

# RMVRSPEX

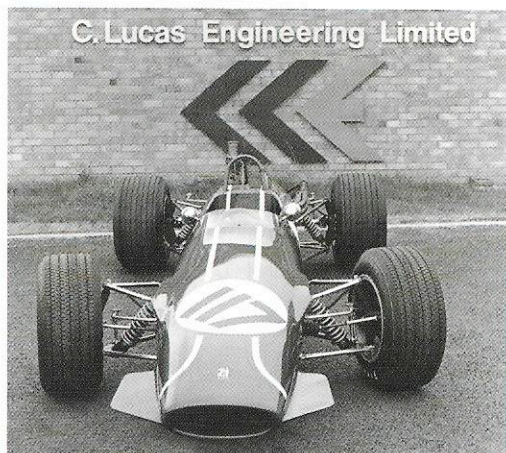
The 2012 RMVR Colorado Vintage  
Motorsports Yearbook





Words & Photographs by William Taylor

# AUTO-*bio*



▲ The Titan Mk 3a was introduced at the end of the 1968 season

**Charles** Lucas Engineering which had run the official three-car works Lotus Formula 3 team in 1966, continued with a single Lotus Type 41 for 'Luke' to drive throughout 1967, alongside a brace of Brabhams for Harry Stiller. At the end of '67 they had started work on building their own cars, which they named Titan. The first chassis, the Mk1, was an 1100cc Lotus 23 based sports racer, and the Mk2 a 3 litre Martin V8 engined Lotus Type 35, which was intended for F1. After a disagreement with Colin Chapman over prize money, they took the decision to go ahead and build their own single seater chassis that could double as a car for both Formula 3, and the newly introduced Formula Ford series. Thus as the 1967 season came to a close, the Titan Mk3 was revealed.

# 1968 titan mk3a



# auto-biography

The car was a conventional late sixties spaceframe car. In standard Formula 3 specification the car was fitted with a 997cc, 4-cylinder Cosworth MAE engine, that was based on the Ford 105E block. These incredible high-revving, one-liter, Formula 3 engines produced over 100bhp, and gave the series the nickname 'The Screamer Formula.'

Suspension on the Titan Mk3 was outboard with double wishbones at the front, at the rear it was a top link with a reversed bottom wishbone and double radius rods. Although the Mk3 did not appear until the middle of 1967, its pace was evident when Roy Pike

put it on Pole Position for the GP support race at Silverstone. Success followed, with Pike winning at Crystal Palace and Brands, and finishing second at Oulton Park.

A pair of works Mk3s were run in 1968, and with 'Luke' and Roy Pike driving, the car won several races and set fastest-laps in both the UK and across Europe. However, the independent teams running the car found it difficult to set up and although Leo Kinnunen enjoyed some success in Scandinavia, the Titan design team set about updating the Mk3.

ORIGINAL SPECIFICATION

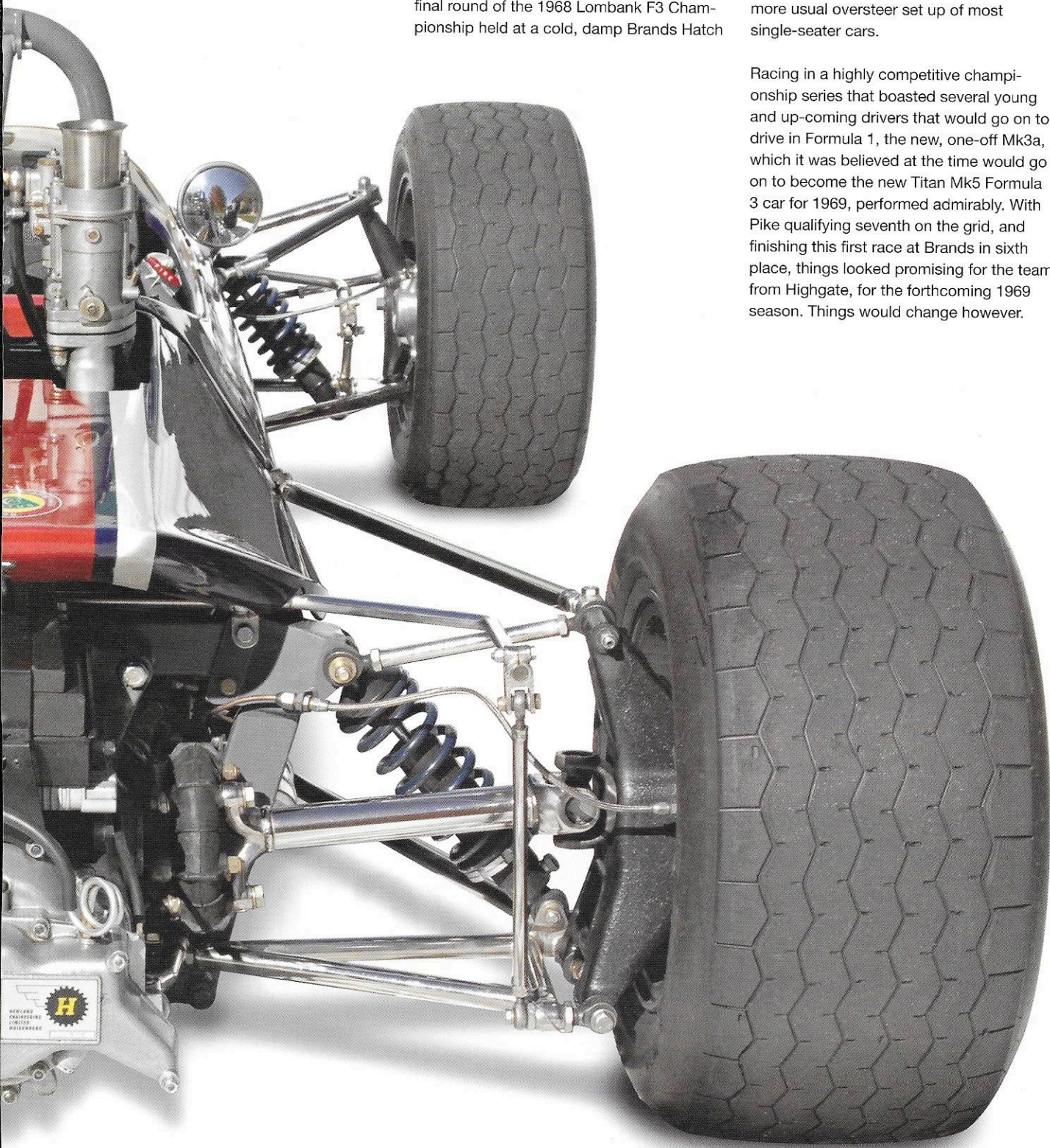
<b>Titan</b> make	<b>142in</b> length	<b>53/55.5</b> track f/r
<b>Mk3a</b> model	<b>67in</b> width	<b>13x8in/13x10in</b> wheels f/r
<b>1968</b> year	<b>35in</b> height	<b>895lb</b> weight
<b>Formula 3</b> type	<b>92.5in</b> wheelbase	<b>Firestone or Dunlop</b> tires
<b>Cosworth Ford 105E</b> engine		
<b>997cc</b> capacity		
<b>Hewland 4-speed</b> transmission		
<b>Multi Tubular</b> Spaceframe chassis		
<b>Girling Discs</b> brakes f/r		



Roy Thomas who had initially designed the conventional round-tube spaceframe car, worked on strengthening the chassis by adding sheet metal panels. With heavily revised front suspension where different pickup points held new wider spaced wishbones, and completely new fabricated box-section uprights replaced the original Triumph Herald type, the Mk3a, with its distinctive nose fins made its debut at the final round of the 1968 Lombank F3 Championship held at a cold, damp Brands Hatch

post 'Boxing Day' meeting, driven by Roy Pike. The rear suspension remained relatively un-altered from the Mk3, except for revised pick-up points, although the inclusion of a slab of lead bolted to the floor underneath the drivers legs, brought questions from other teams. The belief was that this additional weight would help induce understeer (push) at the front, a feature that the American driver preferred over the more usual oversteer set up of most single-seater cars.

Racing in a highly competitive championship series that boasted several young and up-coming drivers that would go on to drive in Formula 1, the new, one-off Mk3a, which it was believed at the time would go on to become the new Titan Mk5 Formula 3 car for 1969, performed admirably. With Pike qualifying seventh on the grid, and finishing this first race at Brands in sixth place, things looked promising for the team from Highgate, for the forthcoming 1969 season. Things would change however.



Programme 2s 6d

# GUARDS international

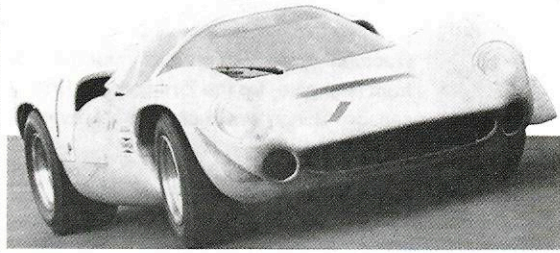
RAC BRITISH SPORTS CAR CHAMPIONSHIP RACE

Supported by British Saloon Car Championship Race and three Formula 3 events

## BRANDS HATCH

Bank Holiday Monday

2nd September 12.30 p.m.



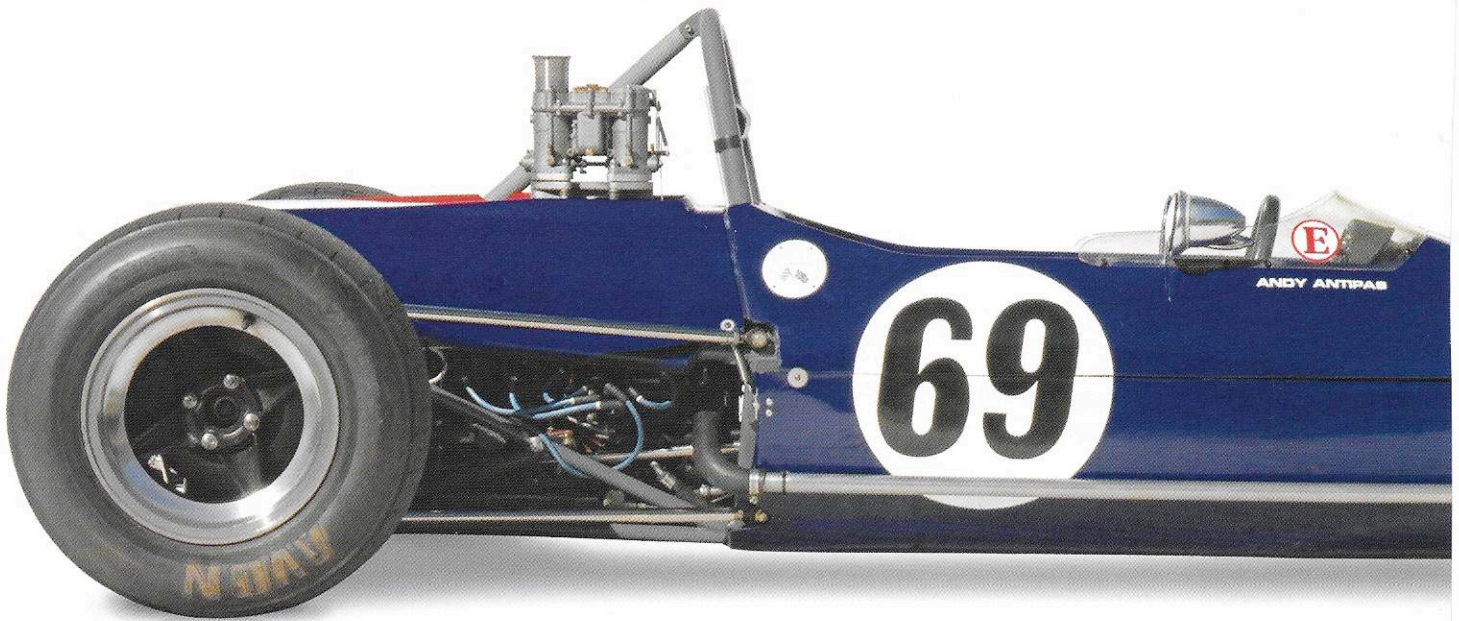
Organised by the BRSCC for Brands Hatch Circuit Ltd

# Autocar

FIRST AWAY AND ALWAYS AHEAD  
THURSDAY 2s 6d.



▲▼ Sept 1969: 'Luke' qualified on Pole Position but retired in the Guards Trophy at Brands Hatch.



# AUTO-biography

Before the 1969 season could get underway, business plans for Charles Lucas Engineering took a different direction, and the company decided to concentrate their efforts on the engine building and preparation side of motor racing, rather than building cars. With that, the name Titan disappeared from the long list of 1960s UK Formula 3 car builders (from here on, Titan would only build Formula Ford cars), and the singleton Mk3a was sold to owner/driver Ben Moore.

Moore, who was a friend of Roy Thomas had raced a Titan Mk3 with minimal success in 1968, entered the car for the British F3 Championship and, feeling that he was probably out of his depth, asked 'Luke' to drive. In their first race, the 15-lap Martini International Trophy for Formula 3 cars at Silverstone in May, the new partnership got off to a terrific start, with Luke qualifying second and finishing the rain-soaked race in first place.

Of course, it has to be said that some of the top cars and drivers in the championship were absent from the race at Silverstone, attending the Monaco Grand Prix that weekend, but nevertheless, one wonders if anyone could have matched the speed of the Mk3a that day. Running on narrower than usual Dunlop wet-weather tyres, Luke put on a fine driving display to win almost unchallenged, over 30 seconds ahead of the second placed car of Tetzu Ikuzawa in a Lotus 59.

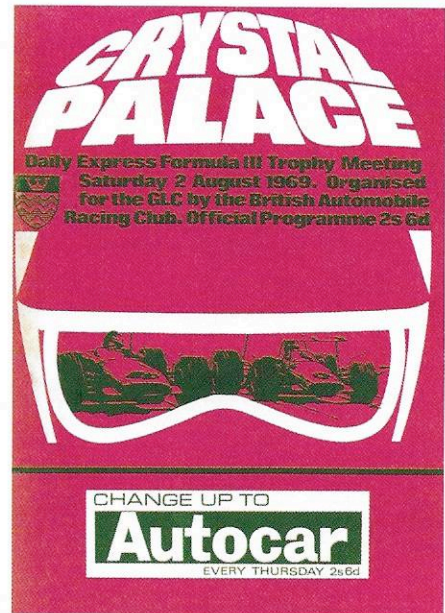
The remainder of the 1969 season would prove less fruitful. As the year progressed, Titan became less and less interested in helping Moore to develop the Mk3a to keep up with the other works cars, one of which

was now being driven by future Formula One World Champion, Emerson Fittipaldi in the Jim Russell run works Lotus.

After entering to drive in the following two races at Rufforth and Mallory Park, where in the latter he crashed the Mk3a, Moore decided that he wasn't doing the car justice and relegated himself to number two driver in the team, driving an older Chevron B9. For the remaining races of '69 Luke had some promising qualifying sessions but never really put together a good run in the final race of the day, (most events consisted of two heats and a final) and the best overall result he could manage was second in the Reg Parnell Trophy at Crystal Palace in September. Although it has to be mentioned that here at the tricky South London park venue, which really did "Sort the Men from the Boys" he finished just 0.8 seconds in arrears of Fittipaldi in the Lotus.

With the Mk3a having been crashed heavily at the end of the '69, the car never made it onto the track in during the 1970 season and was advertised for sale by Moore through his company Witham Service Station at the end of the 1969 season.

By September 1970 the Mk3a was being advertised in the UK motoring press by a company called D&A Shells, but for the next ten years the car was seen or heard of. In 1981 Charles Lucas bought the car and took it to Roy Thomas at Titan to be restored back to race ready condition. After sitting in Luke's garage for six or seven years the Mk3a sold 'by the works' to Frenchman Patrick Jamin, who at that time ran the race the drivers school at the Nogaro circuit in south-western France.



After being used and abused at Nogaro the Mk3a fell into the hands of Belgian historic racer Andre Bosmans who lived on the outskirts of Brussels. Bosmans restored the car and used it in historic events for several years before advertising the car for sale.

In late 2002 Bosmans contacted Andy Antipas of Denver, Colorado and offered him his Titan Mk3. Once he saw pictures of the car Andy realized that it was actually the one-off Mk3a. "I had to find a way to buy it" Andy told me. Following several months negotiation he bought the car and had it shipped to the USA. After a painstaking restoration to bring the car back to original specification, Andy now runs the car in historic races with RMVR.

