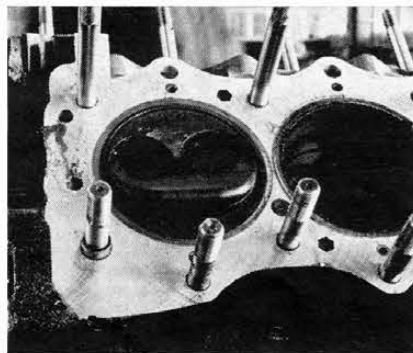




JIM CLARK tries seating position.



COCKPIT has complete instrumentation.



BLOCK HAS an extra head stud per cylinder.

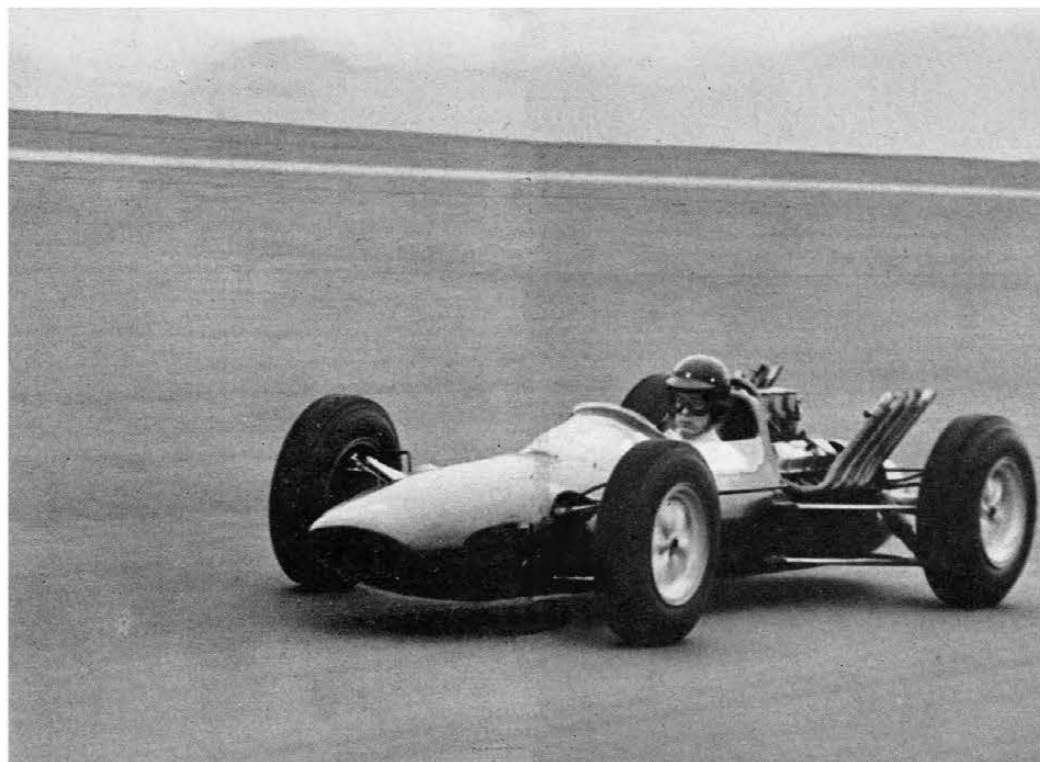
CLUTCH END of cast aluminum V-8 engine.

# INDY LOTUS

*the Ford Fairlane V-8 powers a pair of international challengers*

**A**NOTHER TEAM of rear-engined cars which will be entered in this year's Indianapolis 500 is being prepared by Lotus Cars Ltd., an English firm known throughout the world for its light, fast racing machines. Similar in layout to those cars built by Mickey Thompson (see page 39), the Lotuses will be powered by experimental Ford V-8 engines, while Thompson is using Chevrolet V-8s.

Colin Chapman, president of Lotus,

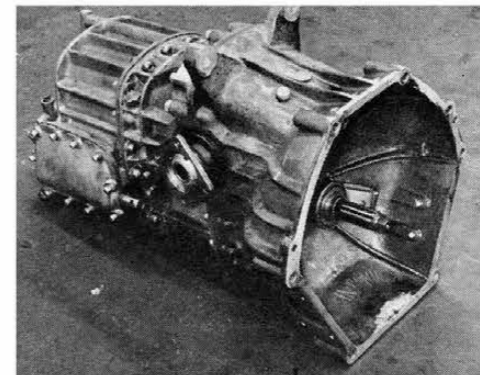


ENGLISH CAR, American engine—at speed.

supervised preliminary testing of a prototype at Snetterton, England; Kingman, Ariz.; and Indianapolis, and was extremely satisfied with the outcome. He has selected as drivers Jim Clark of Scotland, his regular Grand Prix team driver, and Dan Gurney, Costa Mesa, Calif., another GP driver who, it will

be remembered, drove one of Thompson's cars at Indianapolis last year.

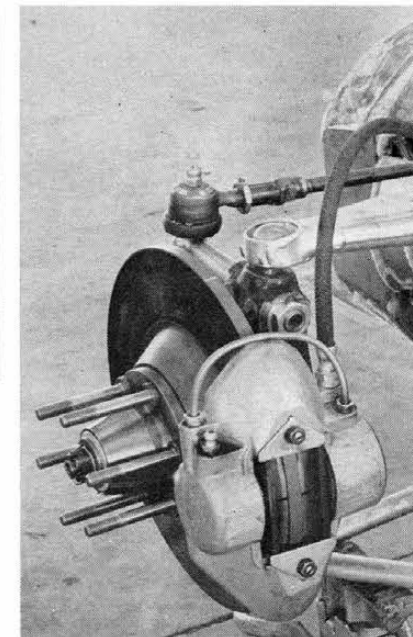
The team will have three cars, one for reserve, all of which will be Ford-powered. Of monocoque construction, the Lotus Mark 29s are literally fuel tanks on wheels (6.50-15 front, 8.25-15 rear); capacity, in side and saddle



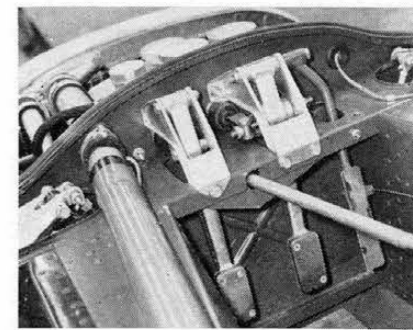
COLOTTI-Francis transmission-differential.

tanks, is 50 gal., plus 5 gal. of oil. The body is 28 in. wide, wheelbase is 96 in. (USAC minimum for Indianapolis), track is 52 in. and overall length 150 in. Weight, loaded with fuel, water and oil, is said to be 1130 lb.

The Ford engines (produced by the Engine & Foundry Division) are derived from the overhead valve Fairlane series (221, 260 and 289 cu. in. displacement), have a stock 2.87-in. stroke, but are bored to the Indianapolis limit of 256.84 cu. in. The blocks are cast in aluminum and are mated to a Colotti-Francis transaxle gear case, also in aluminum. The engine is said to develop 350-plus horsepower on gasoline, fed through four 2-barrel Weber DCN-54 carburetors. This gives it an approximate output of 1 bhp/lb. There's also a dohc engine in reserve should more horsepower be needed. ■



GIRLING DISC brakes are on all four wheels.



HANGING pedals operate clutch, brake, gas.

INDY-REQUIRED roll bar attaches to cylinder heads. Note four 2-barrel carburetors.

VIEW WITHOUT engine shows long side "pontoons" which contain total of 50 gal. of fuel.

DAN GURNEY, after trial run, is obviously pleased.

