

The Bulletin

Summer 2003

of the LOTUS FORMULA FORD REGISTER

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51FF13 with Mark Litchfield at the wheel, Brands Hatch, entry to Druids Bend, July 7 1968, Bob Ellice in chase.

LOTUS 51 NUMBER 13

by MARK LITCHFIELD

Having done a few "Prodsports" (Production Sports Cars) races starting in 1962 at Goodwood, Oulton Park, Aintree, Snetterton and Silverstone with my roadgoing Morgan Plus Four and later a standard AC Cobra, I was set on getting into single-seater racing. The problem was not only one of cost but that I was a full-time officer in the Royal Navy. In the mid-sixties in England the only way into single-seaters was by Formula Junior or Formula Three, both of them expensive and time-consuming, with highly tuned racing engines requiring a lot of maintenance.

Then in early 1967 I heard about a new class to be launched called Formula Ford. Using bogstandard Ford Cortina 1500cc engines, standard gearboxes off some rear-engined saloon car, and road wheels and tyres, the new single-seaters had to be costed at less than £1000 (around \$1500). It was exactly what I'd been waiting for! I learned that Lotus were making a run of them. Their sales outlet was Motor Racing Stables who ran the race driving school at Brands Hatch. MRS needed twelve for the school, and if I placed my order quick I could have the thirteenth. I placed it then and there on June 7, bought myself a trailer and on July 15 paid £963 and took delivery of the first Lotus 51 sold to a private buyer, chassis number 51FF13.

She was a beauty, her body a one-off deep sky blue. The racing school let me drive a half dozen laps round Brands before the petrol ran out. Then next day I took her to a one-mile track called Lydden where a friend and I droned round to get the engine run in.

Next day at Brands Hatch the first race, and gremlins struck. The oil was surging on corners, was losing pressure, and I stopped to avoid damage. In the second race, at Brands again, we finished third. This was more like it, even though the placing was at the expense of another competitor who knocked himself off through contact with my outside rear wheel after I'd passed him. This incident was prophetic: see the end of this article.

To Snetterton, an old US Air Force bomber base with two long, long straights which gave me my first taste of slipstreaming but only a 9th place out of 25. Back to Brands, where the start grid was decided by pulling names out of a hat (due to shortage of timekeepers!) and I found myself at the rear. It was a race full of spins as those at the back tried to get through to the front. Someone spun in front of me, left the road and came back across in a hail of mud and stones, I ducked and hoped for the best, and finished 7th out of 22.

Two more races at Brands, one on the Grand Prix circuit where we took a 4th out of 30 after a good race. At the second I braked too late at the slow Druids Bend, slid across in front of the same competitor who bounced off my rear wheel previously, and ended up in a straw bale, which unsurprisingly lost me several places. Some laps later, oil surge again and I stopped.

The plan was to fit new wishbones, springs and dampers from Lotus, but when these finally arrived they were minus the necessary rubber locating bushes. I had to miss the annual Boxing Day (Dec 26) Brands meeting.

The record for 1967 was thus seven races with two retirements both due to oil surge, with a 3rd and a 4th place and the rest further back.

* * *

In early 1968 I took the 51 to the Lotus factory at Hethel in Norfolk. With help from the staff I changed the 1500cc engine for a 1600cc crossflow unit as the rules now allowed this. Seat belt mountings were put in, as well as a taller roll-over bar and a triangulating rear strut. How anyone ever thought the original rollbar, lower than the driver's head and unsupported rearwards, could be of any help in a roll-over crash is beyond me! But in those days such safety concerns really were pretty secondary.

Several cold and damp January test sessions followed at Brands and Lydden, running in the new engine and making adjustments. Around this time, concern was being expressed at the condition of some of the home-made Formula Ford cars that were now appearing. An article in the magazine Autosport identified the "registered manufacturers" as "Lotus, Russell, Alexin, Marlyn and U2" (the wrong spelling of Alexis and Merlyn shows how unfamiliar the new makes were at the time). It went on to state that some disturbing instances had been noted of failures of welded and brazed joints: "In one instance a car had the front suspension become detached - the right hand side at one meeting and the left hand side at the next". I never did discover who the unfortunate driver was.

The first meeting of 1968, in January, was, guess where, Brands Hatch. I should explain that this track was only 20 miles from my home (and Lydden about the same in the other direction). The 51 finished 3rd. This race was the first FF appearance of Aussie Tim Schenken who of course went on to drive for Brabham in Formula 1. He was over on some special

Ford deal from his home country and he had a new Merlyn with a pretty special engine by Chris Steele. He won I think every race he entered in 1968 and it became the norm for the rest of us to see his gleaming car disappearing into the distance - an ongoing frustration!

Second race, Brands - made a poor start and was 6th into Paddock, the steeply downhill right-hand first bend, behind two of the racing school pupils. I made to pass one at the bottom of the hill on the right but the chump pulled over just in front of me. With a big speed advantage I could only slam on the brakes and take to the grass, which was wet. I continued sideways up the hill, keeping pace with the guy I'd avoided (he was staring at me with his mouth wide open) and all would have been well were it not for a 3-foot square wooden warning sign. I went straight through it with a crash and came to a halt at Druids Bend at the top of the hill. Broken windscreen, mirrors knocked off, bodywork dented, but nothing to stop the car running, so off we went. But the race was too short and I just took a few stragglers. Schenken won.

Next race, Brands, with new windscreen, mirrors and repairs: was doing OK in 5th when exiting Paddock I put a wheel on the damp grass on the outside - saw we'd spin if I tried to get back on the road, so steered on to the grass and carried on for 150 yards, being almost bounced out of the car (seat belts still weren't fitted). This lost several places and I was down in 6th at the end. There followed another Brands race, finishing third after a dodgy but successful passing manoeuvre on the outside going into Paddock.

* * *

We were now well into the second season of FF racing. Inevitably, people were spending more, new cars were appearing, engines were getting more power (not all of it legal), and the "under one thousand pounds" cost rule had been scrapped. The 51 needed an uprated engine, as well as new gears in the box, since it was badly undergeared: I had to start in second, and in top on a straight we were pulling 7500 rpm with the valves bouncing.

After much discussion the car went to Nerus Engineering. Nerus were to look after the engine and continue its development. Frank Webb, the boss, was previously with Harry Weslake who produced the engines for Dan Gurney's Eagle F1 cars. He assured me that to cure my recurring oil surge problems would be simple. As for gears for the basic Renault box, these were promised from Lotus - but it was September before I got them.

Just then I was rung by Lotus and offered a special engine as "we've got to stop this Merlyn onslaught".

Unfortunately, perhaps, I turned this down having just signed up with Nerus

The first race after the engine mods was at the fine circuit of Oulton Park in the northwest of England. In practice, I slid off the track on mud spread by an errant car. We unclogged the tailpipe, straightened out a bent steering rod, wrenched off most of the nose, and applied sticky tape liberally, after which the car looked like a 1950s Grand Prix car with its nose opened out for Monaco. Starting from 15th position we made a super start and were into the first corner in 8th, then 6th. Soon after, approaching a right-hand bend I drew alongside a driver on his left but on braking my rear end slid out and swiped him. He slewed round ahead of me, leaped a low bank and landed in the woods, somehow missing the trees. I slithered to a halt with a bent front upright. Two shunts in one day.

Having replaced the upright overnight, we had a meeting at Brands the very next day. In practice, oil pressure dropped, followed by that ominous rattle. Bearings gone. Nerus's ingenious sump baffle arrangement, with little hinged traps, had not worked. My mechanic friend went off to buy new bearings, but was held up in traffic and got back too late. It turned out the crank and a con-rod had "gone" so we couldn't have raced anyhow.

The following weekend at Snetterton, the bomber airfield, the car sported a new blue nose section - duo-tone as it wasn't possible to get the same original colour. The crank had been reground, the engine rebuilt, and an experimental dry-sump oil system was fitted, with a oneoff tank mounted in the front. After running in the new bearings I gave it 'welly' for a few laps, but not only was the pressure still surging but then a metallic 'zing' announced complete loss of pressure. The drive to the scavenge pump had sheared.

Nerus now put back the wet-sump and we tested it with different baffles: surging as bad as ever. Nerus then fitted a Lotus-designed bowl-type baffle in the sump and I took the car to Brands for its next race where we finished for a change, in 5th. No oil surge was apparent, and we went back to Snetterton, where...the bearings ran again. However the handling was improved - not surprisingly, in fact, since Nerus had found the car had been running crabwise, the few available adjustments on the suspension having been incorrectly set at the start of the season.

Next to Snetterton again where I scored an own goal by leaving the battery switched on all night after which it was flat. With a borrowed one we did practice but, can you believe it, that rattling started again. Bearings run. A new crank and yet more bearings were put in.

To Cadwell Park in Lincolnshire. On the way we lost a trailer wheel in a village, but the locals rallied round. The village policeman, the publican, the garage man, a little old lady who brought us coffee and biscuits, several young lads, and another competitor who loaned us his trailer - with their help we just made it for the last few minutes of practice on this tricky circuit that I hadn't seen before. Due to not doing enough laps to qualify I had to start 10 seconds after the rest.. But this 2 1/2 mile circuit is superb, with 16 corners, twisting and hilly where at one point you take off. We finished 5th out of 12 making third fastest lap which was an encouraging result. Back to Brands, the Grand Prix circuit. 6th fastest in practice out of 36 starters but finished only 8th due to a stupid spin on a fast corner.

* * *

There followed in April a complex travel arrangement to get the car and its driver to Zolder in Belgium for the first continental European FF meeting. The car wasn't a problem: my friend/ mechanic Roger took it out on its trailer behind my road car. I, however, was at sea in my guided-missile destroyer. Nevertheless, I managed to get ashore as soon as we anchored off Portsmouth and take a flight from London to Brussels where Roger met me. Roger had completed the formalities at Zolder by impersonating me and had actually done the first practice session in the 51 - somehow I doubt one would get away with that now! On the way to the circuit I changed into overalls, and on arrival at Zolder stepped straight into the 51 and was off for the second session. The car was understeering badly but I stayed out till I knew the circuit, then stopped to adjust the anti-roll bars. Unfortunately we found the swirlpot top had come adrift and was letting water escape, so that was practice done for me.

I was 9th out of 20 on the grid, which could have been worse seeing as everyone else had had two full practice sessions and my car was both handling badly and grossly undergeared for the straights. Nobody said whether the race was to be 30 minutes long or 15 laps. The starter dropped his flag unexpectedly quickly and the start was chaotic. However, the circuit was great, with one blind flat-out brow which we sometimes crested three abreast. Unlike many, we stayed on the road somehow, but finished only 8th - with better gearing it would have been different. Sometimes, in slipstreams, the engine was up to 7800 rpm, valves bouncing merrily - crazy for an engine designed to peak at 6500! Another complex travel story got me back on board my ship by 8 am the following morning and away to sea.

A meeting at the old airfield circuit at Thruxton followed three weeks' work on the car by Nerus. The engine was said to have an extra 10 bhp and the dry

sump system was back. In practice it felt good - but then there was that "zing" again and no oil pressure. The pump drive shaft teeth had failed again. No race.

Two weeks later, engine repaired, and from now on, at long last, there were no more oil problems. To Snetterton for an hour-long, 30 lap, 30 car FF race in which all cars had to make a refuelling stop. At last I had seatbelts fitted. In practice I had first to run in the new bearings and when this was done I found the engine wouldn't pull more than 7000. We made a rather messy practice fuelling stop which taught us lessons for the race and I was only 11th on the grid. However we had now got the engine running well. At the first bend someone hit someone else, a wheel flew in the air, and as I entered the next corner I saw it still airborne - it landed way off in a field. Somehow, perhaps mainly by keeping the car on the road unlike many others, we got up to third. Our pitstop was successful apart from a load of fuel being spilled into my seat (drivers had to get out). We made the stop early, and after it I was on my own and unaffected by other cars getting in the way. So after several later battles we finished 3rd. We'd been pulling 7600 on the straights and still I couldn't lay my hands on the gears so sorely needed.

Back to Brands for a heats-and-final event where the 51 found itself on the front row of the grid for the first time, in second position. But a poor first-gear start dropped us several places, later I got a wheel on the wet grass trying to get by someone and spun, and we finished seventh. Tony Trimmer, later to drive for BRM in F1, won the heat. In the final, we were way back on the 5th row, but by using second gear to start, we made a great getaway and were soon 4th where we finished.

Another heats-and-final event at Brands. Formula Ford had really caught on by now (July 1968) and there were so many entries that organisers had to run heats - which they were not averse to since the racing was great and attracted more paying spectators. Equal 3rd in practice, finished 4th in the heat. For the final it rained, very hard. Visibility next to nil when following another car, and damp got into the electrics - the engine misfired throughout. Finished way back in 12th.

In August, a long trip north to the small Scottish circuit of Inghliston. Passing through a northern town, a small boy pointed to the racer on its trailer and shouted, "Cor, look Scalextric!" This just about described the circuit, a mere 0.75 mile round, but it suited the 51 with its ludicrous gearing. On the grid we were back on the 4th row because we were late out in practice and then it rained. In the race we quickly got up to 3rd, but the two leaders were making themselves very wide and I couldn't get past. We all had a good scrap but then I missed a gear and

the next two cars - one driven by Tom Walkinshaw who later owned the Arrows F1 team - shot by. We finished 5th. But we made fastest lap, a new lap record which stands to this day because this was the last race on that circuit as it was later rebuilt.

Brands again. On the outside of the front row. And the battery was flat. Officials pushstarted me and we set off in pursuit, finishing 6th. Then to Mallory Park in the middle of England, a 1.3 mile circuit with only four corners, but two straights where my gearing was again a disadvantage. In my heat I was 4th, just behind future F1 world champion James Hunt. In the final it was drizzling and, starting way back, we were soon up to 5th, but then the track dried and due to the gearing we dropped back. I held 6th place by a car's nose.

In September the new gears for the Renault box were finally fitted. We ran them in at a Royal Air Force base courtesy of the helpful Commanding Officer. Then to Brands for a 30-car race on the Grand Prix circuit. On the longest straight, instead of bouncing the valves at 7600 rpm, we were now getting 6800, which was as it should have been all year: the 51 felt like a racing car instead of a gearless buzz-box. Our calculations showed that at those revs the speed was about 132 mph. We were back on the 5th row after a not very clever practice. Into Paddock and down the hill, the cars were bunching ominously and inevitably two of them touched and all hell broke loose, one car flying up in the air, and I found myself 8th, then 7th which I could not better. Schenken won yet again, Tony Trimmer 2nd, James Hunt 5th.

The final race of 1968 was of course at Brands Hatch on Boxing Day (just after Christmas), but we managed only 9th.

The results for 1968 were thus in total 23 races (3 non-started), of which two 3rd places, three 4ths, three 5ths, the rest further back, and two non-finishes. Plus one lap record. New cars and modified versions were appearing all the time and the 51 was getting outclassed. I put an ad in the motoring press for the car.

* * *

Nevertheless we made a few minor mods and went testing at Brands in January 1969 where the car was going well. Then to the 51's final race: January 19th at Brands. It was a Formule Libre race as the FF entry was full. Our practice time was best of the seven FF cars entered, and would have put us 4th on the grid of the FF race proper, so the 51 was not yet totally uncompetitive. Hunt was next behind me, and at the start my engine fluffed momentarily and he got by. Some big F5000 cars with V8 engines of course streaked away in the lead. Coming down the straight

at the end of the first lap I drew level with Hunt into Paddock but he pulled over and I had to back off.

Second time into Paddock I got past on the inside. At the apex, not unusually, the rear skidded out and I corrected. With the memory of the previous occasion when someone was knocked off because of hitting my outside rear wheel just after I'd passed him, I gave a quick glance in my mirror to make sure this wasn't going to happen to Hunt. The next thing I saw, as I looked up again, was the outside bank rushing towards me very fast and there was that feeling of being helpless to do anything. We hit the bank with the left front, probably at around 80 mph. Marshals rushed up, got my belts undone and helped me out. I only had a few bruises. Without the belts it would have been a whole lot worse.

As for the car, it was twisted and bent and finished as a car. We salvaged the engine and gearbox and various suspension parts and sold them. The steering wheel is mounted on my study wall.

It was a good little car, that 51 No 13, which given better reliability and decent gearing (as well as a more proficient driver!) could have done better things.



Editor's note:

A very special thanks to Mark Litchfield for sharing the life and times of Lotus 51FF13. Mark went on to own and race a Merlyn 11A and a Crossle Mk20, in FF, a Crossle Mk24 SuperVee, which he took to "runner up" in the '73 British Championship and a 74 Elden Mk 19, which he still owns, but hasn't run since 1978. He has plans to restore the Elden Mk 19 and campaign it in selected "historic" events, in the UK.

Market Watch

Cars Recently Sold

Lotus 61; \$12,000, nice looking car, some work required.

Lotus 51; \$26,000, better than factory new. Hewland and Renault boxes.

This is by no means a complete list of recently sold cars, only those that have been brought to the attention of the LFFR

Cars Wanted

Parts Wanted

Engine and gearbox needed for Lotus 51C project. Broken or damaged components OK as I can take care of the rebuilds. Larry Oliver
International Racing Products 703-759-0567

Cars For Sale



1968 Lotus 51-, AM-145, almost everything new or rebuilt, fresh uprated engine, dry sump w/new oilpump and original "California" oil tank, Tilton, starter, Aeroquip, Fuel Safe cell in Original fuel tank, Hewland G/box, Koni's, VARA roll bar, \$19,500. Steve Madsen (805) 492-5068
e-mail stevema@sbbt.com



1967 Lotus 51a completely restored in 2001. Chassis #107 AM-103 listed on the Lotus Formula Ford Register. Driven in six events since. It has a Hewland transmission now with several gear sets. I have tried to restore the car back to period correct except the transmission. It has a 5lb Halon fire system with three nozzles. Fuel cell. The engine has just been rebuilt and has zero time. I have an ugly but usable open trailer that tows very nice. Asking \$20K, car located in Colorado. Please contact me Pat Clements at: pclements@tristategt.org or pclements20@starband.net 303-229-5873

1969 Lotus 61, chassis # 61/FF/29. VARA/RMVR. Fast. Excellent condition \$19,500. Alan Carter 303-231-9016

Lotus 51C FF- kit. Chassis restored, Hewland, Cortina engine (disassembled), original front wheels, 90/95% complete, log book. Bill Hallandal, 7200 Power Dr. Bellaire, MI, 231-377-9310.

LFFR Reunion, BeaveRun, August 9-10, 2003

Kyle Kaulback (Lotus 61 owner) and Dennis D'Angelo have formed a new race organization; Classic Formula Car Racing (CFCR) <http://www.classicformularacing.com> (see announcement in the Mailbag) for Monoposto legal formula cars. Their first event will be at the new BeaveRun Raceway (<http://www.beaverun.com>), in Western Pennsylvania, just North of Pittsburgh, August 9-10, 2003. The Classic Formula Car Racing event is planned as a Formula Car / Sports Racer only event. An East Coast Lotus Formula Ford Reunion is now planned as part of the weekend festivities. If you would like to be part of this unique event, download registration forms, from the CFCR website above, and get them in to the CFCR. Also, please drop me an e-mail at lffr@hotmail.com or give me a call and let me know that you are interested in the LFFR side of the event. I am asking the LFFR participants for a \$10 registration fee to cover the dash and award plaques. The dash and award plaques will feature the LFFR logo (from the top of this page), in full color. "Racers Choice" awards will be presented for Best Early Lotus (31 or 51), Best Late Lotus (61 or 69), and Best On Track Lotus. LFFR event shirts will be available ala carte. Dress shirts will be \$22.00, in sizes S to XL, \$23.75 for 2XL, and \$24.50 for 3XL. Golf shirts will be \$15.25, in sizes S to XL, \$17.00 for 2XL and \$20.25 for 3XL. All shirts will need to be pre-ordered and will be delivered to the event. The shirts will be Lotus green with an embroidered Lotus logo over the right breast and embroidered reunion information over the left breast.

By the way, you don't have to be an event participant to order a shirt, but you do need to be there to get a dash plaque. Shipping charges for non-event shirt orders will be determined on a case by case basis.

The event registration form is included in this bulletin. Fill it out and get it in to Kyle and Dennis at CFCR and we'll see you at BeaveRun August 9-10, 2003.

Late braking News: Kyle and Dennis are expecting this to be a "small" event. The format will be a practice, qualifying and race each of the days and with only four run groups planned. There will be plenty of track time for everyone. There's also a track day set up for Friday. \$75 for 2PM till 7PM. It's still not too late to sign up!

Tech Topics

Steel Wheels

A number of requests have come through recently regarding steel wheel options for the Lotus FF's, using the 4 on 4 1/4" bolt spacing. As far as I can determine, there are currently four options available; Weller, Diamond, Circle and American Racing.

American Racing has a Chrome Modular available in 13 x 5 1/2, with a 3 1/4" backspace. Price is \$40.50, each, delivered, through Big O Tires.



Circle Racing manufactures a wide range of wheels "from Cup to karting", as it says in their ad, and offers two options, in the 13x5.5", 4 on 4 1/4" spacing, one in black and the other chrome. Back spaces from 1.25" to 3" are available. Weight of the

wheel is at 15 lbs. Price for the black is \$55.25, each. Additional information for the black wheels is located at:

http://www.circlekarting.com/Merchant2/merchant.mvc?Screen=PROD&Store_Code=CR&Product_Code=01355



The chrome wheels are available in the same backspaces as the black, but are priced at \$66.95, each. Additional information for the chrome wheels is located at:

http://www.circlekarting.com/Merchant2/merchant.mvc?Screen=PROD&Store_Code=CR&Product_Code=02355



Diamond Racing Wheels is offering what they call a Road Racing wheel at \$64 each, in either silver or black powder coat. Back spaces from 1" to 3" are available. The powder coated wheel weight is 15 lbs. There are a number of Lotus FF's sporting

these wheels, including the Editor's. They look very nice, but don't forget to wash off the Armor All wheel cleaner, it will discolor the silver powder coating.

Additional information can be found at:

<http://www.diamondracingwheels.com/DIAMOND RacingWheels/RoadRaceSeries.htm>

Weller has started manufacturing their line of racing wheels again. They are available with backspaces of 3.20", 3.43" and 3.82". Wheels are priced at £38 each (or about \$57). Shipping from the UK would likely be pricey. The wheels are available in satin black, satin silver and gloss white. Additional information is available at: http://www.wellerwheels.com/weller/range.asp?mnuWheel=FF+1600&Send_button.x=13&Send_button.y=12



With these choices, you should be able to come up with something in a legal steel wheel, that meets your needs and isn't thirty years old! If anyone knows of any other available steel wheels, let the LFFR know and we'll include them in the next Bulletin.



Lotus 51, on the grid at Snetterton

The Registries

Lotus 31 FF's

Chassis #	Frame #	Owner	Location
31-R-3	?	Mike Zappa	Pennsylvania
31 ?	AM66-4	Tom Fair	Rhode Island

Lotus 59 & 69 FF's

Chassis #	Frame #	Owner	Location
59xB/F3/38	AM-59FB5	Richard Baker	South Africa
59/69 F2 X B 41		?	Barry Smith
7169/2FFXF3	None	Ron Finger	Georgia
7169FB-3	AM-14	Keith Park	California
7169/6FF/XF3?		John Henderson	United Kingdom
7169/7FF	?	Gerald Bowden	New York
7169/9FF	AM-260	Jack Donaldson	Ohio
7169/12FFXF3AM-9		Johan Nel	South Africa
7169/13FF	AM73-2	Bob Hackl	California
7169/16/FF	AM-52	John Fergus	Ohio
7169/FF/17	AM-51	John Fergus	Ohio
7169/22FF	AM-34	Doug Schreier	California
7169/23FFXF3AM-27		Ralph Stechow	New Jersey
7169/25	?	Jeff Hailand	Missouri
7169/26FFXF3?		Dan Lyche	Oregon
7169/27FF	AM-45	Dan Lyche	Oregon
?	?	Bill Dolsen	New Jersey
69FB	?	Al Murray	Oregon
69?	?	John & Carole Arnold	Colorado

Lotus 51 FF's

Chassis #	Frame #	Owner	Location
51FF/13	?	Mark Litchfield	England
51/FF/18	AM-33	Kyle Swanson	California
51/FF/19A	?	Lucien Governatori	France
51/FF/20A	10-24	David Martinez	Mexico
51/FF/23	?	John Oakley	England
51/FF/24	AM-42	Fay Curtis	California
51/FF/28	10-23		California
51/FF/29	AM-31	Dean Collins	California
51/FF/31	AM-34	Tom Kirksey	California
51A/FF/54	AM-74	Alistair Morrison	United Kingdom
51A/FF/55	AM-65	R. Carrodus	California
51A/FF/60	AM-70	Casey Annis	California
51A/FF/69	AM-71	Brian Elliott	Ohio
51A/FF/70	AM-64	Rick Prindle	Texas
51A/FF/71	AM-78	Tony Clark	Texas
51A/FF/80	AM-89	Jack Arntzen	California
51A/FF/80	?	Kelvin Jones	England
51A/FF/81	AM-86	Paul Matty	England
51A/FF/82	AM-92	Yukio Asao	Ibaraki
51A/FF/86	AM-99	Eric Small	Colorado
51A/FF/88	AM-95	Don Vallance	Ont., Canada
51A/FF/89	AM-101	Chris Otorowski	Washington
51A/FF/90	AM-94	Mark Holloway	Illinois
51A/FF/92	AM-104	Rob Orander	North Carolina
51A/FF/95	AM-105	Vern Jaques	California
51A/FF/102	AM-116	John Fergus	Ohio
51A/FF/103	AM-108	Baxter Culver	California
51A/FF/105	AM-100	Scott Drnek	California
51A/FF/106	AM-106	Brian Elliott	Ohio
51A/FF/107	AM-103	Pat Clements	Colorado
51A/FF/113	AM-123	Bill Nay	California
51A/FF/115	AM-111	Matthew Ulan	Ont., Canada
51A/FF/116	AM-118	Ed Jones	Alabama
51A/FF/118	AM-120	David Trueman	Pennsylvania
51A/FF/119	?		Colorado
51A/FF/120	AM-122	Steve Grundahl	Wisconsin
51A/FF/122	AM-124	Andy Greene	Georgia
51A/FF/122	AM-124	Mike Inglis	Surrey
51A/FF/123	AM-136	Andy Velazco	Georgia
51A/FF/125	AM-125	Jim Degnan	California
51A/FF/127	AM-135	Steve Thein	California
51A/FF/130	AM-134	Vaughn Rockney	Maryland
51A/FF/132	AM-133	Koichi Watanuki	Japan
51A/FF/134	AM-141	Dick Jutras	California
51A/FF/135	AM-131	Tom Morgan	Idaho
51B/FF/136	AM-138	Oscar Kaas	California
51B/FF/139	AM-145	Dick Sayre	California
51B/FF/139	AM-145	Paul Stringer	England
51B/FF/140	AM-148	Ralph Phillips	Calif.
51B/FF/141	AM-146		
51B/FF/143	AM-150	Jeff Howell	Texas
51B/FF/144	AM-151	Patricio Junco	Nuevo Leon
51B/FF/145	AM-137	Tony Crilley	Arizona
51B/FF/146	?	Susannah Kolgrim	Sweden
51B/FF/147	AM-154	Lou Staller	California
51B/FF/148	AM-147	Fred McDonald	Washington
51B/FF/149	AM-153		
51B/FF/151	AM-152	Charles Hayes	Indiana
51B/FF/152	AM-157	Robert Ames	Oregon
51B/FF/154	AM-158	Jim McVein	Washington
51B/FF/155	AM-160	Lee Weinstein	New Jersey
51B/FF/156	AM-163	Bill Nay	California
51B/FF/166	AM-166	Randy Phelan	California
51B/FF/171	AM-179	Wally Ellifritt	Ohio
51C/FF/173	?	Bill Hallandal	Michigan
51B/FF/188	AM-190	Gerry Snow	Washington
51C/FF/193	AM-195	Bernie Nevoral	Illinois
51C/FF/196	AM-192	Bill Dolson	New Mexico
51C/FF/200	AM-210		New York
51C/FF/206	AM-217	Dick Leehr	Michigan
51C/FF/207	AM-219	Henry Moore	California
51C/FF/212	AM-?	Chris Johnson	Florida
51C/FF/214	AM-216	Albert Clements	United Kingdom
51C/FF/216	AM-203	William Myers	
51C/FF/217	AM-226	Michael Rogers	California
51A?	?	G. Pendlebury	Canada
51A?	AM-10/16	Mark de Paola	California
51A?	AM-10/23	Jim Degnan	California
51?	AM-36	Dave Marr	Edinburgh
51A?	AM-62?		
51C	AM67/1	Thilo Figaj	Germany
51A?	AM-109		
51?	AM-184	Walter Davies	Ontario
51C?	AM-199	Larry Oliver	Virginia
51C?	AM-208	Tom Calicchio	New York
51C?	AM-73?	Bill Peters	New York
51?	AM-74-1	Greg Mandrusiak	Canada
51A?	AM-74-2	Linda Lee	California
51A/FF/108	AM-110	Chalmer McWilliams	Texas
51?	?	Gordy Dood	
51C?	?	Charles Hayes	Indiana
51A?	?	Joseph Maria	New York
51?	?	Walter Bladstrom	Connecticut
51?	?	Mike Kennedy	
51?	AM-73-11	Tom & Judy Pester	Texas
51 Simulator Race-A-Car #1		Andy Anderson	Texas

Lotus 61 FF's

Chassis #	Frame #	Owner	Location
61/FF/2	AM-202	Lynn Cowan	NSW , Australia
61/MXF3/5	?	Luc Guideau	France
61/FF/9	AM-10	Bill Hutton	Tennessee
61/FF/14	?	Robert Murray	Florida
61/FF/15M	?	Jerry Marcell	Nevada
61/FF/20M	61-32	John & Carole Arnold	Colorado
61/FF/21	AM-19	Don McGreevy	California
61/FF/22	?	Kent Painter	Colorado
61/FF/24	?	Steve Taft	
61M/FF/26	?	James Weaver	N. Carolina
61/FF/28	61-37	John Mihalich	Colorado
61/FF/29	61-20	Alan Carter	Colorado
61/FF/34	61-2?	Dieter Streve	Germany
61/FF/35	61-34	Dennis Croxell	Florida
61/FF/43	?	Ron Greenwell	New Mexico
61/FF/44	?	Bill Lane	Texas
61/FF/46	61-69	Jack Bartelt	Wisconsin
61/FF/50	AM-73	David Haydon	Australia
61/FF/50	AM-174	Werner Pointz	Germany
61/FF/51	61-70	Randy Wilson	California
61/FF/57	61-54	Bruce Reines	Wisconsin
61/FF/61	61-76	John & Carole Arnold	Colorado
61Mx/FF/64	61-77	Glenn Ingram	California
61/FF/75	61-79	Stan Evans	Alabama
61/FF/79	61-58	Carl McLelland	Nevada
61/FF/84	61-7	Joe L. Bryd	Alabama
61/FF/86	61-3	Gary Harrison	Ohio
61/FF/88	61-9	Steve Torrance	Texas
61/FF/93	61-86	Andrew R. Barron	Texas
61/FF/97	?	Steve Jackson	Arizona
61/FF/104	61-85	Gary Lambert	Connecticut
61/FF/105	61-99	Jay Stannard	Florida
61Mx/FF/106	61-113		
61Mx/FF/107	61-110	Bill Dolson	New Mexico
61/FF/108	61-80	John Mihalich	Colorado
61/FF/112	61-125		
61/FF/117M	61-111	Randy Tragni	California
61Mx/FF/121	61-115	Nigel Halliday	England
61/FF/122	61-112	Harry VonErtfelda	Massachusetts
61Mx/FF/123	61-119	Howard Robinson	South Africa
61/FF/124	AM-124	Barry Hargreaves	United Kingdom
61Mx/FF/136	61-120	Bob Cope	Colorado
61/FF/141	61-123	Walt Hane	Colorado
61-MX/FF-143	AM-142	Mike Truitt	Colorado
61/FF/145	AM-144	Robert McClelland	Ontario
61Mx/FF/149	AM-146	Richard Winter	England
61MX/FF-150	61-133	John Rees	
61/FF/158	AM-150	Peter Denty	England
61/FF/162	AM-171	Ned Godshall	New Mexico
61Mx/FF/172	AM-165	Kent Painter	Colorado
61Mx/FF/175	AM-178	Dick & Jane Dixon	Ware Herts
61/FF/179	AM-180	Tony Reyes	California
61/FF/185	AM-185	John Ford	Surrey
61Mx/FF/186	AM-186	David Rose	England
61/FF/191	AM-226	John Kouba	California
61/MXF/192	AM-190	Travis Ingebrigtsen	Minnesota
61MX/FF/193	AM-190	Bill Dolson	New Mexico
61MX/FF/194	AM-184	Jerry Burr	California
61/FF/200	AM-205	Brian Hayward	England
61MX/FF/202	?	Barry Smith	United Kingdom
61MX/FF/204	AM-215	Tarran John	Australia
61/FF/205	AM-208	Carlton Wells	Colorado
61/FF/212	AM-217	Dan Collins	England
61MX/FF/214	AM-214	K. R. Kaulback	Penn.
61/FF/218	?	Hal Wofford	Colorado
61/FF/222	AM-225	Rich & Liz Stadther	Minnesota
61Mx/FF/224	AM-220		England
61X/FF/227	?	Richard Spelberg	Germany
61MX/FF/236	AM-230	John & Carole Arnold	Colorado
61Mx/FF/254	61-68	Dan Lyche	Oregon
61x/FF/262	?	John Fergus	Ohio
61MX/FF/278	?	James Kelly	United Kingdom
61?	AM-5	Tony Grau	Illinois
61?	AM146	Richard Winter	
61?	AM-163	Daan de Smedt	Belgium
61?	AM-209	J. van Aswegen	South Africa
61?	61-88	Douglas Greene	California
61?	?	Robert Hollander	Georgia
61?	?	Peter Denty	England
61?	?	Peter Denty	England
61?	?	Jerry Brassler	California



Lotus 61 at Snetterton

Lotus Single Seaters Magazine

Kevin Whittle has launched a new UK magazine dedicated to the "lesser" Lotus Formula cars. Those formulae not having "the glamour of the Grand Prix cars"; the Formula Junior, the F3 and the Formula Ford cars.



The magazine was launched in the Summer of 2002 and now has eight issues out. *LSS* has been introducing these "lesser" cars, one or two per issue, and covering selected UK events that Kevin has been attending. In addition, technical topics are being covered. In addition, technical topics are being covered, there are interviews with notable Lotus personnel, and lots of period photos from Ferret Photographic.

Some issue highlights:

Issue #1- covered the 61 & 20 and Lotus at Donnington May 2002.

Issue #2 covered the 27 and 18.

Issues #3 and #4 had a great interview with Len Terry, Constructor and Lotus Designer.

Issue #5- covered the 35 and 41, including the winged 41X.

Issue #6- Tech pieces on brakes and engines and an article about Ron Harris.

Each issue also has Member's Classifieds and musings from Kevin called "From the Pits".

It's a great little magazine and I always look forward to finding it in the mail. Subscriptions and single issues are available from:

<http://www.lotus-single-seaters.co.uk/>

Kevin accepts PayPal for the single issues and for subscriptions, which makes it very easy for those of us outside of the UK to manage a subscription or trial issue, without the hassle of exchange rates,

international money orders, bank drafts and such. Contact Kevin directly for pricing to your "locale".

We wish Kevin and *Lotus Single Seaters* magazine all the best.

If you happen to see me at an event, ask to see my issues of *Lotus Single Seaters* magazine, I always have them in the trailer. I think that you'll enjoy them too.

Mailbag



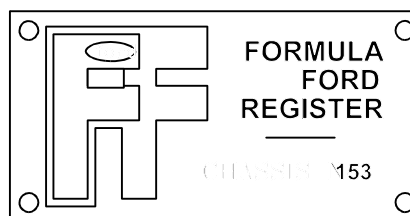
April 28, 2003

John Mihalich Jr.
Formula Ford Registry
PO Box 1138
Craig, CO 81626
Lffr@hotmail.com

John,

When I purchased my '51 FF in 1994 it had a brass placard attached to the front bulkhead in addition to the Lotus chassis plate. A drawing of the placard is shown below. The British Racing and Sports Car Club (BRSCC) seems to have issued these in the first year or two of Formula Ford. A while back I tried to contact some people to see if records were still in existence. I couldn't find anyone at the BRSCC who had any information about the records for these chassis plates.

Records from the BRSCC FF Register would be interesting as it relates to our cars. I wonder if any of the other Lotus FF owners out there have similar data plates or know more information about the register.



Thanks,

Kyle Swanson
Lotus 51
2952 Morningside Drive
Thousand Oaks, CA 91362
805-492-8561
swanson@aerovironment.com

LFFR Registration Form

Car Information:

Type: Chassis # (Lotus Plate #)
Frame# Engine #
Gearbox Type : Gearbox #

Previous Owner Information (if known):

Present Condition (being raced, under restoration,...etc.):

Plans for Car (Vintage Racing, Club Racing, concourse, investment...etc.)

Known History of Car:

Owners Information:

First Name : Last Name:
Address #1:
Address #2 :
City: State/Province:
Zip / Postal Code: Country:
E-mail Address:
Home Phone:
Cell/Mobile:
FAX:
Work:

**CFCR Registration Form
BeaveRun Motorsports Complex
August 9 – 10 2003**

Entrant Information

Driver Name: _____

Entrant Name: _____

Address: _____ City: _____

State: _____ Zip code: _____

Phone: _____ Fax: _____ Cell: _____

License # _____ Issued By _____

Are you a Monoposto Member? (please circle one) Yes No

Number Request: 1st _____ 2nd _____ 3rd _____

Car Information

Car Year and Make: _____

Car Model: _____

In what group will this car run (FA, FB, FSV etc.)? _____

Log Book # and Organization: _____

Engine Displacement and Type: _____

Entry fee(s):

\$350.00 per car on or before July 11, 2003

\$375.00 per car after July 11, 2003

Please Note: No mail registration will be accepted after July 25th. You may register at the track, but please call us at 613-287-1558 prior to July 25th for eligibility.

(Entry payments may be made by check)

(Please complete a separate form for each car entered)

Friday Test Day is available for \$150.00. Please contact BeaveRun directly at 724-535-1000 and indicate you are with CFCR.

Mail to: 112 Elm Street, Southampton, NY 11968

Questions: Check web site at www.classicformularacing.com



Doug Pulver, Sears Point, 1985



The Lotus Formula Ford Registry

PO Box 1138

Craig CO 81626-1138

1st Class

TO: