

Spec Ford Rules
California Sports Car Club
Effective January 1, 2004

The intent of this class is to create a class which will be appealing to most Formula Ford owners and particularly to those with older, less aerodynamic chassis.

1. Eligible cars are those manufactured before January 1, 1982, with all four (4) corners of the spring shock units mounted outboard of the frame (i.e., one (1) end of the coil spring shock unit must be mounted in the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.
2. Exceptions to Rule 1 above, but acceptable as Spec Ford are the following:
 - 2.1. Zink Z-10
 - 2.2. ADF
 - 2.3. Eagle
 - 2.4. Van Dieman RF81
 - 2.5. Elden PH-6
 - 2.6. Royale RP24-PR26
3. Cars may be modified as long as the major suspension components (springs/shocks) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amid ship position.
4. All cars must run Hoosier R60A, Hoosier RR60, American Racer AR133 or Toyo R888, R888R tires to be eligible as a Spec Ford. Tire marking will not be required. In the interest of safety, the tire rule will be waived upon declaration of a "rain race" by the Chief Steward.
5. All cars entered as Spec Ford must comply with the safety rules in the SCCA General Competition Rules (GCR) and the Formula Ford (FF) specification book .
6. Spec Ford cars must display the class designation as SF.

Revised: 05/12/16