

LEAKDOWN TESTER
Pinpoint engine efficiency loss quickly and easily with the new improved model E-2A. Locate worn or cracked rings, defective intake or exhaust valves and leaky head gaskets.

Eliminate all guess work
\$54.95 Prepaid we ship, COD freight collect



VIKING COMPETITION LTD.
2351 Dorval road
Wilmington, Delaware 19810
302 774-5885

**import auto
electric ltd.**
7017 South Tacoma Way
Tacoma, Wash. 98409
Phone GR 5-3010

**F/Ford Race Engines
Sales & Service
Dyno Facilities — Parts
Trick Total Seal Rings
For Fords**



CARRERA Professional Racing Shocks now has available a *complete lowering kit* which allows the use of *extra wide tires*. It uses small diameter *racing springs* & is fully & *instantly adjustable* thru 5" of ride height. This conversion is available with any spring rate and/or length to *your specs* for use all the way from the street to SuperSpeedway Racing.

**AVAILABLE FOR FRONT OR REAR
OF ALL "Z!" MODELS**

1. Lowers car (instantly adjustable thru 5" of ride height, front or rear).
2. Allows use of much wider tires.
3. Reduces unsprung weight significantly.
4. Complete with all necessary parts and ILLUSTRATED instructions.
5. All components COMPLETELY CHROME PLATED.
6. Installation requires NO WELDING and NO SPECIAL TOOLS!!

Write or call for complete information
— be sure to include
Year, Model & exact type of racing.

CARRERA
Professional Racing Shocks
203 Marray Dr., Atlanta, GA 30341
404-451-8811

Testing PROFORMULA TAMING

Tim Schenken and Howden Ganley, two well known names around racing circles, have got themselves into the Formula Ford market. Forming Schenken-Ganley Engineering Ltd., they took over the MRE Formula Ford operation and, using MRE's basic chassis, they redesigned the car's suspension and geometry and named it the Tiga (ti-gah).

Two distributors for the Tiga FF have been appointed and there are about three cars already competing in the States. Fred Opert Racing is the Eastern distributor and the newly formed Proformula in Northern California will handle the Western areas.

Proformula, established by Berkeley, California businessman Dan Simpson and FF Champion Bob Earl, recently introduced the new marque to the Northern California press, three top NorCal FF drivers and Formula Magazine.

A nicely catered affair held at Sears Point International Raceway was highlighted by the attendance of Ganley, who had spent the last couple of weeks assisting Proformula in assembling and setting up the cars. An unraced and well polished example, complete with chrome exhaust, was displayed for the press.

With the daily press lounging under the shade trees, stuffing themselves with goodies, the drivers were hotlapping the test cars and entertaining Proformula's guests with plenty of sideways action through the hairpin.

STRAIGHTFORWARD

The Tiga is a very straightforward design. The chassis is of standard multi-tubular space frame construction and incorporates a large engine bay area that allows for easy access. The car features a

large front radiator and a fivepiece fiberglass body including the nose, top section, two side panels and engine cover.

The front suspension has fabricated uprights similar to those on Marches and is easily bumpsteered. A wide-base lower triangular wishbone with a top lateral link and radius rod make up the front bits. Bilstein shocks are fitted with 180 pound springs up front and 200 pounds in the rear.

The rear suspension uses reversed lower wishbones and top lateral links with upper and lower radius rods and a cast upright. Tubular anti-roll bars are used front and rear.

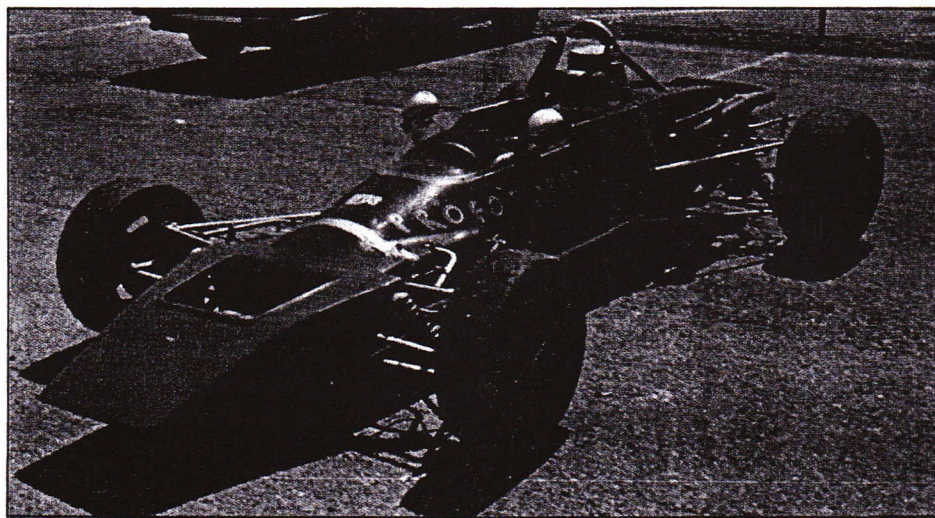
The brakes incorporate good sized rotors (nine and one half inch) and large calipers and are mounted outboard in front and inboard in the rear. The Tiga is one of the few cars still using heavy rotors and calipers and its braking performance is excellent.

The car I tested was the one Bob Earl had driven in winning a Regional just the week before at Sears Point. The engine was about due and the 30-minute Good-years had nearly an hour's running time on them. Earl's style is very sideways so the rears had seen extra duty, which means they were about gone.

A little seat adjustment was all that was necessary to fit up to the car. The pedals are fully adjustable and the steering wheel is adjustable for length and rake. Bob had run the steering wheel shaft under the dash unit. This position suited me just fine but the other drivers moved it back to its original position.

Cockpit entry is easy and the seat is snug . . . maybe too snug as the other drivers felt it to be slightly uncomfortable. The seatbelt layout is good and the units are the Willins variety. The gauge layout is good and everything can be seen easily. The only problem is that

FORMULA Photos



ULA's New Import A TIGA

Track Test by Hugh Mooney

most of the gauges didn't work — a manufacturing problem that will soon be fixed, I'm told. The shift lever is a bit too close and a little bit uncomfortable, but it works just fine.

Proformula fit its own cars with Formula 3 type clutches which are very stiff but take little movement to activate. This, coupled with a short-throw throttle, was somewhat bothersome.

The first couple of laps around the track immediately led me to believe that it was not in good shape. The carousel was oily and so were the esses. The TIGA felt good and stable but oversteered in the fast corners. The chassis gives you a good indication of what is happening. I could feel just what it was doing and it responded nicely to minor steering corrections. Still, it was a bit loose for my taste. The rear bar was full soft so the front was tightened up an inch. The change was noticeable and it helped the oversteer, but the tires seemed to be the main factor.

As mentioned earlier the TIGA has large brakes and Sears Point is a great track to give them a test. With 180 degree hairpins at each end of the track that you approach in fourth and take in first with

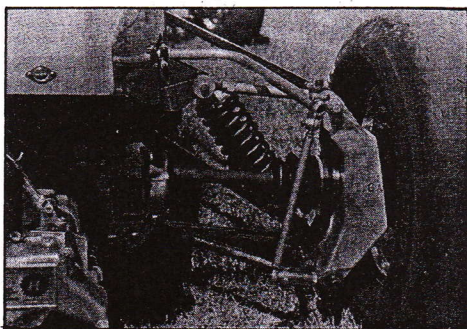
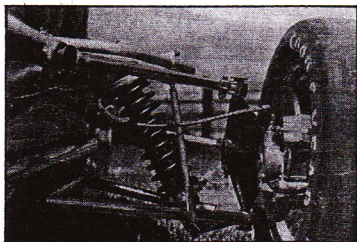
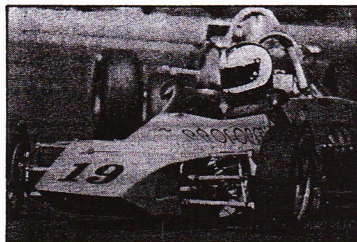
something like an 18:34, you immediately find out if the brakes work. The TIGA stops well. Earl had the bias spot-on and the car was well balanced all through braking and made a nice transition back to power.

Through the esses, a quick left/right in second gear followed by another left/right in third, the TIGA responded well to the weight transfer changes, though somewhat slowly. It felt something like a Titan Mk6 . . . a bit quicker but not much.

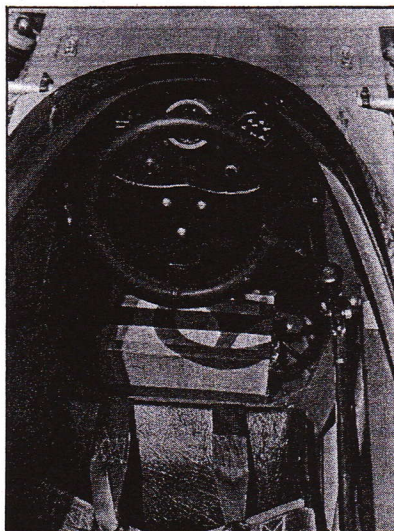
The other three drivers, Billy Scyphers, Bob Blackwood and Glen Biren (all Lola drivers) were pleased with the car. Scyphers told me on the way back to the airport that he was impressed and with more testing might like to run one at the CSPRRC.

All in all I was pleased with the car. There haven't been any changes to spring rates yet but they may come as Bob gets in more testing. The TIGA is a good, well balanced race car, fairly easy to drive and set up, and comes with good quality hardware.

In a market dominated by Lola (which now has a new Lola T440), Crossle and the U.S. built Zink, it will be interesting to see just how the new TIGA pans out. ○



The TIGA is a simple, well-thought-out and efficient Formula Ford design.



FORMULA FORD

A fully illustrated catalog for parts, assembly, and specifications. Includes all those little parts often overlooked. A complete manual of Formula Ford parts and accessories. Shankle heads, engines, intake and exhaust systems, and race parts. Send \$2.00 for this 25 page catalog now.

SHANKLE
automotive engineering

15451-F Cabrito Rd. - Van Nuys, CA 91406; (213) 988-5190

TIGA FF

Did you know that Tim Schenken and Howden Ganley have designed and built the new TIGA Formula Ford? Want to know more?

Contact: Bill Hooper
Fred Opert Racing
17 Industrial Road
UPSR, New Jersey
201-825-4525 Sales



Mark Pivec Racing Service

NOW SUPPLYING THESE
SERVICES

- ★ Fabrication
- ★ Gear Box & Chassis Repair
- ★ Engine Rebuilding

PARTS & ACCESSORIES
PIVEC RACING SERVICE

817 W. 17th Street, Suite 14
Costa Mesa, CA 92627
(714) 631-1261

Free, it's not . . .

Worth more than \$2.00 it is.

THE BOOK sets the standard for mail order services. Complete shop facilities, custom fabrication, chassis repair; everything for sports cars, street cars, race cars. From key fobs to engine parts, for ALL imports. Catalogs filled with helpful tech tips to save time - effort - money.

Send \$2.00 today for the 1976 edition of THE BOOK. It'll be the best \$2.00 you've ever spent.

The Book

MOTOR RACING EQUIPMENT / SPORTS CAR ACCESSORIES

801 13th Avenue So. #21
Minneapolis, Minn. 55404