

No wings or aerofoils are allowed.

The four-speed transmission powers through a no-slip or lock differential. Transmission ratios are often changed at the track to suit local conditions and the ready accessibility of the Mark 4 will result in quicker changes, the team says.

Pre-race inspections assure that the entries are within the formula specifications. Safety aspects are also closely checked.

The driver must wear fire resisting clothing. The roll bar must be two inches above the helmet top. There must be adequate padding and six-point seat belts.

The car is made for speed but there is no speedometer on the instrument panel. Tachometer, water temperature gauge, gauges for oil pressure and oil temperature make up the instrumentation.

Designing a racing car is a constant fight against weight, Purdy says. Yet rigidity and strength must be built in.

Expensive heliarc welding is used in most frame joints which means the welding must be done within a helium shield.

The fibreglass and plastic body panels are designed and moulded here. They will be held to the body with quick-release bolts to speed up service work.

The first two Mark 4s will come off the line in May, a Castrol-sponsored car to be driven by Scratch and the other with Purdy as driver.

Ferret Industries also will custom design cars for racing and work on other cars than their own designs. Currently they are working on the power train of a mono coque engine owned by Douglas Barthel of Kitchener. The opposing twin engine is being built on a Ferret designed suspension.

Why did the four decide to pioneer Formula Ford design and construction in Canada? Until now 95 per cent of these cars are designed and made in England.

It is one of the cheapest

competitions to get into and this accounts to a degree in the growing interest in the races. Cars are closely matched and the differences are the limited modifications and designs of the racers and the drivers' skills.

The Formula Ford is the car most racing drivers start out with as well as the one many stay with.

Seven races for these cars are held yearly at Mosport. They start May 19 this year with regional races progressing to the Canadian Grand Prix contests in September and October.

There will be Hanover-made Ferret cars in each of the races — races the four firm members believe will justify their decision that Canadian designed cars can make their mark on the ovals.

