# RMVR exceptions to 1972 GCR (Formula Fords)

## 6/30/2014

(7.2.B)
Original and uprated blocks may be interchanged. The replacement block manufactured by Ford Motor Co. (P/N M-6010-16K) may be used.

(7.2.C)
FEL-PRO model 8360 PT-1 may be used.

(7.2.E)
Minimum piston weight with rings and pin: 525 grams for original (Cortina) and 515 grams for uprated (Kent) engine. Piston top may be machined to reduce bowl depth to .470" minimum as required to achieve the legal compression ratio. The CP pistons, manufactured by Ivey Engines, part #81-2-FF1600 (std.) and 81-2-FF1600+5 (+.005" oversize) may be used in the uprated engine.

(7.2.G)
Elgin Cams Model "SCCA" and Kent Cams FF blueprint aftermarket camshafts may be used.

(7.2.J)
Connecting rods may be shortened (by using oversize small end bushings and boring to required length) to increase available deck height.

(7.2.K)
SCCA-approved aftermarket crankshaft may be used.

(7.2.L)
Ford OEM flywheels only may be used. There is no minimum weight requirement.

(7.2.M)
Weber model DFM of DGV carburetor may be used on either "original" or "upgraded" configuration.

(7.2.R)
Any manufacturer of a distributor may be used. Electronic trigger devices may be used with any distributor (in lieu of mechanical points). Distributors with "all-electronic" programmable advance curves are allowed in lieu of mechanical advance mechanisms. Such distributors must work with induction coils. While spark advance curves may be programmable, changes cannot be made while a car is being driven in a race. No spark amplifiers, crank triggers, or capacitive discharge systems will be allowed for any ignition system.

(7.8)
Fuel cell required.

(7.10)
Wheel design and material free.

(7.10)
Dunlop FF treaded tires 9092 compound, Hoosier VFF (Items 44165 and 44170), or Avon FF treaded tire (the ACB9 tire) in the A29 compound must be used.

(7.11)

Formula Ford eligibility list:
(Note: There may be cars that meet the Eligibility requirements but are not on the list. With appropriate documentation, those cars will be accepted.)
Abbreviations: WB: wheelbase, T/F: track/front, T/R: track/rear, O: outboard, I: inboard

| Chassis | Type | Year | WB | T/F | T/R | Brakes | | Radiators | Significant Features |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | F | R | | |
| **Alexis** | 14 | 1968 | | | | O | O | FRONT | Stiffer chassis & uprights |
| | 15 | 1969 | | | | O | O | FRONT | |
| | 18 | 1970 | | | | O | O | FRONT | |
| | 18B | 1971 | | | | O | O | FRONT | |
| | 22 | 1972 | | | | O | O | FRONT | |
| **Beach** | MKII | 1969/70 | | | | O | O | FRONT | |
| **Bobsy** | | 1969 | | | | O | O | FRONT | |
| **Caldwell** | D 9 | 1969 | 90½ | 52 | 53½ | O | O | FRONT | 1969 SCCA Champ Chassis braces, suspension updates |
| | D 9B | 1970/71 | 90½ | 52 | 53½ | O | O | FRONT | |
| **Crossle** | 16F | 1968/70 | 90 | 51¼ | 53½ | O | O | FRONT | wider track, two piece nose |
| | 20F | 1971/72 | 90½ | 53¼ | 55½ | O | O | FRONT | |
| **Dulon** | LD 4 | 1967 | 90½ | | | O | O | FRONT | |
| | LD 4B | 1968 | 90½ | | | O | O | FRONT | |
| | LD 4C | 1969 | 90½ | | | O | O | FRONT | |
| | LD 9 | 1970/72 | 90½ | | | O | O | FRONT | |
| **Elden** | PH 6 | 1969 | 82 | 53 | 55 | O | O | FRONT | 1st FF with inboard front suspension. Outboard front suspension, new bodywork. |
| | PH 8 | 1970/72 | 84 | | | O | O | FRONT | |
| **Forsgrini** | MK12 | 1968/69 | | | | O | O | FRONT | |
| **Hawke** | DL 2 | 1969 | | | | O | O | FRONT | Narrower track, Fabricated front uprights. All new |
| | DL 2A | 1970 | | | | O | O | FRONT | |
| | DL 2B | 1971 | | | | O | O | FRONT | |
| | DL 9 | 1972 | 88½ | 54 | 54 | O | O | 2-side | |
| | DL 9A | 1972 | 88½ | 54 | 54 | O | O | 2-side | |

| Chassis | Type | Year | WB | T/F | T/R | Brakes | | Radiators | Significant Features |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | F | R | | |
| | | | | | | | | | design Lockheed brakes |
| **Legrand** | MK10 | 1969/72 | 92 | 53 | 53 | O | O | FRONT | |
| **Lola** | T200 | 1969/70 | 88 | 54 | 54 | O | O | FRONT | Oil cooler and tank moved to back |
| | T202 | 1971 | 88 | 54 | 54 | O | O | FRONT | |
| | T204 | 1972 | 88 | 54 | 54 | O | O | FRONT | |
| **Lotus** | 51 A | 1967 | 90 | 52 | 51½ | O | O | FRONT | Revised rear suspension geometry Hewland gearbox for Renault 51 C with wedge body 4 inch lower top body 4 inch lower top body frame of type 59 F2 car |
| | 51 B | 1968 | 90 | 52 | 51½ | O | O | FRONT | |
| | 51 C | 1969 | 90 | 52 | 51½ | O | O | FRONT | |
| | 61E | 1969 | 90 | 51½ | 51½ | O | O | FRONT | |
| | 61 M | 1970/72 | 90 | 51½ | 51½ | O | O | FRONT | |
| | 69 | 1971/72 | 92½ | 56 | 56 | O | O | FRONT | |
| **March** | 709 | 1970 | 90 | 52 | 52 | O | O | FRONT | called 708 in UK Purpose built frame same body as 712 F2 car |
| | 719 | 1971 | 90 | 52 | 52 | O | O | FRONT | |
| | 729 | 1972 | 90 | 52 | 52 | O | O | FRONT | |
| **Merlyn** | MK11 | 1968 | 90 | 48 | 50½ | O | O | FRONT | Radiator ducted up, 2 piece nose |
| | MK11A | 1969 | 90 | 48 | 50½ | O | O | FRONT | |
| | MK17 | 1970 | 90 | 48 | 50½ | O | O | FRONT | |
| | MK20 | 1971 | 90 | 48 | 50½ | O | O | FRONT | |
| | MK20A | 1972 | 90 | 48 | 50½ | O | O | FRONT | |
| **Royale** | RP 2 | 1969 | 93 | 55 | 55 | O | O | FRONT | Revised styling and geometry |
| | RP 3 | 1970 | 93 | 55 | 55 | O | O | FRONT | |
| | RP 3A | 1971/72 | 93 | 55 | 55 | O | O | FRONT | |
| **Tecno** | FF | 1970 | 82½ | | | O | O | FRONT | 1970 SCCA champ |

| Chassis | Type | Year | WB | T/F | T/R | Brakes | | Radiators | Significant Features |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | F | R | | |
| **Titan** | MK 4 | 1969 | | | | O | O | FRONT | 1971 SCCA Champ |
| | MK 5 | 1969 | | | | O | O | FRONT | |
| | MK 6 | 1970 | 92½ | 54 | 52¼ | O | O | FRONT | |
| | MK 6A | 1971/72 | 92½ | 54 | 52¼ | O | O | FRONT | |
| | MK 6B | 1972 | 92½ | 54 | 54½ | O | O | FRONT | |
| **Winkleman (Palliser)** | WDF 1 | 1969 | 91 | 52 | 54 | O | O | FRONT | Used 1971 FB bodywork Geometry changes |
| | WDF2 | 1970 | 91 | 52 | 54 | O | O | FRONT | |
| | WDF3 | 1971 | 91 | 52 | 54 | O | O | FRONT | |
| | WDF4 | 1972 | 91 | 52 | 54 | O | O | FRONT | |