

One story making the rounds was that the SCCA never really recognized a "Formula Ford" class, and that when the new category was officially created 20 years ago the Board voted to call it Formula F. Were that the case, everyone would have been permitted to associate a lot of F-words with the formula, words like Frantic, Frenzy, and even Foolish. Not that they don't anyway.

The Ford Motor Company-sponsored 20th Anniversary of Formula Ford Festival at Willow Springs brought a nearly new F-word to the class: Fun. It was amazing how often the word "fun" popped up in conversations during the weekend in the high desert of Southern California. Hardened competitors like four-time FF National Champion Dave Weitzenhof—whose demeanor usually grows darker with each passing day at the Runoffs—were actually observed smiling and having fun.



STEVE SCHINABEL

Among the celebrants at the festival were (LEFT TO RIGHT) SCCA Club Division Vice President Costa Dunias, John Clinard from the Public Affairs Office of the Ford Motor Company, first-ever U.S. FF race winner Jules Williams and Ford factory driver Pete Halsmer, who drove the Probe GT pace car.

It was one of the rare race events you could approach a Formula Ford driver and dare mention fun. Usually the slightest suggestion that there was any frivolity or pleasure associated with Formula Ford was taken as an accusation that the competitor was less than 110 percent committed to winning.

Such suggestions were rudely rebuffed. (This also led some observers to hint that certain FF drivers *ought to be* committed.)

After all, the appearance of 60 FFs on pre-grid was guaranteed to cause corner workers to check the pressure in their fire bottles, to look for potholes between their station and the likely landing spot of a cartwheeling FF and to map out their escape routes. Generations of these people have been trained by Formula Ford drivers.

Perhaps the most frightening sight is for a large FF grid to be caught on slicks when it starts to rain. (Another old story says that Formula Ford drivers learn to race in the rain by standing in the shower and tearing up \$100 bills.) Saturday's schedule called for "English-style" sprint races. No one knew what "English-style" was supposed to mean until the weather turned abruptly cold, cloudy, damp and rainy.

Then all hail broke loose. The 60-car field of Spec Fords was caught on pre-grid just as a hail storm hit Willow

CONTINUED ON PAGE 57



The Friends Of Formula Ford Celebrate Its 20th Anniversary In America

By Wm. C. Mitchell

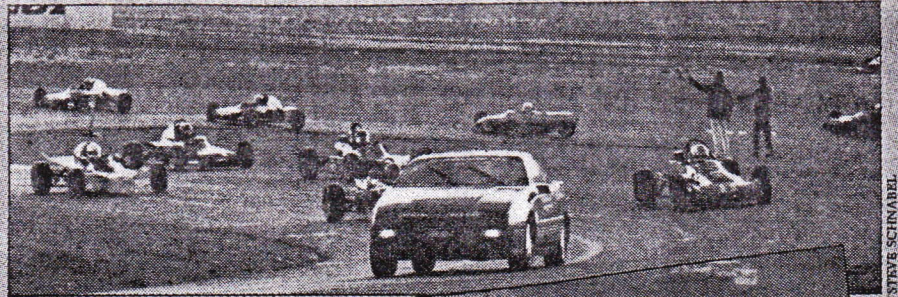
Ford Festival color (CLOCKWISE FROM TOP): Group Photo was one of many highlights of weekend; Elden team dominated Vintage Ford; Journalists duked it out in Goodyear Media Challenge; Main event winner Danny Hill Jr. is flanked by runner-up Danny Ragland (LEFT) and third-placed Eddie Miller.

Old FFaithful

Springs. Surely this was a recipe for certain disaster. New records would certainly be set for the number of Fords going over, under and through the first turn marshal station. Might as well roll the Emergency truck now and avoid the dust cloud.

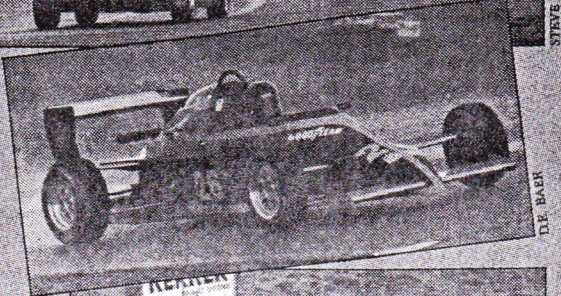
But the disaster never happened. Bondurant instructor Bill Cooper seized the lead well before Turn One and motored away to the win. A stunning victory for common sense over reputation.

The whole weekend went that way. It was a truly representative slice of Formula Ford life. An amazing 190 entries were received for the festival. All were obviously busy with the dual preoccupations of getting/keeping their cars race-ready and having a good time. With that kind of outlook, what's a little weather? Their perseverance was summarily rewarded with an amazing full-arc double rainbow, splashed across a background of black clouds after the storm stopped Saturday evening, and then traditionally splendid Easter Sunday sunshine.



Rain & Hail

Saturday's sprint race for Group 2 for Spec Ford and Spec Ford B got rolling just as all hail broke loose (ABOVE). Texan Craig Taylor in a Swift (RIGHT) and Lola-mounted Bill Cooper (BELOW RIGHT) demonstrated their mastery of adverse conditions, respectively winning the soaking wet Group 3 (FF 2000) and Group 2 sprints.

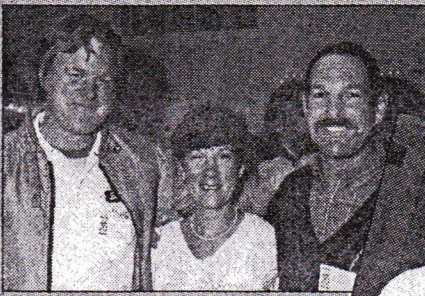


All in all, the festival was a huge shot in the arm for Formula Ford, as well as providing some excellent—and very serious—racing. There were temper

tantrums, though few. The most illustrative such incident involved a front-running Swift driver who complained of all the older Crossles in the combined FF and FFB▷

Party Animals

FF National Champions were honored with a cocktail reception sponsored by Ford and Swift. Among those on hand were (CLOCKWISE FROM RIGHT): Elden Cars braintrust Peter (LEFT) and Brian Hampshire; Longtime Crossle importer Ken Deeter (LEFT) and Mr. John Crossle himself; Former FORMULA Magazine staffers Hugh Mooney, Dennis Roberts, Jules Williams, Dave Stewart and Paul Pfanner; Bob Lobenberg (LEFT) and Arnie Loyning were reunited as was the Citation clan, builder Steve Lathrop (LEFT) with Sheri and Dave Weitzenhof.



Large Field

Assembled at the festival was a range of cars that ran from the presently popular Swift DB-1s through Eagles and a variety of Lolas and Crossles to a surprisingly large contingent of the original Lotus 51s in the vintage field. Festival promoter Paul Pfanner had his fine pair of Eldens in the vintage field with Southern California FF legend Alan Holly handling a PH8 and England's Chris Lake-Smith ('72 U.K. Elden factory driver) driving the very Falconer-bodied PH10A with which Mexico's Johnny Gerßer won the once-only FF World Cup at Brands Hatch in 1972. The vintage field itself was the largest ever assembled.

Vern Jaques, the San Diegoan who first gave Pfanner the idea that became the 20th Anniversary Festival, discovered in a casual conversation with Jules Williams that the Lotus 51 he has lovingly restored over the years is the actual chassis with which Williams won the first FF National two decades ago.

Jaques' car, which appears on our cover this month, also shared (with the Ford Probe GT pace car) front and center positioning for perhaps the greatest achievement of the weekend: The Group Photo. Imagine the logistics of getting nearly 200 race cars, drivers and crews all together at the same time in some sort of orderly fashion to have their picture taken. Impossible? Many would have thought so, but in reality, it turned out to be something like a reverse version of C. B. DeMille's parting of the Red Sea in the movie version of *The Ten Commandments*—it all just happened, and very smoothly. (Check Page 53 to see what it looked like.) —JZ

Old Faithful

(pre-1984) field getting in his way, which led to the following exchange with the event steward:

Steward: "How much money are you racing for this weekend?"

Driver: "Nothing."

S: "How many points are at stake?"

D: "None."

S: "So what is your problem?"

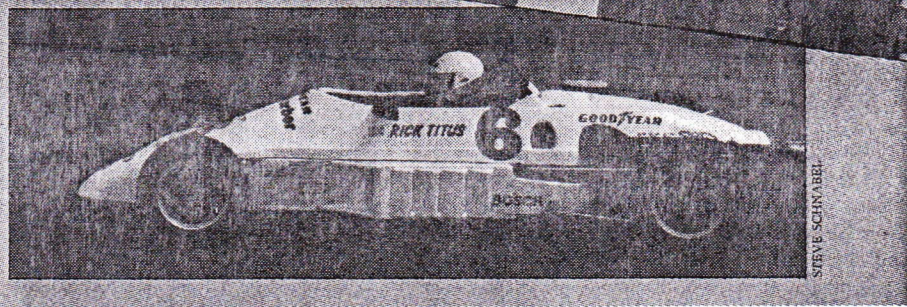
For all the restraint shown in Turn One during the hailstorm, one driver was taken out during the pace lap. He later spotted his assailant outside the stewards' room and charged up the stairs to threaten ruin and retribution. It looked to be a classic Formula Ford scenario, except that the other driver began apologizing and offering to make amends. Unheard of . . . until now.

Goodyear/SCCA Media Challenge

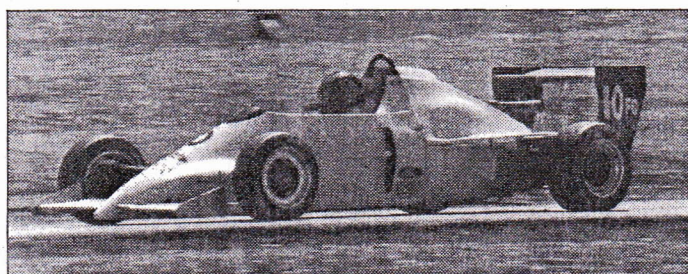
Jeremy Shaw of Autosport, AutoWeek and Automobile and Don Fuller of On Track flank Media Challenge winner Rick Titus of Mustangs Illustrated on the victory rostrum (RIGHT). Titus at speed in one of the identical Mondiale B1s (BELOW).



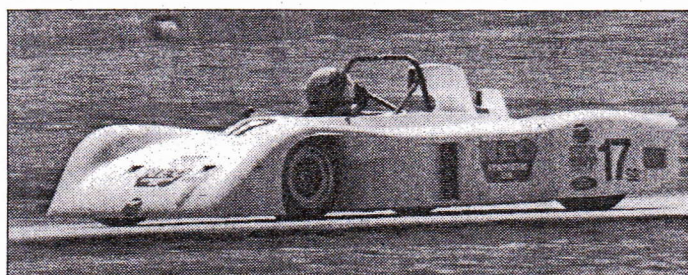
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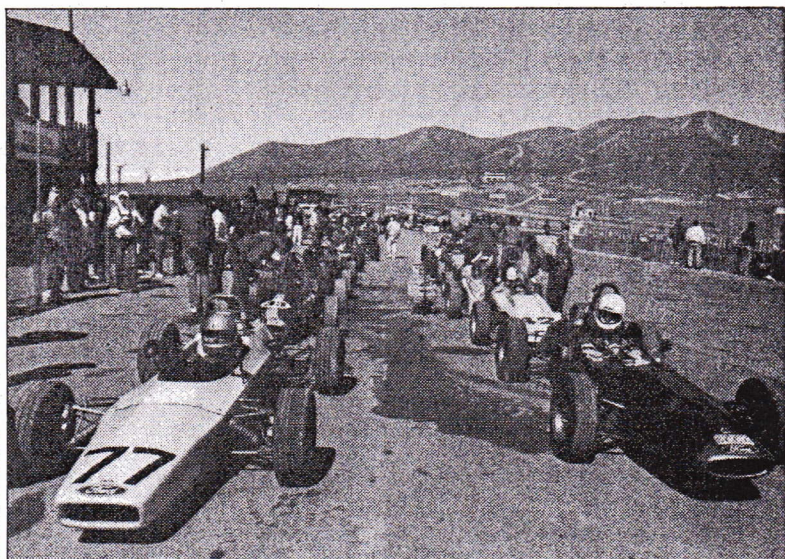
STEVE SCHNABEL



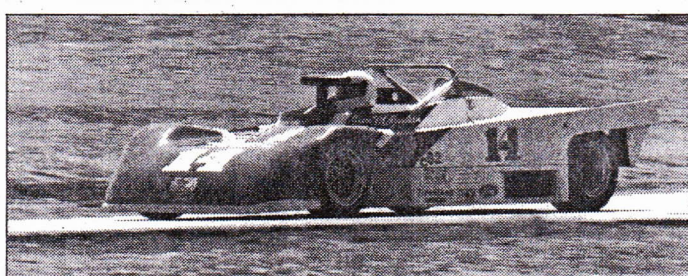
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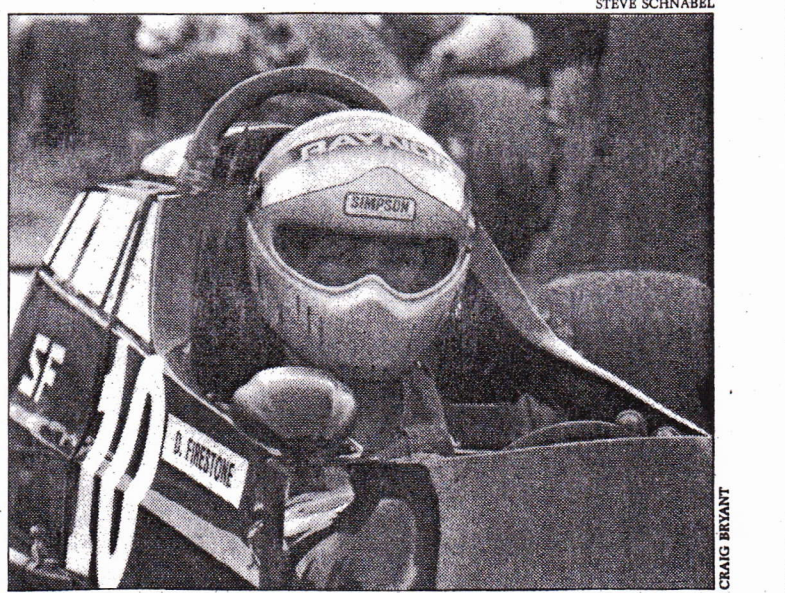
BRUCE MUSCOLINO



STEVE SCHNABEL



BRUCE MUSCOLINO



CRAIG BRYANT

(CLOCKWISE FROM DIRECTLY ABOVE) San Diego Region's Jim McJunkin claimed Sunday's Club Sports 2000 honors with his Tiga. The overall S2000 win was taken by local Swift driver Rod Everett. Brand-new Swift SE-3 (pre-graphics transplant) carried Curtis Farley to overall victory in Group 3. Field for Vintage FF race was the largest ever seen. Dennis Firestone gave a fine performance in his last-minute substitute ride, climbing from back of pack into fourth in Spec Ford results.

Heroes At The Ready

The real heroes of the Festival were the veterans of the formula. All the multiple FF National Champions were present, including four-time titlist Dave Weitzenhof and two-time winners Bob Lobenberg, Eddie Miller and Skip Barber. Bob Earl, Dennis Firestone, Jim Vasser Jr. and Kenny Hendrick were also on hand. (Lobenberg has always been one driver able to have fun driving Formula Ford—it totally befuddled most of his competition—and continued to do so at Willow. See the editor's "Opening Lines" column for more on the festival's Goodyear-sponsored Media Challenge.) ▷

FFF Tidbits

The 20th anniversary celebration of Formula Ford in America produced the largest FF fields seen in recent years, and may perhaps have sparked a new reality for its FFB class. This sub-grouping within the main event embraced all cars built before Jan. 1, 1984, with the exception of the Swift DB-1 (the real reason an FFB has become necessary) and brought many of these cars out from under dust covers to run in the sun once again.

- The FC/FF2000 field was possibly the largest ever assembled on the West Coast. This was helped by the presence of a trio of Swift SE-3s trailered out from Kansas by the CF Engines crew. One of these, driven by Curtis Farley himself, was a brand new 1989 model making its North American debut.

- Three former National Champs took an active, from the cockpit part in festival festivities. Four-time winner Dave Weitzenhof drove a Sparton SE-316A for David Bradford and after making improvements to the car all weekend, drove it to an 11th place finish in the feature race—the first non-Swift to take the checker. One of those ahead of him was Eddie Miller, the double champ returning from "retirement" at the festival and running a very strong third overall in the Bradley Food Marts Swift DB-1 after dicing it up with Danny Ragland for second throughout the race. Miller's performance re-fired his enthusiasm, and may lead to a reunion with old pal Carl Haas for a Nationals program in a Haas-assisted Reynard. Cal Club's own 1976 champ, Dennis Firestone, had originally lined up Mike Berg's spare Swift DB-1, but when Berg crashed his primary car at Firebird on Palm Sunday, Firestone was left rideless. He finally drove a Spec Ford Crossle 35F prepared by Ken Deeter and John Crossle himself. Wearing his standard number 10, Dennis acquitted himself well, taking a fine fourth in the SF main on Sunday after starting far back due to problems in qualifying.

- Winners of new number packages, having been judged as most in need of them, were: Craig Williamson (Van Diemen RF80) in Spec Ford; David McAloon (Lola T-340) in Spec Ford B; Ben Reynolds (Lotus 51) in Vintage FF; and Curtis Farley (Swift SE-3) in FF2000. Each received fresh, new graphics for their cars courtesy of Michael Spahr of Spahr Graphics. —JZ

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RON RICE—Firebird National, first place

DANNY HILL JR.—Texas World Dbl. Nat'l, two poles, one win

DANNY HILL JR.—Firebird Dbl. Nat'l, two poles, one win

BILL SCHUBERT—Holtville National, second place

LES PHILLIPS—Willow Springs Regional, pole, fast lap, win



Bettendorf Power dominates Festival!

■ **DANNY HILL JR.**—Formula Ford 20th Anniversary Race:

• Pole • Saturday Sprint Winner • Overall Winner, Feature Race

■ **ALAN HOLLY**—Vintage Formula Ford:

• Pole • Saturday Sprint Winner • Sunday Race Winner

■ **LES PHILLIPS**—Spec Ford:

• Pole • Overall Winner, Sunday Race

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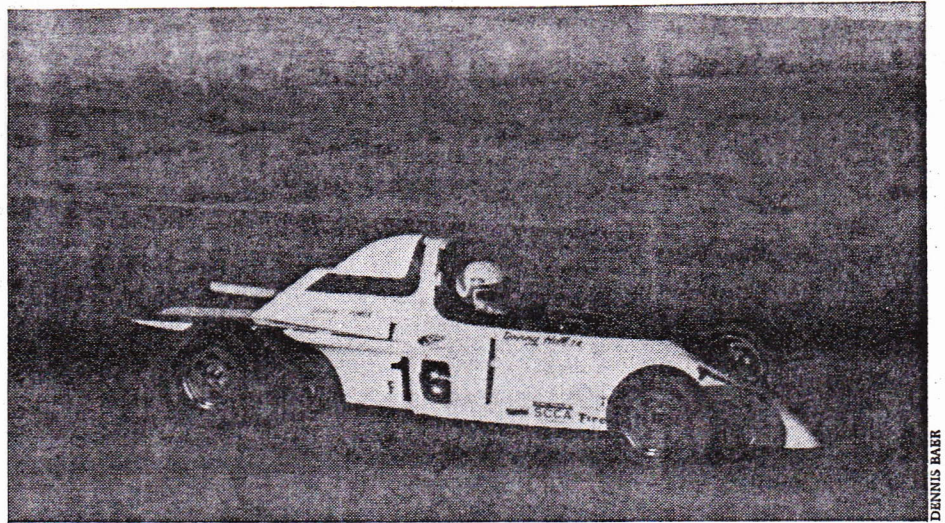
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Old Faithful

Also attending were some veteran stars from outside the cockpit. Car builder John Crossle traveled across the Atlantic Ocean to be at Willow Springs for the Festival, bringing former Crossle Cars Pacific owner Ken Deeter with him. Mr. Crossle was amazed to see how many of his cars were still running in the Spec classes. The trip to the California desert must have been a fascinating contrast to his native Ireland, and a reminder of why so many British race cars didn't initially carry enough cooling capacity for American racing. The sinuous 2.5-mile circuit's wide open spaces also testified to the importance of aerodynamics in U.S. FF racing.

Engine builders have always been among the most important players in the FF game, and their number was well represented at the big birthday party. Arnie Loyning, builder of the famed blue "Viking" engines was present. Arnie may well be a slow-talking Scandinavian, but was quite a quick driver as well as a champion engine builder. He also designed and built the slim-line Viking car which Bob Lobenberg



DENNIS BAER

Danny Hill Jr. had everyone handled, cruised to easy victory in 20th Anniversary feature race.



BRUCE MUSCOLINO PHOTOS

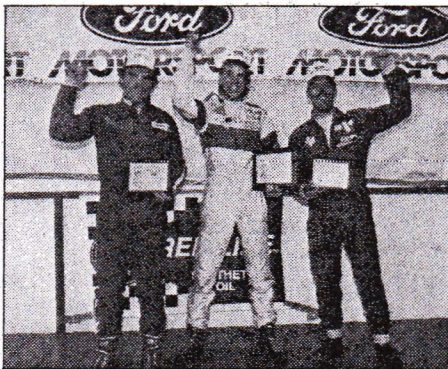
Taking Sunday's Spec Ford checker was Crossle pilot Les Phillips.



SFB victory fell to Nevada Region's Terry Gough in a Lola T-342.

EVENT DATA

**SCCA 20th Anniversary
Formula Ford Festival
March 25-26/Willow Springs, Calif.**



STEVE SCHNABEL

Porter, Lewis and Swensen celebrate FFB finish.

QUALIFYING/Class Pole Positions:

SATURDAY'S "ENGLISH-STYLE" SPRINT RACES: Spec Ford: Bob King ('77 Eagle) 1:30.636; Spec Ford B: Terry Gough ('75 Lola T-342) 1:33.933; Formula Continental: Curtis Farley ('89 Swift SE-3) 1:23.187; Sports 2000: Margie Smith-Haas ('88 Swift DB-2) 1:25.911; Club Sports 2000: Karl Luft ('80 Tiga SC80) 1:27.648; Vintage Formula Ford: Alan Holly ('72 Elden PH-8) 1:38.382; Formula Ford: Danny Hill Jr. ('85 Swift DB-1) 1:25.016; Formula Ford B: Shane Lewis ('83 Lola T-642) 1:31.095.

SUNDAY'S FEATURE RACES: Goodyear Media Challenge: Rick Titus ('89 Mondiale B1) 1:39.210; Spec Ford: Bob King ('77 Eagle) 1:30.636; Spec Ford B: Terry Gough ('75 Lola T-342) 1:33.933; Formula Continental: Curtis Farley ('89 Swift SE-3) 1:23.187; Sports 2000: Margie Smith-Haas ('88 Swift DB-2) 1:25.911; Club Sports 2000: Karl Luft ('80 Tiga SC80) 1:27.648; Vintage Formula Ford: Alan Holly ('72 Elden PH-8)

1:38.103; Formula Ford: Danny Hill Jr. ('85 Swift DB-1) 1:25.762; Formula Ford B: Phil Goodwine ('83 Van Diemen RF83) 1:29.414.

RESULTS/Saturday Sprint Races:

GROUP 2—Spec Ford: (32 starters) 1. Bill Cooper/CSCC ('78 Lola T-340), overall winner at an average speed of 75.918mph; 2. Neil Porter/SanF ('80 ADF); 3. Mike Swensen/LnSt ('78 Royale RP24). **Spec Ford B:** (12 starters) 1. Terry Gough/Nev ('75 Lola T-342); 2. Bill Olsen/SanF, CSCC ('74 Lola T-340); 3. David McAloon/CSCC ('74 Lola T-340). **Notes:** 18 of 62 entrants in this group elected not to start due to rain and hail. Race distance eight laps.

GROUP 3—Formula Continental: (6 starters) 1. Craig Taylor/Tex ('89 Swift SE-3), overall winner at an average speed of 87.511mph; 2. Jonathan Holtzman/Mich (Swift); 3. Corky Evans/GtRv ('89 Swift SE-3). **Sports 2000:** (2 starters) 1. Margie Smith-Haas/CSCC ('88 Swift DB-2); 2. Rod Everett/CSCC (Swift DB-2); **Club Sports 2000:** (8 starters) 1. Nick D'Amico/CSCC (Tiga SC84); 2. Stu Hanssen/CSCC ('80 Lola T-590); 3. Blake Welcher/CSCC (Tiga). **Notes:** 12 of 28 entrants in this group elected not to start due to rain and hail. Race distance eight laps.

GROUP 4—Vintage Formula Ford: (12 starters) 1. Alan Holly/CSCC ('72 Elden PH-8), overall winner at an average speed of 73.032mph; 2. John Marconi/CSCC (Lola T-200); 3. Chris Lake-Smith/LOL ('72 Elden PH-10A Falconer). **Notes:** 15 of 27 entrants in this group elected not to start due to rain and hail. Race distance eight laps.

GROUP 6—Formula Ford: (9 starters) 1. Danny Hill Jr./CSCC ('85 Swift DB-1), overall winner at an average speed of 84.186mph; 2. Danny Ragland/Ariz (Swift DB-1); 3. Raad Abduljawad/CSCC ('88 Reynard 88F). **Formula Ford B: (pre-'84)** (10 starters) 1. Neil Porter/SanF ('80 ADF); 2. Mike Swensen/LnSt ('78 Royale RP24); 3. Shane Lewis/CSCC, SanD ('83 Lola T-642). **Notes:** 44 of 63 entrants in this group elected not to start due to rain and hail. Race distance eight laps.

RESULTS/Sunday Feature Races:

GROUP 1—Goodyear-SCCA Formula Ford Media Challenge: (9 starters, all drove identical Mondiale B1

Formula Fords) 1. Rick Titus/Mustangs Illustrated, overall winner at an average speed of 89.011mph; 2. Jeremy Shaw/Autosport, AutoWeek and Automobile; 3. Don Fuller/On Track; 4. Bill King/Goodyear; 5. Steve Nickless/California Sports Car; 6. Mike Anson/Motor Trend; 7. John Kelly/The Wheel; DNF Alain Prost/Sports-Car, turbo failure; DQ Costa Dunias, aka Bob Lobenberg (entry check bounced). **Notes:** Race distance 15 laps.

GROUP 2—Spec Ford: (39 starters) 1. Les Phillips/CSCC ('77 Crossle 32F), overall winner at an average speed of 97.577mph; 2. Rob Rosebrugh/CSCC ('79 Lola T-540); 3. Mike Swensen/LnSt ('78 Royale RP24). **Spec Ford B:** (17 starters) 1. Terry Gough/Nev ('75 Lola T-342); 2. Bill Olsen/SanF, CSCC ('74 Lola T-340); 3. Jerry Dwelle/SanF, CSCC ('74 Crossle 25F). **Notes:** 56 starters out of 62 entries. Race distance 15 laps.

GROUP 3—Formula Continental: (10 starters) 1. Curtis Farley/Kan ('89 Swift SE-3), overall winner at an average speed of 106.682mph; 2. Jonathan Holtzman/Mich ('88 Swift SE-3); 3. Mark Verbofsky/CSCC ('86 Swift DB-3). **Sports 2000:** (4 starters) 1. Rod Everett/CSCC (Swift DB-2); 2. Margie Smith-Haas/CSCC ('88 Swift DB-2); 3. Leo Parente/CSCC (Swift DB-2). **Club Sports 2000:** (8 starters) 1. James McJunkin/SanD ('81 Tiga SC81); 2. Karl Luft/CSCC ('80 Tiga SC80); 3. Patrick Jones/CSCC ('81 Tiga SC81). **Notes:** 22 starters out of 28 entries. Race distance 15 laps.

GROUP 4—Vintage Ford: (21 starters out of 27 entries) 1. Alan Holly/CSCC ('72 Elden PH-8), overall winner at an average speed of 91.235mph; 2. Doug Cook/SanD ('71 Lola T-202); 3. Tom Anderson/CSCC ('67 Lotus 51). **Notes:** Race distance 15 laps.

SCCA 20th Anniversary Formula Ford Race

GROUP 6—Formula Ford: (22 starters) 1. Danny Hill Jr./CSCC ('85 Swift DB-1), average speed not available; however, Hill recorded fastest race lap at 1:25.454, 105.320mph; 2. Danny Ragland/Ariz (Swift DB-1); 3. Eddie Miller/Colo (Swift DB-1). **Formula Ford B (pre '84):** (29 starters) 1. Shane Lewis/CSCC, SanD ('83 Lola T-642); 2. Neil Porter/SanF ('80 ADF); 3. Mike Swensen/LnSt ('78 Royale RP24). **Notes:** 51 starters out of 63 entries. Race distance 21 laps.

drove to victory in the 1982 Runoffs—a car which provided more than a little inspiration for the currently all-conquering Swifts.

Curtis Farley of CF Engines was present, driving a brand new Swift SE-3 F2000 car flown in direct from the Swift Europe factory in England. (Farley's car was so new that after slapping some makeshift tape numbers on it for practice, he won a fresh graphics package from Michael Spahr for having one of the worst sets of numbers in the paddock.) Jay Ivey and Dick Bettendorf completed the engine builder lineup.

It wouldn't be fair to mention engine builders and car constructors without mentioning renowned tech inspector Frank Schultheis. Frank has played a major role in policing the class and keeping the playing field level. He became part of FF legend when he once tore down an engine at the Runoffs and found a "Hi Frank" note inside the oil pan!

Ah yes, fun was the objective and fun was had by (almost) all. Look forward to another festival as soon as the next historic milestone is identified. □

Indispensable

The 20th Anniversary of Formula Ford Festival would never have been quite the event it turned out to be were it not for the sponsors who stepped forward to participate. First and foremost, of course, is the Ford Motor Company, including John Clinard, Jim Mizgerd, Paul Preuss and Austin Craig at J. Walter Thompson, Ford's ad agency, who first recognized the idea as a good one and helped get the ball rolling. Ford supplied a 1989 Probe GT for use as a pace car, and a new Aerostar van for the general use of the organizers, and had several new Ford models on display in the paddock at Willow—including the exciting Taurus SHO and Thunderbird SC.

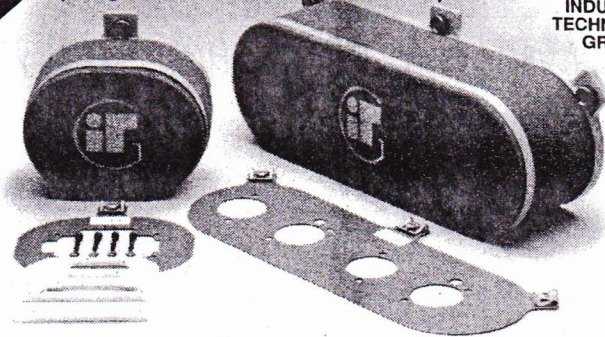
The Goodyear Tire and Rubber Company sponsored the Media Challenge portion of the program, courtesy of racing pr director Bill King (who also showed up to drive in the event).

Swift Cars—Bill Fickling, Jim Chapman, Ira and Lori Young—co-hosted (with Ford) Saturday night's Reception of Champions which honored all the past SCCA National Championship winners in the class. Likewise, J.L. Henderson of Carroll Shelby Enterprises Goodyear Tires, co-sponsored (again with Ford) Saturday afternoon's trackside FF Birthday Party that was chased inside but not dampened by the rain.

Tim Kerrigan of Red Line Oil was the trophy sponsor of the 20th Anniversary feature race, as well as paying contingency prizes to users of his products, and Michael Spahr of Spahr Graphics, who in addition to putting up cash prizes for pole position winners and offering new number sets for the cars judged to have the worst numbers also provided graphics for the pace car, courtesy van and Media Challenge cars.

SportsCar, Cal Club and the SCCA offer their most grateful thanks to all who helped make the 20th Anniversary celebration of Formula Ford racing in America a resounding success.

competition filter breakthrough



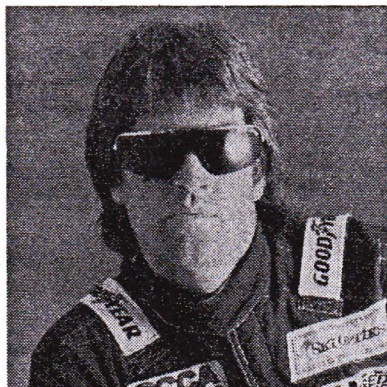
Not to be confused with the many inferior foam filters available previously, the ITG unit represents a significant step forward in air filtration for competition engines. Constructed of a semi-rigid, injection molded, glass fiber reinforced frame, the unit is covered with two layers of foam. This provides a two stage filtering medium, the inner layer of which is treated with a fire retardant. *

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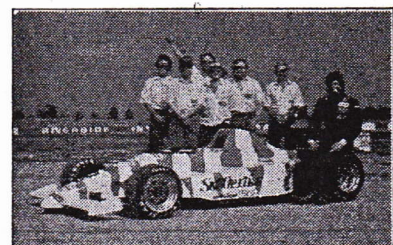
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