

Titan MK.6 formula ford



Engine: **UPDATED**

C. Lucas Engineering is the only British FF manufacturer that currently produces their own engines. Their F3 engines have had the finest record in Europe over the past 3 years. This F3 experience has been passed on to the FF engines which proved to be the most reliable and fastest engines available anywhere last season. Every C. Lucas engine has a minimum of 95 horsepower and is dyno tuned on one of their 3 new Heenan & Froude dynos. All engines are carefully bored +.030, balanced and blue printed. The Formula 2 type dry sump pump is manufactured by C. Lucas and adjustable for required pressure. All camshafts used are carefully selected for accuracy of grind. Toothed belt pulley with Gilmer belt drive is fitted to water pump. Four into one large bore upswept exhaust system with chrome plated tail pipe is fitted as standard equipment.

Gearbox:

Hewland Mk 8 with 9:31 ring and pinion. There are 22 alternate quick change ratios available.

Chassis:

Manufactured by Arch Motors from seamless tubular steel of British specification T45 in 18 gauge. Nickel bronze welded and fully triangulated for maximum rigidity in the forward, cockpit and engine compartment.

Probably the strongest and most advanced chassis yet seen in Formula Ford. Finished in deep gray baked enamel.

Front Suspension:

Independent wide stance lower "A" frame with upper link and long trailing arm. Adjustable selected springs mounted on adjustable Armstrong shock absorbers with spherical bearing ends. Steel hubs ride on taper roller bearing attached to forged steel uprights.

An adjustable anti-roll bar is fitted. The suspension is all heavily chrome plated and fully adjustable for ride height, camber, castor and toe in.

Rear Suspension:

Independent by reversed lower "A" frame, top transverse link and twin trailing radius rods. Adjustable coil springs are fitted to Armstrong adjustable shock absorbers with spherical bearings for top and bottom pivot mountings.

The suspension is all heavily chrome plated and adjustable for castor, camber, ride height and toe in.

An adjustable anti-roll bar is fitted. The hub carriers are magnesium alloy.

Steering:

Lucas Engineering rack and pinion assembly in a cast alloy housing. An adjustable spring loaded damper is fitted. Steering wheel is 10½" leather padded with adjustable steering column.

Tyres: FIRESTONE No Dots

~~Dunlop racing 4.25/9.50 x 13 front; 4.75/10.50 x 13 rear in 970 all weather compound.~~

Brakes:

9" diameter discs front and rear with regulation Girling steel calipers. The independent hydraulic systems for front and rear with twin master cylinders are adjustable for front to rear braking ratio.

Oil System:

Dry sump with an aluminum oil tank mounted behind the radiator. Crossflow oil radiator is incorporated in the main radiator, the oil being carried from front to rear of the car via the main chassis tubes.

Pressure and scavenge being by Lucas pump. An aluminum catch tank is mounted at the rear of the car next to the gearbox.

Cooling System:

Water is carried to and from the front mounted crossflow radiator via the main chassis members.

A combined header tank and swirlpot with 10 psi cap is incorporated.

Instruments + Electrics:

8000 rpm Smiths chronometric tachometer. Smiths oil pressure and water temperature gauges.

An external master switch is fitted.

Electrical supply by rear mounted Varley dry cell battery.

Fuel System:

Foam-filled, semi-rigid rubber fuel cell with 8 gallon capacity.
Aluminum bowl on fuel pump.

Body:

Manufactured by Specialized Moulding of England. Four piece color impregnated resin bonded glass fibre reinforced mouldings. High gloss finish available in 22 colors. Body removable in 60 seconds for ease of maintenance and cleaning. Full undertray below engine which gives the Titan Mk 6 aerodynamics second to none.

Seat:

Resin bonded glass fibre reinforced molding, mounted in a semi reclining position. Two position seat mountings. Room enough for a 6'2", 240 lbs. driver.

Wheels:

4 stud fixing with 13" diameter steel wheels of 5½" width front and rear. Carefully checked for runout.



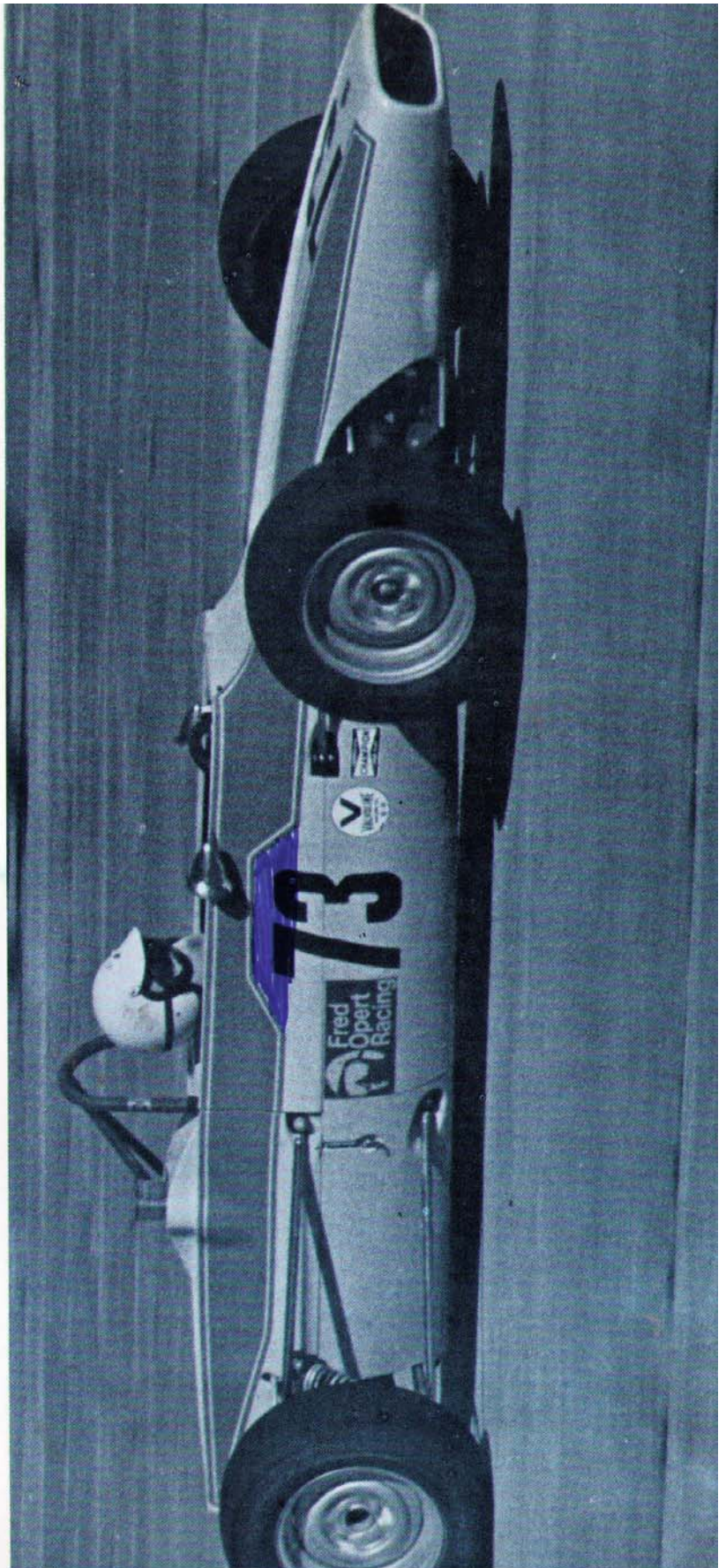
A Proven Performer

The brand new Mk 6 Titan was the fastest car, (out of a field of over 50) it's first time out. This was at the Sebring Formula Ford race on December 28, 1969. This was not some obscure regional but the biggest and toughest race ever for Formula Fords. All of the top European and American Formula Ford drivers were there. We sell performance not promises.

Pierre's Motors and Fred Opert Racing, the main distributors of the Titan Formula Ford, have between them 16 years of Formula Car knowhow. Pierre's Motors and Fred Opert Racing have sold more Formula A, B & C cars in the U.S. during the past 5 years than all the other dealers combined. Over the past 2 years they have sold 5 other brands of Formula Fords. When the Titan franchise became available they gave up all the other makes so they could handle the best.

The experience of Pierre's Motors Racing and Fred Opert Racing combined with the engineering knowhow and A1 facilities of Charles Lucas Engineering are responsible for bringing to the North American market a Formula Ford Racing Car second to none.

You will note that we have a dealer for Titan cars located in every Racing Division of the U.S. plus a dealer in Canada. All of these dealerships are run by experienced race drivers. All of these dealers will stock a complete supply of Titan spares.



Dimensions:

Wheel base	92½"
Front track	54"
Rear track	53¼"
Overall length	147"
Overall length (with tailpipe removed)	141½"
Overall width	61½"
Height to top of rollover loop (at 4" ground clearance)	36¼"
Height to top of windscreen (at 4" ground clearance)	24½"
Maximum body width	26½"
Weight including oil, water, seatbelts, fire ext. less fuel	890 lbs.

Other Features included at no extra charge

- 3" seat belt
- 2" Shoulder harness
- Fire extinguisher

