

CF – Club Ford Regional Only Class Rules

- Cars must have been built 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.
- Exceptions to Rule 1 and accepted as Club Fords will be:
 - Lola T-440
 - Zink Z-10
 - ADF Eagle
 - Van Diemen RF 81
 - Elden PH-6 Royale RP 24, RP 26
 - Marlyn FEF
- Cars may be modified as long as the major suspension components (spring/shock) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amidships position.
- All cars must run on the American Racer Compound 133 Tire to be eligible as a Club Ford. In the interest of safety, the tire rule will be waived upon declaration of a “rain race” by the Chief Steward.
- Tires need not be marked prior to qualifying. Competitors, whether the tires are marked or not, do not have to use the same tires in the race as were used in the qualifying.
- Club Ford cars must display class designation as “CF”.
- Cars must conform to GCR and Formula F Specs unless otherwise stated in the Club Ford Rules, as follows:
 - Body work is free within the GCR FF dimensions. It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR body work rules. Spoiler may be capable of adjustment.
 - Cockpit adjustment is not permitted.