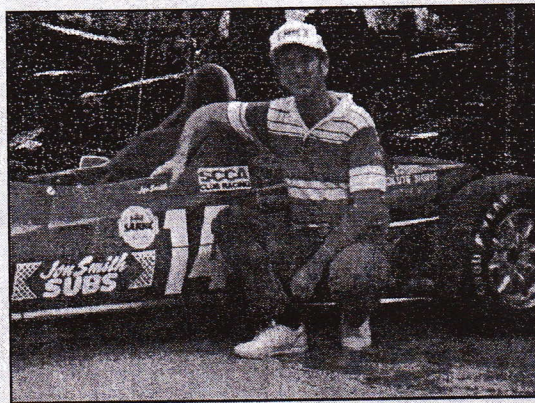
Since Jon is not mechanically inclined, his car is prepared and maintained by Epic Racing. Todd Graham is his crew chief, and he talked to us about the mechanical aspects of the car.

Todd states that the Crossle is one of the better Club Fords—the chassis is stiff, parts are readily available, and the car is user-friendly. He adds that the car is easy to set up, and that the "average shade-tree mechanic" can work on the car.

When buying a Club Ford, Todd feels you are better off if you get a race car mechanic to check out the car. Look for frame and suspension cracks, obvious wear. Make sure the car is legal. Check to see that the fire system is legal and properly designed. The most common illegality Todd sees is improperly built engines. This can be a very costly situation if someone buys a car and then finds the engine is illegal and has to be rebuilt or replaced. Check the spares offered as part of the sale—often "spares" are just worn-out parts.

A maintenance tip Todd offered to Club Ford owners deals with the frame rail behind the gearbox on various chassis. If this frame rail is not detachable, it makes gearbox removal much harder. This rail can be cut away and made a bolt-on part.

Maintaining a Club Ford is fairly inexpensive, according to Todd, but do guard against using parts that are "almost right" just because they are cheap. It just doesn't work. Spending the extra



money on the right stuff will make the car more durable and more valuable in the long run.

When asked about his reaction to an open-wheel car, Jon said he wasn't bothered at all. He was "Just so amazed to be driving a race car" that he couldn't think of anything else. As to driving an "older" car, Jon likens race cars to airplanes—older airplanes are just as safe as newer ones because they are well-maintained. Every time Jon races, Epic goes over the car and this Crossle is basically new for every race. —Meredydd Francke

by a 1600cc Cosworth or a GM 2.8 liter V6.

After classifying the drivers in Club Ford, the Race Car Club of America then places some restrictions on which cars can run in those Novice or Senior divisions. For instance, certain years of Club Ford chassis are NOT ALLOWED in the RCCA's Novice division. The reason for this is that, over time, it has been proven that certain chassis are clearly superior to other chassis of the same vintage. As we discussed in our brief examination of the single inboard suspension concept, the SCCA uses that as its break point to define Club Ford. The RCCA also makes use of this concept: Because single inboard cars are superior to double outboard cars, the RCCA Novice division is limited to double outboard cars. This achieves a very important goal—namely keeping down the cost of getting started in the RCCA. Older Club Ford cars are invariably double outboard cars. They have traditionally been shown to be slower than single inboard cars, and thus they do not cost as much to purchase. Typically a Novice-legal car can be found for between \$5400 and \$6000.

However, to further refine (or, some might, say confuse) the issue, not all double outboard cars are created equal, and thus not all double outboard cars are allowed in the Novice division. It is important to remember that the overall RCCA Club Ford concept is that the racing—and not the chassis, or the motor, or the tires—should prove who is the better driver. The club's tight engine and tire rules help promote this. So, to further balance out the Novice equation, three clearly superior chassis have been prohibited from the Novice division. These are the Crossle model 25 and all newer model Crossles (30, 32, 35, etc.), the Van Diemen RF-77 and all newer Van Diemens, and the PRS model 79 and newer. The reason these three chassis are not allowed to compete in the Novice division is that they are clearly head-and-shoulders above the rest. While these cars are not eligible in RCCA Novice, they are excellent SCCA Club Fords.

So which makes of chassis are eligible for RCCA and SCCA Club Ford racing? Sorry folks, not just yet. There is another increasingly important item to cover, and that is the concept of "vintage valuable." You see, when looking for an early model Club Ford car, one should keep in mind a certain date: 1972. This is because the early class of Club Fords ('69 to '72) is becoming very desirable as the cars are becoming vintage valuable. The concept of vintage racing has really taken flight in the past few years, and any car of the pre-1973 era is practically worth its weight in gold. This fact must be kept in mind when we begin to look at cars that might be eligible in Club Ford.

So, just for the record, here are some of the early chassis, in no particular order, that are now considered to be "vintage valuable": Caldwell D-9; Alessis; Crossle Model 16; Dulon; Elden; Lotus (any Lotus you can find will be very valuable); Hawke; MRE (a car with a DETACHABLE roll bar, no less—this made it easier to ship in a container from England); Winkleman; Titan MK-6, MK-6B, MK-6C; Royale RP-1 and RP-2; Macon; March (also quite valuable due to racing heritage); Merlyn; and LeGrand (American made and rather rare).

A few of these cars have very interesting histories. Consider the Caldwell Model D-9. The Caldwell was built in Marblehead, Massachusetts, by Ray Caldwell. Caldwell had originally intended to import Merlyns from England, but when the Mer-

lyn factory could not keep up with the demand, Caldwell built his own car. These vehicles strongly resembled their British counterparts, the Merlyns. A fair number were built and some are still available. Caldwells are definitely vintage valuable and their somewhat larger production number may keep the cost down.

Any Lotus you can find is probably the most valuable of the early year Formula Fords. The reputation of Lotus is what drives the prices up. Much like Ferrari, the racing history that is associated with this marque is something that cannot be denied. And with Colin Chapman gone, the prices escalate almost monthly.

March's Model 709 is a 1970 Formula Ford. Model 719 is a 1971 Formula Ford. Model 729 is a 1972 Formula Ford (do you see the pattern developing?). Not many Marches were imported, so the odds of finding one are slim, although there is actually one still racing in the RCCA. Again, the racing heritage of this still-extant race car constructor definitely helps keep prices up.

Other vintage valuable Club Ford contenders include the Merlyn, for many of the same reasons as the Caldwells. There are some Merlyns still around (again, examples are raced in the RCCA), but not many. And let's not forget the Winkleman, imported from England for Roy Winkleman. It is actually a PRS (for Pulsar Racing Services).

The above list is certainly not a definitive analysis of all the possibilities as far as early (and vintage valuable) Club Fords are concerned, but it should give interested parties some food for thought. If, in the search for a Club Ford chassis, you come across a car that you are interested in, the best advice is to seek out expert assistance. This can usually be found through local chapters of the SCCA or by calling the RCCA at 914-576-7222.

Let's move on to the RCCA's Senior Division. The types of chassis that are allowed to compete in the Senior division of the RCCA fall much more along the current lines of SCCA Club Ford racing. So, just like in the SCCA, most cars built before 1982 are allowed to compete in the Senior division. In practical terms, what this means is that single inboard suspension is allowed. But don't get the idea that only cars with single inboard suspension are allowed to compete in the Senior class, for the fact is that many drivers who compete in the Novice division take their Novice chassis and compete (often very effectively) in the Senior division. In the RCCA, it has been proven that given tight engine and tire restrictions, older, double outboard cars can race with (and beat) newer single inboard cars.

From a purely practical standpoint, what this means is that a new driver can buy a somewhat dated Club Ford car and race in the Novice division. After 10 races, he or she will graduate to the Senior division and not be compelled to move up to a newer chassis. Thus, the initial investment in a car will often times be all that is required (chassis-wise) for perhaps two or three years of competition.

Now just what types of chassis are eligible for the RCCA Senior division? Well, first of all, all of the older-style double outboard cars are allowed. This includes the very popular Crossle chassis models 25, 30, 32, 35 etc.; all Van Diemen chassis up to and including the RF 81; all Royale cars up to and including the RP 31; all Reynards up to and including model year 1981; Zink models Z-10A, B and C (all models are single inboard); and the Lola model 440 (single inboard) and 540 (double outboard).

MORE CLUB FORD PURCHASE TIPS

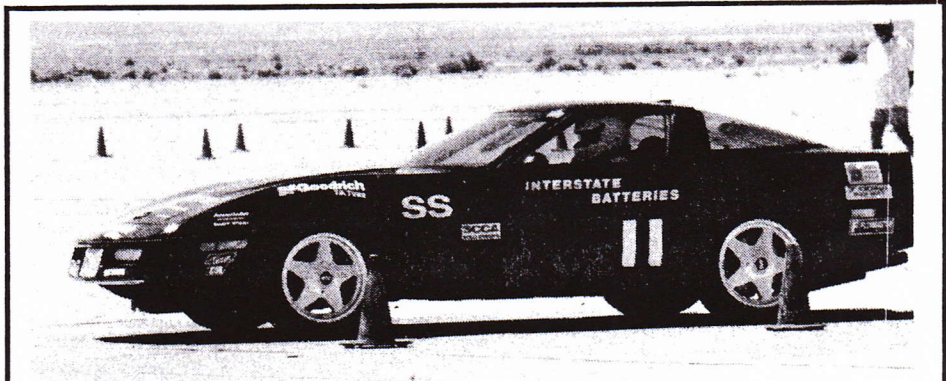
For more on buying a Club Ford, we turned to Peter Thompson, founder of BAT in Sarasota Florida. Peter has been selling parts for these cars for more than two decades. He suggests that if you are just getting started, don't even consider buying a car without having it thoroughly checked out by a real expert. Things as basic as checking the frame for trueness, and seeing if any rod ends need replacement are important. The condition of the steering rack, transmission and engine all have to be looked at carefully. The master cylinders and brake calipers must also be looked at. Remember, passable condition for a street car will not do for a race car.

When looking at a car, remember to look beyond the cosmetics. Shiny chrome and paint do nothing for the car's reliability, and performance.

If you select a car that has serious problems, the cost of restoring everything to good enough condition for racing could blow your entire year's racing budget.

It is also a good idea to find out the needed gear ratios for the tracks you plan to run. If the car you buy only has gears that you have no use for, you are looking at further expenses. At current prices, each ratio is about \$125.00.

When selecting a car, make sure you fit comfortably into it. It is impossible to drive quickly unless you are comfortable. Most cars have a good range of pedal adjustment, but make sure they adjust correctly for you. This is also true with the steering column and shifter. Be sure you take your time selecting a car—impulse buying can have expensive or even dangerous consequences.



CORVETTE & FLOWMASTER, EQUAL POWER! *Ray Husari & Tom Kotzian*

Tom Kotzian and Ray Husari have become a force to be reckoned with in the tough SCCA Solo II series. Their story revolves around an affinity for Corvettes and a quest for more power. It started when Ray switched from a stainless brand of mufflers, after getting beat by similar FLOWMASTER equipped cars. The difference was amazing and Ray was soon beating those same cars. He even beat the man he considered the best driver in the area, Tom Kotzian and they decided to race together as a team. The results are exceptional.

In 1990 their 1989 Corvette won three Regional Events and the National Championship in Salina, Kansas. This team enjoyed almost a full 1/2 second advantage over their competition all year! They didn't just win, they dominated with power and great driving. It is important to remember the "Super Stock" class allows only changes in tires, shocks, alignment settings and mufflers! Interestingly, the next class up, "Street Prepared" allows many modifications, yet Kotzian / Husari actually ran faster times!

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Whether you plan to race with the SCCA, the RCCA or another sanctioning body, we strongly recommend that you check with your local regional officials before making any car purchase. Since Club Ford has no 'national' status, rules can vary slightly from area to area.

People who have been involved in Club Ford racing for a while have certain cars that are their favorite. Pugliese of the RCCA is no exception; here are some of his comments.

"Without a doubt, one of the most popular cars is the Crosse. The current prices reflect this with a car now going for somewhere in the \$9,000 to \$10,000 range. And that's quite a price when you consider that back in 1975 or so these cars were selling for about six thousand complete with motor. The models 30, 32, 35, and 45 were all pretty much alike. They are all outstanding cars that were very reliable. The chassis was very easy to work on, parts were (and are still) available. In fact, some of the parts you could almost make yourself, they were so simply designed. It was almost like the old saying, 'this thing is so simple, it works.' That's how it was (and is) with the Crosse. Plus, with the Crosse, during their peak, there were a lot of people racing and developing the car. So today there are still quite a few around. They're not cheap, but they are good.

"If you were going to do a lot of racing on shorter tracks with lots of tighter turns, my personal favorite would be the model 25. It has a slightly shorter wheelbase and seems to get through the turns just a little bit faster. The flip side of this is that, as a driver, you have to really stay on top of the car because, with the short wheelbase, it can turn around and bite you. But if you're up to the task, on a short track, it's as quick as any of the more modern cars.

"Another of my favorite cars, and one that I feel is somewhat underrated, is the Royale. The later cars, like the RP 21 and on up, were single inboard cars. They are all well built but were not as popular as the Crosse. Thus there were not as many being raced, thus there was not as much development being done on them, thus they were not as popular. It was kind of a vicious circle, you see. But I think they are very good cars.

"If you were going to do a lot of racing on very fast tracks with lots of straights and few slow corners, I think the Royale RP-31 would be hard to beat. Tracks like Lime Rock, Watkins Glen and Road Atlanta come to mind. These are the kinds of tracks where this particular chassis could really shine, given a driver who could carry a lot of speed through the corners. The thing I like about the 31 is the aerodynamics. The car is quite narrow and very clean. It has side radiators but they are set in against the body so they don't disturb the air flow. And as a single inboard car the chassis is Senior legal. The prices are not as high as the Crosse's and parts are still available from England. In fact, Alan Cornock, who is the original designer and the guiding force behind the Royale, is now advertising the fact that he is making chassis and body parts for some of his old cars. The fact that Alan is doing this demonstrates the growing strength of Club Ford.

"Another car that is quite good and again somewhat underrated is the Van Diemen models 77, 78, 79, and 80. All these were double outboard cars. Unfortunately, they didn't have the reputation that the Crosse had. Again, the vicious circle of fewer cars being run, thus less development and so on. I think these cars were just as fast as the Crosse. I like the fact that parts are still available from Essex Racing in Georgia. Van Diemen is still building cars in England, so that has to be considered as a plus. If they had any drawback, I would have to say that they were just a little bit harder to work on compared to the Crosse. They were front radiator cars, so they are not as aerodynamically clean as the Royale RP 31, but in the right hands they can be quick.

"In 1981, Van Diemen built its only single inboard car. The car was quite good, in my opinion. The only problem was, with only one year of production, parts are not as plentiful and thus somewhat more expensive. For some reason that I can't understand, the 1981 model is getting pricey, especially in the southern part of the country where the going price is often over \$10,000. If I were looking for a single inboard car, I wouldn't hesitate to buy one—especially if the price was reasonable.

"Zink made a very good car. The Z-10 series was built for quite a few years and it was single inboard. In fact, in many ways, Zink was a forerunner of the single inboard concept. Not the first, but a definite leader. The Zink is a short wheelbase car and thus requires a driver who can really drive and not be afraid of pushing through the corners. The reward is greater corner exit speed and thus more straight line velocity. The Z-10C model had a wider track than its predecessors. One thing to watch out for is to make sure that both the front and rear A-arms are of equal length. It's not impossible to find that the A-arms are of different lengths, because the arms from the 10A or 10B would bolt right up on a model 10C. I've seen it happen, so I mention it just as something to look out for as you are shopping around.

"I don't know what it was, but the Zinks have never been considered really fast. We have a couple in the club and they have never been what you would call front runners. But when they were being run on the national circuit in their prime, especially in the hands of the legendary David Weitzenhof, they could be very fast.

"Zink still builds cars, although not Formula Fords. They build Formula Vees and Formula 440s. Since they are still in business, logic tells me that parts for their older Fords may still be available.

"Of course, you know that Zink was (and is) built in this country. I always consider that to be somewhat of a plus, parts-wise. I understand that you can

still find parts and information for them, but even though there are a few being raced in the club, I don't feel I know as much about them as I would like to. The prices are reasonable and I would like to see more in the club, so maybe in a year or so I'll have a larger pool of knowledge to draw upon.

"Lola made several decent cars that are staples of the Club Ford ranks. There were a lot of 340s and 342s built. They are an excellent Novice car and somewhat reasonable in price. They had a reputation of being rather flexible, but many of the chassis have been reinforced over the years. Several drivers in our club still use the 340 series in our Senior division and make a good showing.

"With the 440 model, Lola went to single inboard suspension. In its stock state, the car was not a great handler because there was too much weight on the front wheels. To some extent this can be corrected for by using different offset wheels on the front and the rear. The best way to correct this problem is to remove the spacer that Lola used to move the engine forward about six inches. It's not any easy job because it requires shortening the input shaft on the transmission. However, once this is done, the car becomes rather neutral and the handling improves.

"By the way, if you look at the early Reynards and compare them to the Lola 440, you would be amazed at how similar they are. The one real difference was that in the Reynard, they didn't use a spacer for the motor. This shows that Adrian Reynard knew what he was doing. The 440 can be fixed if you have the inclination, and as a result of [these shortcomings] the price on the 440 can be quite reasonable.

"With the model 540, Lola, the company, went back to double outboard suspension. This car, although it comes AFTER the model 440, is actually a legal Novice car. There don't seem to be many on the East Coast and we don't currently have any running in the RCCA, so I'm kind of short of practical knowledge about this one. No idea of what they're worth, but that [could mean] that they may be reasonable in price.

"My comments about watching out for mismatched A-arms also applies to Lola. The 540 was a narrow-track car, while the others were of a wider track. But the A-Arms will bolt right up, so make sure you have a matched set, side-to-side and front-to-back. Carl Haas in Chicago still imports Lolas and is a wonderful supply house for many old parts. Prices are not low, but sometimes you would rather pay a higher price and be able to get the part, as opposed to not being able to find parts anywhere."

Well, there you have it, from a man who ought to know. Pugliese has been involved in Formula Ford and Club Ford racing for about 20 years. As the series administrator of the RCCA, he is constantly involved with Club Fords and is thus considered to be a great source of information about these older, but still competitive, cars.

If you've been considering getting involved in racing, especially open wheel Club Ford racing, don't be swayed by others who say it's too expensive. As this article details, there are plenty of options out there. And besides, let's face it: nothing today is cheap. What's money for anyway, if not to spend on something you've always wanted to do?

Ray Boyer is a member of the RCCA. For more information about how to become involved in the Race Car Club of America, either as a driver, corner worker, technical inspector, sponsor, or well-wisher, contact the RCCA at 914-576-7222.

