

Pink Stamps Racing Lotus 30/40 History

by Richard Keyes

The World's fastest Lotus 30 or Lotus 40

Faster than Formula 1 Grand Prix Winners of it's time.

Racing History Summary

This Lotus 30/40 has competed in over 50 International Grand Prix Races for Sports Cars and National Races. It has a total of 21 wins, 10 second places, 6 third places and one finish each at 4th, 5th and 6th. Achieving 13 overall wins, 10 seconds with 5 thirds and 8 fastest lap of race records.

The racing campaign included the following circuits:

Silverstone, Northampton, England	— 12 races
Brands Hatch, Kent, England	— 11 races
Snetterton, Norfolk, England	— 5 races
Thruxton, Hampshire, England	— 5 races
Oulton Park, Cheshire, England	— 2 races
Ingliston, Lothian, Scotland	— 2 races
Goodwood, West Sussex, England	— 2 races
Zeltweg, Austria	— 1 race
Norisring, Nurnburg, Germany	— 1 race
Riverside, California, United States	— 1 race
Mallory Park, Leicestershire, England	— 1 race
Crystal Palace, So. London, England	— 1 race

Who Raced It

John Willment's RACE PROVEN BY WILLMENT TEAM '65-66

Driven by: Frank, Gardner, Bob Bondurant, Brian Muir, Rick Muther, (possibly Roy Pierpoint, and Jack Sears)

Ford Motor Company's SHOWCAR - Powered by Ford '66

NIPEE Racing CARCRAFT RACING '68

John Markey's PINK STAMPS SPECIAL '70 - Paul Gresham, owner

John Markey's PAUL GRESHAM RACING '71-72 - Paul Gresham, owner

John Markey's CRONK GARAGES '73 - Paul Gresham, owner

Nicknames Given To This Car During Its History

Affectionately known as: 'Pink Peril' 'Monster' 'Too Much' 'Fearsome' 'Spooky' 'Brutal' 'Pink Eye'

Chronology Of This Car

Originally built for Jimmy Clark to race in the International BOAC 500 km endurance race and capable of nearly 200 MPH. (1) Clark, a Scotsman, was the world's greatest driver winning 2 World Driver Championships in 1963 and 1965. (2)

The Lotus 30 was introduced at the Racing Car Show, London, in January 1964. Because of the great success Lotus had in 1963 at Indy, using the Ford V8, Colin Chapman (3) wanted to build a sports car utilizing all of this experience. The logical extension of the Indy Program with Ford Motor Company was to build a Ford-powered Lotus race car to compete in the Can-Am series for big sports-racing cars.

Colin Chapman wanted to utilize the backbone frame idea that had proved so successful in the road going Elan, a front engine small sports car. His concept was to turn the frame around, front to back, so the engine was behind the driver for the best high-powered performance. Colin had Len Terry (4) design the car, utilizing a one-piece glass-fibre body. For the 1965 racing program Lotus had Dave Lazenby in charge of both the Indy race team and Lotus 30/40 sports car operations.

This car was assembled in John Willment's Race Shop at Feltham, Middlesex, for his team "Race Proved by Willment". (5) Willment's race team was the most professional racing team in Europe during this time, they were campaigning 27 cars on 3 continents. (6) Delivered from Lotus Components Ltd., Cheshunt, Hertfordshire in kit form, Jeff Uren, Team Manager of Race Proved by Willment had assembly started in the winter of 1964-65. Bob Minogue, an Australian, was the mechanic who put it all together. (7) The original engine was supplied by Ford Advanced Vehicles and was a 4.7 litre (289 cu. in.) cast iron Ford V8. These engines, Number 1019, was modified by Lotus to produce 350-360 BHP @ 6500 R.P.M. Engine Number 1019 is the Ford GT40 block 4-bolt main cast in 1967 and built by Mathwall.

This car is from the second series of Lotus 30s produced, fitted with a heavier 18 gauge steel backbone frame. It is the fifth car made of the Series 2, Type 30 Lotus. There were 21 series 1's produced, 9 series 2's (8) and additionally, 3 Lotus Type 40's. This car is identified as a 30/40 because it has been updated to the 40's specifications. Willment's Race Shop had previously assembled and was maintaining John 'Tony' Deans' Lotus 30 which was the second of the Series 2 cars produced.

Lotus 30's were designed as racing/sports car 'Specials' because there was no FIA International Class until 1966 when FIA drew up a new set of regulations and placed them in Group 7 Category C Appendix J. This class of racing sports car became world famous in the unlimited racing class and the United States Road Racing Championship (USRRC) CAN-AM series initiated by SCCA.

The First Year In International FIA Racing

The first race outing by this Lotus 30 was when driven by Australian Brian "Yogi" Muir (9) on May 1, 1965, at the Oulton Park International Tourist Trophy FIA race for prototypes and GT's. Being driven by Bob Bondurant (10) of USA, during practice he said it was "too spooky" so the reserve took over to "get a time." (11) This was Brian, later twice European Saloon Champion driver.

It won, the BRSCC Mallory Park Race, June 6th race on its second outing when Frank Gardner, yet another Australian was driving. (12)

At the Silverstone R.A.C. race on July 10th, Bondurant drove to a second place overall behind John Coundley in Bruce McLaren's Olds powered McLaren-Elva. Bob was third fastest qualifier but with a minute to go till race start, he raised his hand — the Willment Lotus 30 would not fire! After the field left, he re-entered with a push start and worked his way up to second only to be disqualified after the race for being assisted at the start.

On July 24th, Frank Gardner again drove at the Silverstone Martini 150 mile Trophy Race. Frank qualified in second position alongside pole-sitter, Chris Amon, once again in Bruce McLaren Olds powered McLaren-Elva. Frank contested second and third places for most of the race but retired with clutch failure on the 39th of 52 laps.

For the next major international race, the Austrian GP at Zeltweg, Austria, Bob Waterman (head mechanic for Jim Clark and Team Lotus) brought along uprated vented 11.9" disc brakes

and the 180 degree tuned spaghetti exhaust system for the 4.7 litre Ford engine. These mods brought the engine up to 385-390 BHP, at 7,000 RPM. (13) This was the latest equipment that also appeared on the Lotus 40 unveiled at the race meet. This equipment, including a new highly vented Lotus 40 engine cover, appeared at the next race, Brands Hatch. At Austria first Frank Gardner qualified the 'Race Proved by Willment' (now Lotus 30/40) with a 1 min 9.76 sec. lap. This beat the lap record of 1 min. 10.56 sec. lap set by Dan Gurney in a Brabham Coventry Climax Formula 1 Championship race the previous year. Mike Spence, driving the new Lotus 40 set pole position with 1 min. 8.46 sec. so Frank was second on the grid. Frank finished in third position after maintaining second position most of the race and set fastest lap of race record. It was in this race when the frame broke in half three laps from the finish. The nickname "Pink Eye" was affectionately given to the car because of the vibration. Frank found it difficult to look anyone straight in the eye for a week. (14) Jochen Rindt's Ferrari 250 LM and Mike Parkes Ferrari 365 P2 finished 1st and 2nd respectively.

Brands Hatch International Guards Trophy Race, August 30 was the next race appearance where better than 60,000 people jammed the stands. Frank Gardner again drove, starting from 4th place. Early in the race the Willment Lotus 30/40 began to smoke, due, it was found later, to a cracked gear box casing, the gears finally seizing up when all the oil fell out. It appears that the ZF 5DS 20 transaxle was replaced with a Hewland LG500 after the Brands Hatch seizing.

Next appearance was at the 'Norisring' at Nurnburg, Germany for the 500 km GT-1 race. Brian Muir drove, but the race results are currently unknown.

Willment brought the car to the US for the Times GP at Riverside California (Oct. 31st). It appears that this car was driven by Rick Muther and was involved in a first lap bash, it retired shortly thereafter, sans rear bodywork. Rick was starting 10th out of a field of 40 qualified racers and from the total of 68 entries. Two previous days of qualifying races selected the final 40.

In a letter from Doug Nye [21], dated Sept. 2, 1983 he informed me "I found an ad for the Willment car in 'Autoweek' Nov. 13, 1965 with a photo of Bondurant driving the car at Silverstone. The ad reads: "Lotus 30 - 1965 -Arriving for Riverside GP. Latest modifications. Vented discs (Girtings), Hewland gearbox LG500, Ford 289. Price \$10,000 complete. Fastest in England. Representing John Willment Racing, London, England, J.C. Ohlsen, 12760 Pacific Ave., Los Angeles, CA 90066; 397-2321.

The Second Year As A Ford Show Car

Jeff Uren (6) showed me a booklet which Ford released featuring the Willment Lotus 30/40 on the cover. The car spent the first part of 1966 touring the United States and Canada as a showcar in Ford Motor Company exhibits advertising "Powered by Ford". The rear body panel had been replaced following the Riverside GP and now had a chopped tail with large venting areas across the back. The car was shipped back to England after the American tour and raced in international club racing during 1966 by Willment. Brian Muir did most of the driving in 1966. According to Bob Bondurant, he drove to the second overall finishing position at Silverstone behind Denny Hulme in his McLaren (from p. 8. Bob Bondurant High Performance Driving). Willment also entered this car in the Easter Goodwood, England races, for the Lavant Cup where it was fourth on the grid. I don't have the complete race results yet for all of '66. It was raced in the Willment colors and identified as CarCraft Racing Organization (KarKraft, in Detroit, was Ford Advanced Vehicles counterpart in the US) with sponsor by NIPEE Racing and Developments.

The period of '67 through '68

During the 1966 season, interest for Group 7 was virtually nil in Europe, and only England and America had races for these "two-seater racers." There was no interest in building such cars in Germany, France or Italy. The cost of buying these cars and operating them had been nearly as much as Formula 1 Grand Prix. (After all they were faster, Ed.) In addition a lot of this money was being spent on the development of American engines and it was felt that it would be preferable for it to be spent on British engines in other branches of racing. (15)

Beginning of British National Racing

In 1969 the car was purchased by Paul Gresham, owner of a Surbiton, Surry driving school. Paul obtained a £1500 sponsorship from Sperry & Hutchinson Co. to advertise Pink Stamps trading coupons (S&H Green Stamps in the US) He contracted John Markey (16) to be the driver and entered the car in National Racing Series.

It is at this time that more modern racing rubber was fitted and fender flares added to accommodate the additional width. They changed the 8" x 13" wheels to 15 inch, 3-piece component wheels (JAP Magna wheels from J.A. Pearce Engineering Ltd., Middlesex) 15" x 10" front, 15" x 16" rear. Fitted with Firestone ZB 17's in 1970 they were later fitted with Goodyear

"Speedway Racing" slicks of 10.55-15 front and 14.70-15 rear. They also removed the central and right side gas tanks at this time as these championships would be sprint races.

It first raced as the "Pink Stamps Special" at Silverstone, May 31, 1970. The livery was bright pink with the Pink Stamp logo at the base of the windscreen. It also raced at Snetterton in June and again at the Silverstone race for GT and sports racing cars on July 5th. By now it was fully identified with "Pink Stamps Racing" white on black logos on all four fenders. John stalled on the grid but overtook all except two cars to finish 3rd overall. He also set fastest lap of 59.6 sec. 97.13 MPH. This was the fastest ever for a Lotus 30 at Silverstone. For the August 2, 1970 Silverstone Sports/GT races it appeared with a new JW (John Willment-John Wyer) Ford 365 BHP engine. Still fuel injected with Tecalemit Jackson system and tuned exhaust. John finished 4th overall after having brake failure when passing to 2nd position, 2 laps from end.

On August 10th they took the "Pink Stamps" to Scotland and raced in the Formula Libre race. John finished 6th after spinning and news media billed it as the "Monster Lotus 30." They continued racing it for the remainder of 1970, appearing at Silverstone for six races, once at Snetterton, twice at Ingliston, Scotland, once at Crystal Palace, twice at Oulton Park, once at Thruxton and four times at Brands Hatch. During 1970 it was entered in 18 National Races and was overall winner in 4. Won twice at Silverstone, once each at Thruxton and Brands Hatch. It placed second overall three times with two class wins and two third place overall. John set fastest lap of race three times, twice at Silverstone and once at Brands Hatch.

The second 'fastest lap of race' at Silverstone was set on Aug. 30, again in the Sports/GT race and was timed at 1 min. 1.4 sec., 88.28 MPH. John won this race with a 40 sec. lead. The third 'fastest lap' was set at Brands Hatch Dec. 6th in the SKF Special GT race. John equaled class record 'fastest lap' of 51.8 sec., 86.16 MPH finishing with a 17.8 sec. lead. The tie holder was Alistair Cowin in a 7.0 litre McLaren M6B12. The newspaper affectionately called the car the "Pink Peril".

From the Dec. 6, 1970 Brand Hatch race when the roll bar hoop first appeared and through 1971 this Lotus 30/40 was raced as Paul Gresham Racing Team. It still raced in the pink colors but without the Pink Stamps sponsorship. It competed in seven races and had three overall wins - twice at Brands Hatch and once at Thruxton. John scored second and third once each.

Early in the year, Feb. 28, 1971 at the Brands Hatch race for GT and Modsports, Markey gained pole position, set 'fastest lap' of race at 53.2 sec., 83.91 MPH and won with 13.6 sec. lead

despite having broken gearshift handle in the 2nd lap. The next month at the Thruxton Motoring News Castrol GT Championship race John again set 'fastest lap of race' at 1 min. 23.6 sec., 101.45 MPH along with J. Lord in an Astra RNR 1.6 FVA. He placed 2nd overall in this race.

At the Brands Hatch Formula Libre Race on Nov. 7, 1971 this car made the first appearance with the existing Gurney (17) –Weslake (18) ex-Alan Mann (19) Ford GT 40 LeMans engine fitted to a ZF-5DS-25 transaxle. The engine had been rebuilt by Peter Wallace and Stewart Matheson, owners of Mathwall Engineering, Thursley, Surrey. Mathwall is a combination of (Math) part of Matheson and the (Wall) part of Wallace (engine is number ME-135). Both Peter and Stewart had been the engine mechanics for Alan Mann Racing and their Ford GT 40 program.

The engine is from Ford Advanced Vehicles, Slough, Buckinghamshire, England with engine block Casting No. XE-136505 (the 'X' stands for experimental and prepared for the racing car program, while the 'E' is for Engine Division.) The engine has been stroked to three inches with a forged steel, Tufftrided, cross drilled crank to make it a full five litres. The crank is supported with 4-bolt main caps. The 4-bolt main Ford castings were first available in May 1967 according to Stewart Matheson. Forgertrue forged pistons are held with Carillo Billet steel connecting rods. A Shelby Race Cobra, camshaft kit, Part No. SICR-6250, duration of 289 degrees, intake and exhaust with 69 degrees overlap and .500 inch lift on both valves is installed. Competition, titanium intake valves of 2.03" diameter and hollow stem sodium cooled exhaust valves of 1.62 inches are installed in the Gurney-Weslake Mark IV aluminum heads (later known as Gurney-Eagle heads). It was now fitted with four dual throat 48IDA Weber carbs. This engine produces 453 BHP, at 6000 RPM (20)

It did win this Brands Hatch Formula Libre Race after starting from third position on the grid. As they said "It shot to the lead."

For the May 2, Thruxton British Automobile Racing Club meeting, the pink Lotus 30 was featured on the cover of the Race Programme.

In 1972 it raced in six events with two overall wins. Both wins being at Snetterton, Formula Libre and GT/Sports car races. John also had one second place, third place twice and fourth once. Additionally he had two class wins.

The May 29 Motoring News/Castrol Championship for sports and GT cars at Silverstone 20 lap race was also very exciting. John started at the back of the grid after being docked 10 sec. because he broke the driveshaft within 100 yards of starting qualifying and couldn't finish. He

worked his way to fourth position on the 13th lap and spun in the drizzle being on dry tires. After having a push start, the stewards penalized him 1 min. but undeterred John still finished third in class, fourth overall.

On Aug. 20 at the Brands Hatch Motoring News/Castrol Championship races for Sports/GTs, the car made its first appearance in the orange paint scheme and was being entered by Cronk Garages of Chipstead (still owned by Paul). Also at this Brands meet John set another fastest lap of 50.2 sec., 88.92 MPH while finishing third overall. John held onto 2nd position until the gear change started sticking in 2nd & 3rd gears. The motoring press called his 30/40 "Brutal." At both this meet and the May 29th race at Silverstone for the same championship, Markey raced again against Ferrari 512 M's.

At the August Brands Hatch race John had taken the position of Great Britain BMW Competition Head.

In 1973 John continued to drive for Cronk Garages and the car was still owned by Paul Gresham. It was entered in six races, winning one outright and achieving four class wins. At Thruxton early in the year he ran against an 8.1 litre BRM Can Am and a 7.0 Litre McLaren M6B. John still managed a second position overall despite running on seven cylinders and achieved 1st in class. Set fastest lap of race min. 26.6 sec., 97.94 MPH.

The Brands Hatch Motoring News/Castrol Sports and GT race was also very exciting. Because of practicing out of session, he started with a 10 sec. penalty, set fastest lap record of 52.0 sec., 85.85 MPH to win his class and gained second place overall.

The last race was at Mallory Park in the Sports & GT race where John crashed it into the sleepers coming in the esses on the sixth lap while in fourth position. John suffered a concussion while bending the back of the car quite badly.

Shipped to the United States for Resale

After the Mallory Park crash the frame was re-straightened, new uprights fitted and Bob Dove hammered a new aluminum rear panel replacement. (16) The car eventually went to Stephen Langton of Reigate and was shipped in 1978 to Gordon Keller, Oakland, CA, for resale. It was purchased by Dick Keyes and John Strange (21) in 1978 from Gordon Keller through an ad in Autoweek. Gordon has sold 2 additional Lotus 30's here in the states. The restoration has been accomplished by Jack Brink (22) at his shop in Carus, Oregon.

From the days in '66 when Ford Motor Co. was using this car as a showcar there was a 1:24 scale model (plastic) Willment 30/40 made. John Markey showed Dick Keyes his model and it has all of the unique vents and ducts of this particular car. No manufacturers name is cast into it however.

In 1995, SMTS (Scale Model Technical Services) Brunel Road, Hastings, Sussex TN38 9 RT UK released a 1:43 scale model in resin of the Willment Team Lotus 30 with racing car No. 16. This was Brian Muir's car number driven at Mallory Park in 1966.

Footnotes

[1] Autosport, Sep. 10, 1970

[2] Hodges, David, Doug Nye, and Nigel Roebuck, *Grand Prix*, London: Michael Joseph Ltd., 1981, p. 134. "Clark the world's greatest driver. Jimmy's sheer superiority was hard to believe. Sometimes it seemed that he did not merely win races; rather that the competition surrendered to him in the seconds immediately after the start."

Jimmy was killed at Hockenheim, Germany, April 1968 in a Formula 2 Lotus.

[3] *Ibid.*, p. 85. "Anthony Colin Bruce Chapman was born in Richmond, Surrey on May 19, 1928. He studied at University College, London, learning to fly in the University Air Squadron, and, in the late 1940's, bought and sold some decidedly used cars to supplement his income. He became an enthusiastic member of the 750 Motor Club, building specials to their prewar Austin 7-based racing formula. He called his first car Lotus, and the name stuck. In 1948, Chapman gained his degree in civil engineering, and went to work for a construction engineering company. In 750 Motor Club races his Lotus specials were increasingly dominant, and in 1952 he founded the Lotus Engineering company in the stables at the rear of his father's Railway Hotel in Hornsey, North London. By the mid-1950's Lotus sports cars were the epitome of modern, lightweight, spaceframe chassis design and aerodynamics." (In June, 1959 Lotus moved their factory to Cheshunt — ed. note).

"Colin Chapman maintained his dynamism and effort into the 1980's as head of an engineering group producing road cars, Formula One racing cars, luxury motor yachts and power boats, plastics, and undertaking technological research and development for others in the motor industry. Demanding, impetuous, incredibly talented --Colin Chapman has dominated the motor racing scene." Colin Chapman - The Man and his Cars, Gerard Crombac "In the international world of motor racing, the Lotus Grand Prix cars became world famous, winning seven world championship for Constructor's and six World Championship for Driver's titles, a unique record which, in recent years, can only be compared with Ferrari's." He died suddenly in Dec. 1982.

[4] Ibid., p. 89. Len Terry, a fine practical, engineer, joined Lotus after building his own Terrier sports racing and Formula Jr. cars in Britain. As Chapman's design engineer he put Colin's concepts down on paper and made them work, and work reliably. He played the major part in the design of the gorgeous Lotus-Ford 38 which in 1965, carried Jimmy Clark to a Lotus victory at Indy. After the Lotus 40 Len then moved to Dan Gurney and designed the Eagle Formula One cars. He later designed the 1968 BRM Formula One car. More recently he has operated as a freelance consultant, racing car designer and engineer.

[5] Nye, Doug, Personal Letter, Sep. 2, 1983.[23] "John Willment ran one of the UK's biggest Ford dealerships and his private Ford-based racing team operated as 'Race-Proved by Willment' running white Ford Cortina sedans for instance with a broad longitudinal red stripes edged by single red pinstripes to make three in all. Willment ran Ford Anglia, Cortina and Galaxie sedans, FI, F2 and F3 Brabhams and Lotus, and the Lotus 30. They also handled a Cobra roadster. Willment also had a construction company building houses, factories, etc. They built the Cooper factory in Surbiton in 1957 for example. He is now out of the motor trade and concentrates upon construction or rather upon spending its profits as he is now in semi-retirement. John Willment also provided much of the financial backing which permitted John Wyer to setup JW Automotive Engineering in 1966-67; the company also took over Ford GT-40 production from Ford Advanced Vehicles at Slough, England, and whose racing team subsequently won LeMans twice with Gulf oil-backed GT40's and then in 1970-71 ran the spearhead brigade Porsche 917's and 908/3's. Also winning LeMans in 1970. The title "JW" was drawn from the principal's common initials — John Willment, as well as John Wyer. In a 1983 conversation with John, from London to his estate on Guernsey, a Channel Island off the west coast of France, he informed me that several of his employees from FAV went to what is now Oldham & Crowther, Peterborough, England. John is now retired.

[6] Uren, Jeff, Personal interview at his house in Ashburton, Devon, Aug. 4, 1986. Jeff Uren informed me that Willment had established the Willment Speed Shop in 1953. They manufactured and sold racing parts like manifolds, headers, cams and heads for Fords. They manufactured the Willment Sports Car which was driven by Graham Hill [24] and raced in 1953-54. John 'Spike'

Winters was the head engine mechanic while apprentice Ken A. Brittain and John Pacavier were the other team members.

In 1954 Jeff entered the Monte Carlo Rallye with his brother Douglas and their friend Donald. They finished 142nd out of 1000 starters. Jeff had been with John Willment interests since 1955-56 when they raced under the banner "Scuderia Thottles Bendori." The team consisted of John Willment, Ian Walker [25], John Becky and Jeff.

Jeff had approached Ford Motor Co. to be hired in 1959 when both of them were campaigning Zephyrs. They told him to get lost after pointedly telling him they didn't need his help. Immediately after this, they met on the race track of Silverstone and Jeff beat the three factory entries by 1/2 lap. Maury Buchneister, Head of Ford Competition was furious and accused him of ruining their introduction of the new model. Jeff went on to win the BRSCC Saloon Car Championship that year and in October was asked to become Fords Team Manager by Walter Haynes. (Director of Public Affairs for Ford, later Vice President Ford America). Jeff continued with Ford Motor Co. until John Willment obtained his Ford franchise in 1963 and Jeff rejoined John's new Racing and Special Equipment Division.

Jeff Team Managed for 16-17 years and I believe in 1976 accepted an Engineering position with Ruston & Bucyrus in Africa. (Managing heavy mining hauling and extraction equipment). He later returned to England where he is owner of an Interior Design Studio doing commercial building design.

Jeff felt he had brought a business sense to racing and was instrumental in bringing it from club activities to professional activities. He likened the efforts to Kentucky Thoroughbred Racing and heightened the amount of showmanship with displays and enclosures for the cars, a first in England.

[7] Collins, Ian, Personal Interview at Silverstone Lorry Races, Aug. 17, 1986. Ian was Willment's Financial Controller. Ian talked of Bob Minogue and others associated this this Lotus 30/40. Bob is now the CEO of Dexam Industries Pty Ltd., Mordialloc, Victoria, Australia.

[8] Motoring News, June 10, 1965, p. 9.

[9] Autosport, Sept. 15, 1983, p. 9. Brian Muir trained as a motor mechanic in his native Sydney, Australia. He first tasted motor sports at the age of 19 and won a Championship series in 1956. Brian, "Yogi", went to England in 1962 and worked as a mechanic with Jack Brabham. In 1963 John Willment offered him the post of Chief Mechanic. He prepared Willments 7 litre Ford Galaxies and first drove in England, one of Willments Ford Cortinas. He continued to participate in the sport until his death in 1983 at the age of 52.

[10] Road & Track, Oct. 1965.

Bob Bondurant, born at Evanston, Illinois in 1933 had his first interest in racing sparked when eight years old while watching midget dirt track racing with his father. It wasn't long and he started racing with a motorbike, then an Indian motorcycle and he changed from two wheels to four in 1956 when he entered his Morgan Plus 4 in a race. Bob won the SCCA B-Production Championship for the West Coast in 1959 driving a Corvette.

He went with Carroll Shelby and Ford Motor Company to professional racing in Europe, starting in 1964. In the following year, Bob was instrumental in assuring Shelby American the World Manufacturer's Championship when his Cobra won more points than any other driver/car combination.

Having raced this Lotus 30/40 for Willment Racing Team, where he finished second at Silverstone behind Denny Hulme and his McLaren in 1966, his experience in many diverse types of cars is extensive. Enzo Ferrari gave him his first formula ride in the USGP in 1965 and a contract to drive Ferrari prototypes in 1966. Additionally, he raced the King Cobra, Ford GT 40's (for John Wyer/John Willment as well as Shelby), BRM F-1, Cooper F-2 and F-3, Gurney Eagle F-1, Lola T-70's, McLarens, NASCAR stock and IMSA cars.

Bob tutored James Garner and others for the movie "Grand Prix" and found that experience so fulfilling he started the Bondurant Driving School, Feb. 14, 1968 following a 150 mph accident in the Dana McLaren Mk II at the 1967 Watkins Glen CanAm race. His efforts have since made this one of the most successful high performance driving schools in the world. Over 1800 students per year attend the school's various courses. Source: Bob Bondurant on High Performance Driving, 2nd Edition, 1987. Motorbook International, Osceola, Wis., USA. p. 7, 8, 11-32.

[11] Uren, Jeff, Personal interview at his house in Ashburton, Devon, Aug. 4, 1986.

[12] *Thoroughbred & Classic Cars*, p. 60, Aug. 1986. Frank Gardner OAM, twice winner of the British Saloon Car Championship, the European Formula 5000 Champion, runner up awards winner in the European Formula 2 and Touring Car Championship as well as British Champion Racing Driver in 1972, having won the Tarmac Championship. From Sydney, Australia he is a motor racing legend of some 40 years with bikes, speedboats and cars. In 1952 he was both swimming and racing for the state and was Captain and sweep oarsman for the surf life saving crew that won both State and National titles. He also did 7 professional boxing matches that year. He graduated with a degree in mechanical engineering from Ultimo Technical College in Australia. He is presently racing in historic meets his 1950 XK120 Jaguar, recently restored. Source: Gardner, Frank, with Doug Nye, *Castrol Racing Drivers Manual*, New York: Area Publishing Co., 1973, p. 131.

[13] Allen, John, *Ford GT 40 Super Profiles*, Somerset, England:Haynes Publishing Group, 1983 p. 16.

[14] Uren, Jeff, Personal interview at his house in Ashburton, Devon, Aug. 4, 1986.

[15] *Motor Sport*, p. 899, Oct. 1966.

[16] Markey, John, Personal interview at his home in Liphook, Hampshire, England, Aug. 7, 1986. Also from his personal notebooks. John was born in 1938 in Liverpool. He first competed in motor sports in 1963 driving an 850 cc. Mini. In 1966 he was Technical Manager of Fiat at Wembley and raced in England, and on the continent at Nurburgring driving an Emery GT. His career continued with a Diva Valkyr, Ginetta and Lotus 23 in 1967. In 1968 he raced a Gp6 Chevron at Oulton Park, Spa, Nurburgring and Brands Hatch. During 1969 he campaigned a Formula 1 Cooper Maserati in Formula Libre until in 70 he started driving this Lotus 30/40 as Pink Stamps. Continued racing this car until 1973 at which time he was Great Britain Competition Head of BMW.

He then raced for a number of years a BMW 2.0 litre powered Chevron P5 Sports racer.

In 1986, he was employed at John Ashley motors, a BMW dealership and continues to race a Ginetta, Mazda powered in the Thundersports series. Interestingly, his engine mechanics were

"Spike" Winters and Ken Brittain, the same engine builder's John Willment had for the Lotus 30 originally. In 1989, he was working at a VW dealership as Head of Fleet Services. My wife and I visited them in their shops in 1983. They are owners of the Engine Shop and B.B.W. Motorsport, located in Maids Moreton. They were campaigning a Colt from these shops near Silverstone.

[17] Hodges, David, Doug Nye, and Nigel Roebuck, Grand Prix, London: Imprint Books Ltd., 1981. Dan Gurney, the greatest American driver/constructor, born in 1932 is also perhaps the greatest Grand Prix driver America has yet produced, according to David Hodges, Doug Nye and Nigel Roebuck. Grand Prix, Imprint Books Ltd., London, 1981. Gurney was the main competition for Jimmy Clark and Lotus. Dan raced for the first time in 1955 with a Triumph TR2. His first Formula One race was the 1959 French GP driving a Ferrari. By 1968 he became a constructor and built the first Eagles for both Grand Prix and Indianapolis racing. He is still in the motor trade building the Toyota IMSA race cars.

According to Karl Ludvigsen in Gurney's Eagles, Harry Weslake and his staff prepared drawings for the new heads to fit the American Ford engine. They had circular inlet ports, valves inclined at nine degrees to the cylinder centerline instead of the stock twenty degrees, and combustion chambers with the heart shaped outline that was a Weslake trademark. Under John Miller's supervision the first such heads were cast in the US by Alcoa, and then two more sets of heads, a Mk II version, were made in England for Gurney's All American Racers (AAR) by Weslake. Though Westlake had initiated the design, to Gurney's requirement, virtually all the development and testing were done in Santa Ana by John Miller.

Late in 1966 AAR started work on the lighter and less bulky Mk IV edition of the heads and by 1968 they were being produced at their own facilities at Rye, England. They were used for both of the winning LeMans twenty-four-hour races in 1968 and 1969. They had also been used to power the winning Lola in the 1966 sports car race at both the Bridgehampton USRRC and CanAm races, in 1967 and 1968 they powered the winning Eagle in the Rex Mays 300 (USAC road race). Also in 1968 the Mosport 200 (USAC road race) was won and the second and fourth position at Indianapolis 500 were garnered. In 1969 USAC racing cars using these heads won Indy Raceway Park 100 road race, and Donnybrooke 100, while placing second at Indianapolis 500, Castle Rock 150 and a third at the Rex Mays 300. The last year they were used in USAC racing by

AAR was 1970 where they won both Sears Point and Phoenix 150 as well as third at the Indianapolis 500.

In prototype racing, Gurney-Weslake powered GT-40 Fords by JW Automotive in 1968 had victories at Brands Hatch, England; Monza, Italy; Spa, France; the first two places at Watkins Glen, US; and with the LeMans win, they won the Championship. In 1969 the GT-40 won Sebring, LeMans, had class wins at Brands Hatch, Nurburgring (Germany), and Monza.

Sources:Ludvigsen, Karl, Gurney's Eagles, Minn., Motortext, Inc., 1976. Road & Track, June 1966, pp. 46-47.

[18] Harry Weslake, born circa 1902-04 had been practicing the arts and sciences of carburetion, port design and combustion since the early twenties. He designed his first carburetor when he was seventeen and went on to design cylinder heads for Norton, Vanwall, BRM, Coventry Climax, Jaguar, Chrysler's 427 hemi-head, AAR Eagle, and Ford, of course, with many others. His business, Weslake & Co., is located at Rye, Surrey, England. British countryman by birth and upbringing, he has in general a poor opinion of big-towners, engineers and businessmen. His lifelong passions are shooting and fishing. From Road & Track, June 1966, pp. 46-47.

[19] Blunsden, John, Sports Car Graphic, Oct. 1966. Alan Mann Racing was organized by the British born super-organizer in 1964. Alan was born in 1937 and according to John Blunsden in his Oct. 1966, Sports Car Graphic article, "tall, quiet speaking Alan Mann has reached the peak of his specialized profession, having been active in it for barely three years. Furthermore, he has done it without the aid of that commodity which most people find so essential — money in the bank." In 1966 he was running Ford teams of Galaxies, Falcons, Cortinas, Cobras and GT40's in rallies and races all over the world. His drivers were Jackie Stewart, Graham Hill, Sir John Whitmore and Roy Pierpoint. His start was influenced by John Holman of Holman & Moody, N.C., and he had built his support staff to 26 at his Byfleet, Surrey plant in 1966. Alan Mann Racing developed a lightweight GT 40, elekton paneled, and was the Ford factory team which ran five GT 40's built in 1966 and one in 1969. (AMGT/1 & 2 (lightweights), XGT1, 2, 3 & 1009.) Stuart Matheson informs me Alan is now owner of airfields and helicopter flight services.

[20] Matheson, Stuart, Personal interview, April 11, 1989. Stuart said they had taken the engine to Weslake's shop for the dyno testing because theirs wasn't capable of handling this power.

[21] Dick Keyes and John Strange Footnote - need more info here.

[22] Jack Brink Footnote - need more info

[23] Nye, Doug, Personal Letter, Sep. 2, 1983. Doug Nye, is a motoring journalist, an author, and was consultant to the Donnington Collection of single-seater racing cars. The generally recognized world authority of Lotus cars, he has written more than 30 motor racing books, for which he has collected several international awards. Born in 1946, at 18 he went straight from grammar school (high school in US) to the staff of Motor Racing magazine based at Brands Hatch. After a visit to Doug, at his home in Farnham, Surrey in 1983 he sent me many of the race reports needed to research the history of this car.

[24] Cromhac, Gerard "Jabby", and Patrick Stephens, Colin Chapman - The Man and His Cars, Wellingborough, England:, 1986, p. 64, 77, 88. Graham Hill, after driving for Willment went to Lotus and worked as a mechanic in 1956. Graham first drove for Lotus as a reserve driver for the 1957 LeMans. He was assigned to assist in getting the team cars accepted by having two local French drivers for the 1100 cc Mark Eleven Lotus. By the 1958 LeMans, Graham was promoted to the factory team driver and drove the 2 litre Type 15 Lotus and shocked everyone by putting up the 5th fastest practice lap. Graham left Lotus at the end of 1958 for BRM. He later became twice World Champion driver, 1962 (BRM) and 1968 (Lotus). He was killed outside the Paul Ricard race course in southern France when landing his light plane in the fog in early Dec. 1975.

[25] Ibid., p. 92, 94, 159. Ian Walker started his Lotus association by racing very successfully one of the prototypes Elites. When Lotus moved from Hornsey to Cheshunt, Colin and Hazel bought Ian's house "High Point" at Hadley Wood in 1959. In England, the official 1964 Lotus 30 team was entered by Ian.