

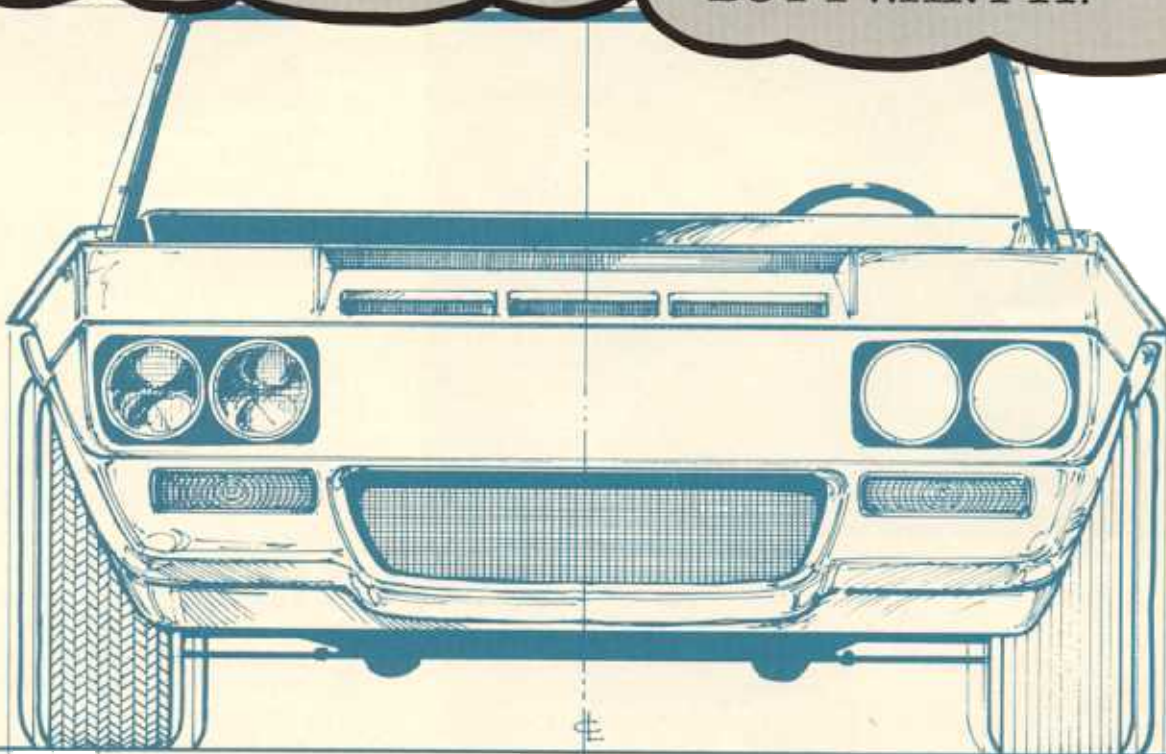
CRASS ADVERTISEMENT

"WHAT IS IT LESTER?
SOMETHING FROM
OUTER SPACE?"

"DON'T GET CLOSE
IRENE. DON'T TOUCH
IT. JUST STAY
COMPLETELY AWAY.
IT LOOKS DANGEROUS."

"LET'S ASK THAT
BIG MAN IF IT'S
FOR SALE, LESTER."

"OK, LET'S DO.
I DUNNO WHAT IT IS,
BUT I WANT IT."



OVERALL WIDTH 69.5"

The Vintage Motorsport Quiz

Have you ever said, "That car looks too quick to race?"

Yes No
☐ ☐

Have you ever said to a salesman, "I'll pay you *more* than the sticker price for that car?"

☐ ☐

Have you ever driven a road car that had *too much* power?

☐ ☐

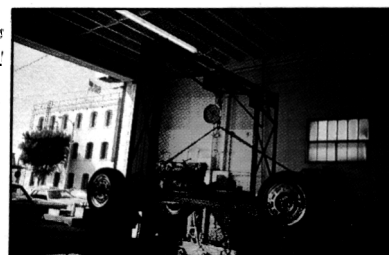


Vintage Motorsport reluctantly introduces The MAXTON CAR.

Lawrence wheels out Old Number One. February 1984



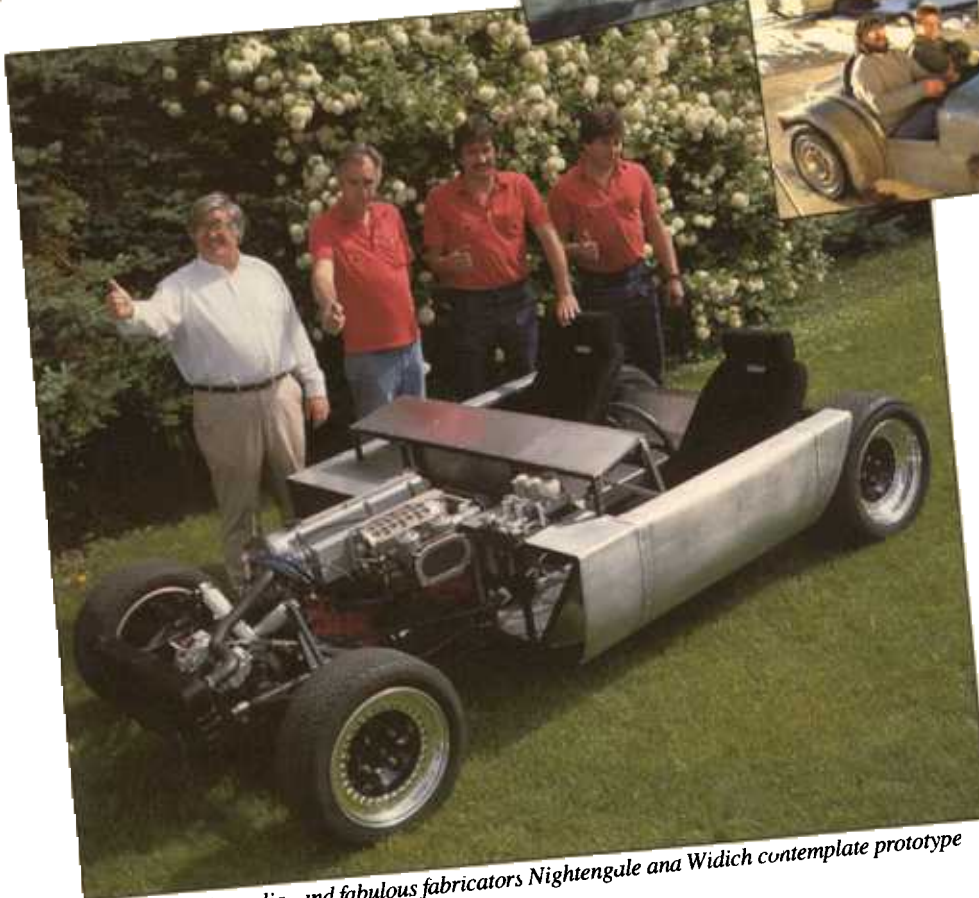
1,050 lbs. sans body and radiator!



Blurred Maxton Archive snapshot reveals 'Leonardo' Mate and Steve Lawrence chortling after ride in test bodied prototype. (Give an Englishman a piece of sheet metal and he'll do something silly with it!)



Mate and Maxton's Director of British Silliness, Richard I'Anson, gloat over Maxton nose.



Sutherland, Dopudja, and fabulous fabricators Nightengale and Widich contemplate prototype

To obtain Mr. Sutherland's '86 Mille Miglia article, Vintage Motorsport had to conduct and print the following tasteless interview. We found the subject seated in his favorite Bugatti.

Vintage Motorsport

Bob, tell us what you're doing.

Robert Sutherland

Enjoying a half gallon of ice cream as you can clearly see.

VM: No, no. I mean about this car, the Maxton.

RS: Oh the Maxton. Yes, it's getting to an exciting stage. But let me say at the outset that the Maxton is not my project, but that of Pleasurable Developments, a company I'm associated with.

VM: It's a road car not a racing car, right?

RS: A sports car that could and would be

raced, actually. There are plenty of good GT cars nowadays, but you just can't get a sports car. Something you'd want to jump into and blast down a beautiful road on a sunny day, or take out to the track to blow off the Corvettes. We've lost the visceral pleasure of motoring and I'd like to see it come back. 0 to 60 has gone to the dogs and that's a shame!

VM: Before you tell us about the car, explain why you'd want to get involved in something like this. I thought your game was vintage racing.

RS: Well, I'm lucky enough to possess more than my share of old racing cars, and I have so much fun thrashing them that it would be nice to develop a road machine that embodied some of their best qualities. If, for less than \$25,000, you offered a car which could be enjoyed on an everyday basis but would have sensitive steering

like a Grand Prix Bugatti, the sound and acceleration of a 250F Maserati, and the agility of a Lotus 23, you would have accomplished something. Right?

VM: Is the Maxton such a car?

RS: I hope it will be. We've been at it for three years now and we're very close to a car that's brutally quick, pleasing to the eye well-mannered in a corner, and comfortable to use.

VM: When did all this begin?

RS: I'd been dreaming about a sort of quintessential Lotus 7 for years, and one day I was having an excellent plate of burritos with Steele Therkelson and Christopher Lawrence in Los Angeles. There was the usual sort of mindless automotive chit-chat like, "What if we put two 427s in a Mini?" I mentioned that I was looking for someone to design a car using a Datsun 280Z engine, and was amazed when Chris quickly volunteered. His credentials were impressive — number one Morgan racer in England in the early sixties, GP competitor in his own personally engineered and built F-1 car featuring a Cooper chassis and a GTO Ferrari engine. Also he had designed lots of chassis and suspensions.

VM: So Chris sketched and built the prototype?

RS: That's right. Before I knew it a company had been formed that contracted with Chris to do a car.

VM: *Why put the engine in the front?*

RS: Well, everything's been tried in mid- and rear-engine cars, and the English seem to be doing fabulous things with their Clubman racers.

VM: *Were you surprised when you first saw Chris' chassis scheme?*

RS: Surprised and excited both. The Alfa transaxle in the back seemed like a great idea. I race a lot of de Dion suspended cars in Historic and have always liked that layout. The leaf spring as a lower suspension member on the front did seem sort of bizarre, but Chris convinced me that it would work. It enabled us to have inboard front brakes, which I thought was neat.

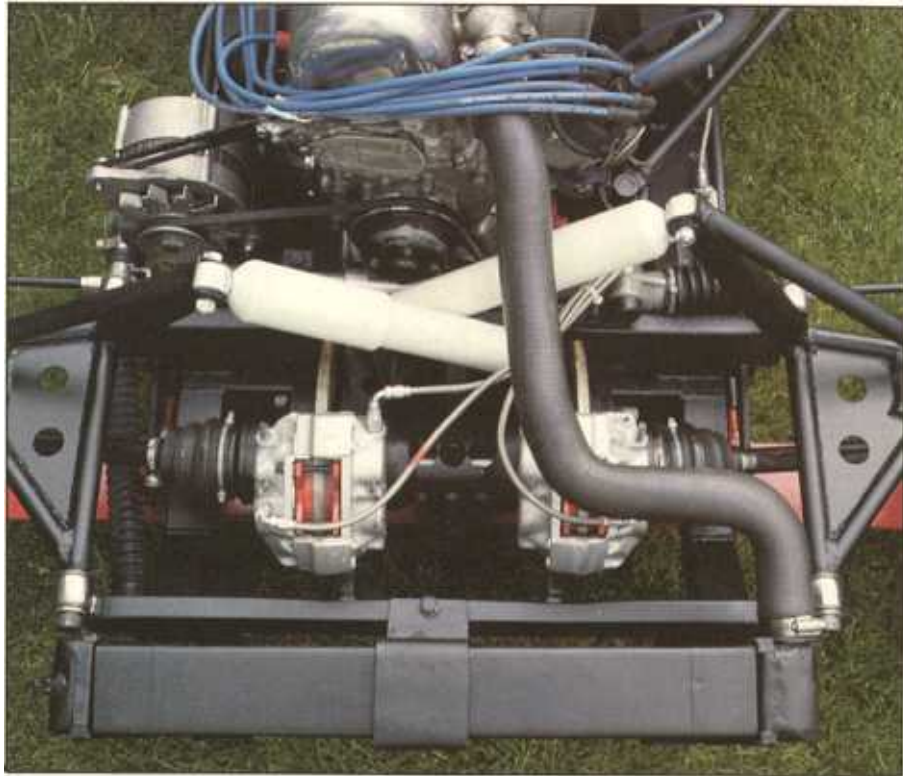
Anyway, I am no suspension engineer and had to rely on Chris to produce a car that would handle. And, thank God, handle it does! It's light, too. Only 1000 pounds without bodywork and radiator.

VM: *Why the Datsun engine?*

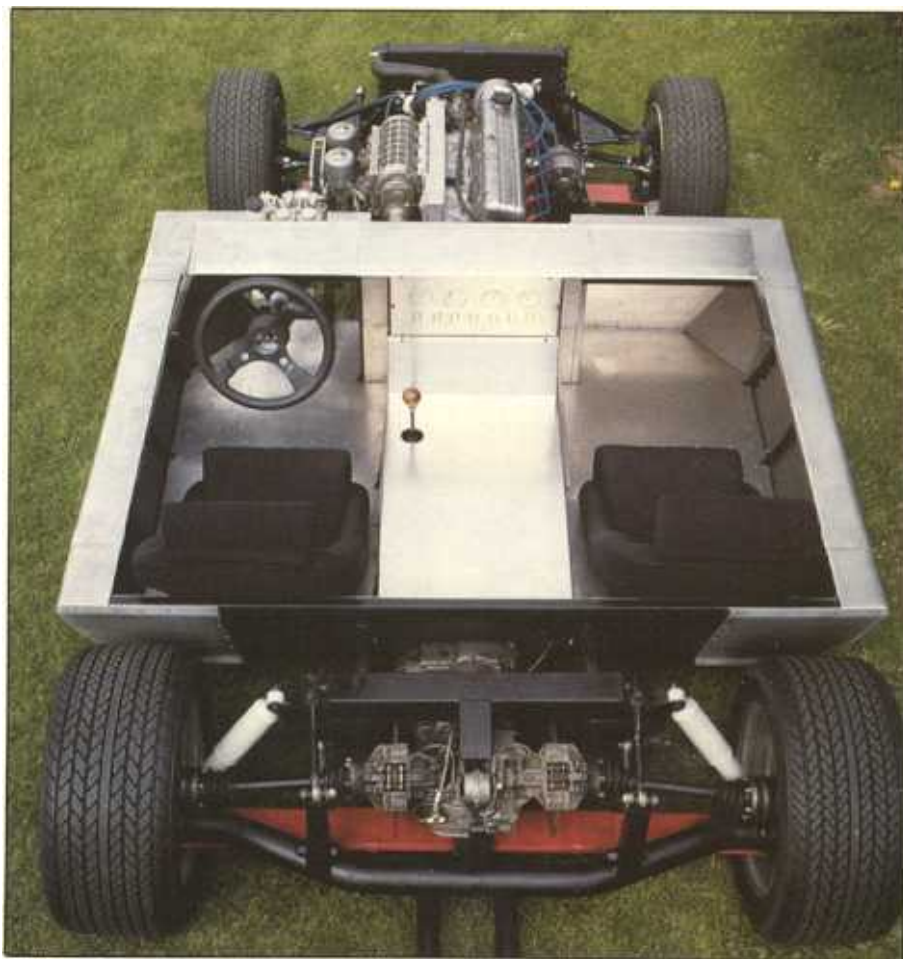
RS: Well, although the design of the top end is antiquated, it's a seven main bearing motor of immense longevity. My brother-in-law decided to replace the rod bearings in his 280Z after 120,000 miles and could hardly detect any wear. They are just about bullet-proof and can stand a lot of tweaking and abuse. Besides, I have always loved the music of a straight six. And now that we've added the Rootes blower, we have power, torque, sound, reliability, low cost — everything. We may go with a Rover V-8 for the English market, because they don't seem to be too impressed by Japanese products.

VM: *What was your first ride in the prototype like?*

RS: My first run was through morning rush hour L.A. traffic with no windshield heading toward Willow Springs. Chris had cobbled up a test body; the seating position was terrible and the cockpit like an inferno, but the acceleration was fabulous, and I kept getting all these thumbs-up signs from assorted criminal types driving along beside me. When we got to the track, I just couldn't believe the lateral adhesion. With the wide tires, you have to be fairly courageous to get it sideways. Yet the suspension is soft, like on a Lotus Elan. Our lap times were excellent too.



Maxtomania front end: Audi 100LS uprights, shafts, brakes; Gordon Schroeder rack, inboard shocks



Maxton's width comes from transmission located between seats.

MAXTON!

VM: So you liked it right away?

RS: It handled and was super quick. The rest I knew we could sort out. We had a hysterical time getting the thing back to L.A. I got a speeding ticket at twilight and ended up motoring along with no lights on a very busy freeway. Eventually we just left it at a gas station for Chris to retrieve the next morning.

VM: What were the thoughts of others who sampled the car?

RS: Dave Bottles' reaction — a primal scream of pleasure as he shut the thing off after his first ride — typefied how everyone felt. We knew we had a very good car.

VM: What happened then?

RS: Well, Chris Lawrence's stepson Mark drove the thing to Denver in January, earning himself the coveted Victoria Truss, Maxtonia's highest award! Then all my Denver cronies tried to break it. It says something about the car or my friends that it held up. We did encounter a little problem with the location of the front brake calipers and sent the car back to Chris for development.

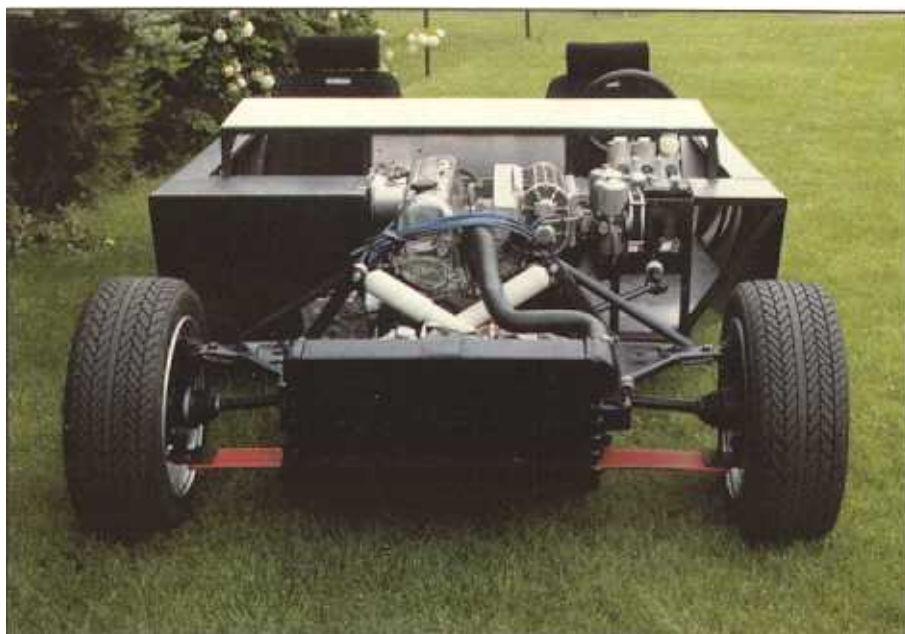
VM: And...

RS: And at that point the Stroker McGurk mentality took over.



Maxton Director of Heavenly Bodies, Mike Mate, caresses clay model.

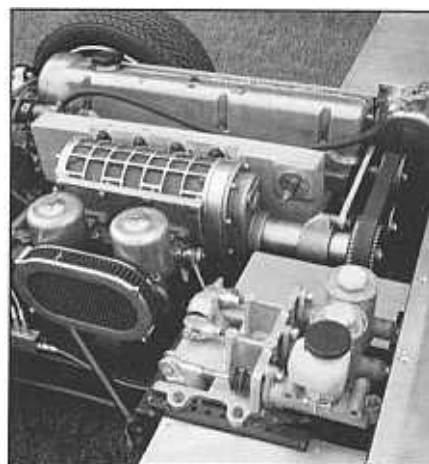




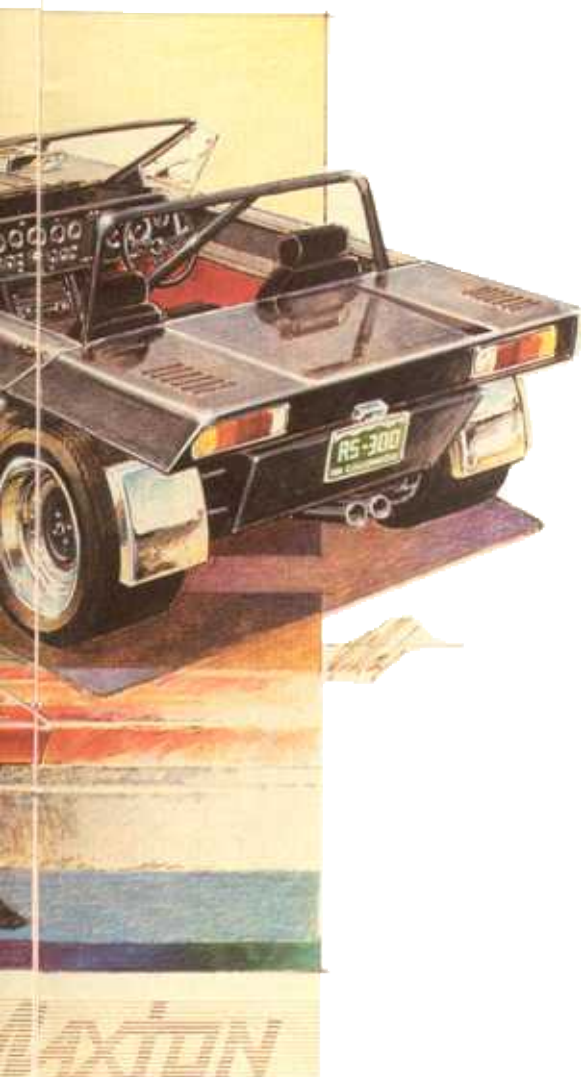
Prototype awaits nose from England.



Sutherland discusses location of chocolate eclair locker with Mike Dopudja.



Gilmer driven Magnacharger lifts stock Datsun's output to 250 bhp.



VM: *Stroker who?*

RS: Stroker McGurk said, "If a little is good, more is better, and too much is just right!" The chassis was so robust, we thought we would go for *more power*. Chris fitted the Magnuson supercharger and now we have truly electrifying acceleration and an even more exciting sound. The car is a lot quicker than my 930 Porsche. We have 250 hp and are trying for 1400 lbs all up weight, 5.6 lbs/hp. Look out Cobras, here we come!

VM: *Wretched excess!*

RS: Yep.

VM: *I'm wondering why the Heacocks would permit this sort of thing in their magazine.*

RS: Kate wants a Maxton.

VM: *I see. What happened next?*

RS: We had been working on a body shape, but it wasn't going anywhere. Mike Mate then came on the scene and offered to do a design gratis. His early sketches were very interesting.

VM: *What kind of stuff did he come up with?*

RS: First a beautiful, voluptuous Ferrari-like fifties shape that would have been horrifically expensive to execute either in aluminum or fiberglass and might have looked strange with our wide tires. Then he did sort of an early seventies wedge that he liked. Then came the masterwork, our present design, wherein he went back to a simpler concept in flat panels. It's a car

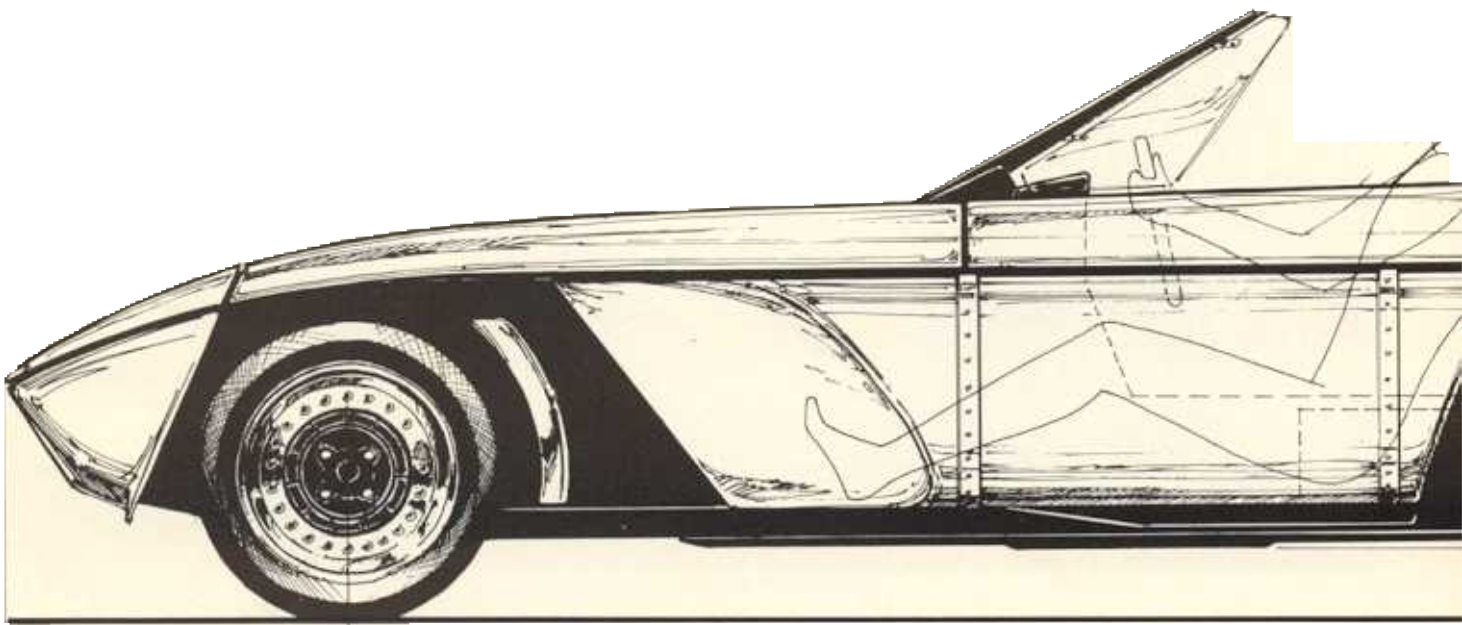


Dare we call it Lawrenceglide? From top: upper wishbones with inboard shock, brake driveshaft, "Lawrence Spring" with sway bar attachment and locating arm.

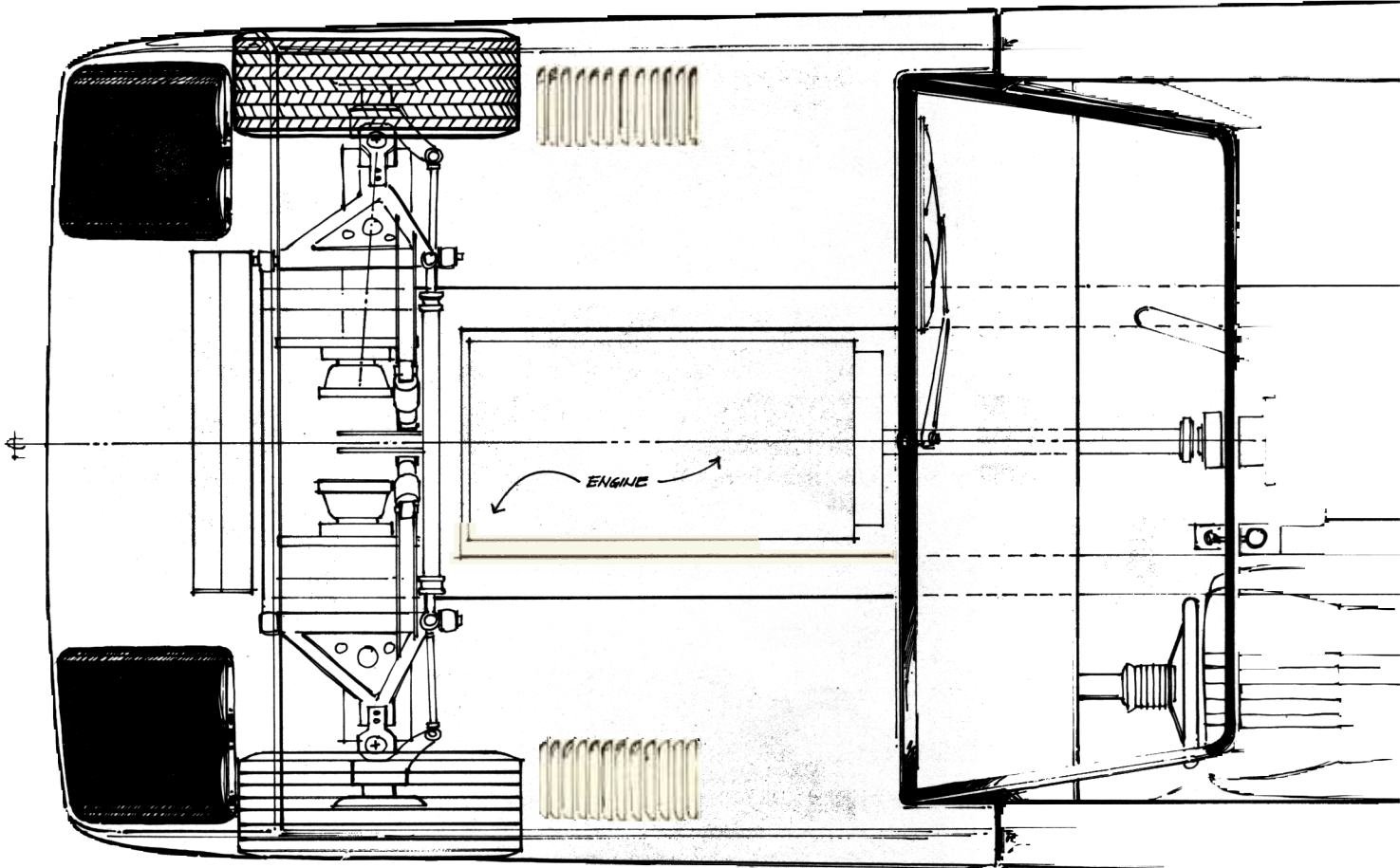
Darth Vader would be proud to drive to the prom or race in SCCA.

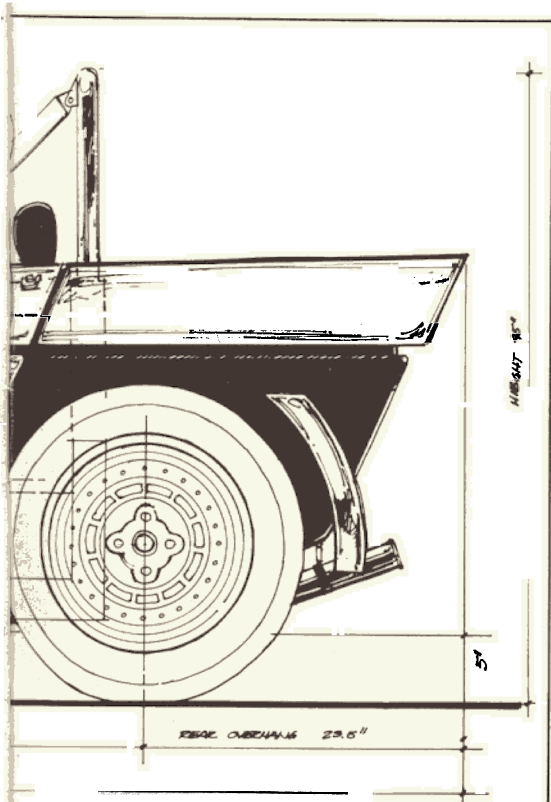
VM: *And you're building that body now?*

RS: We had the nose rolled out a couple of weeks ago in England, and Brian

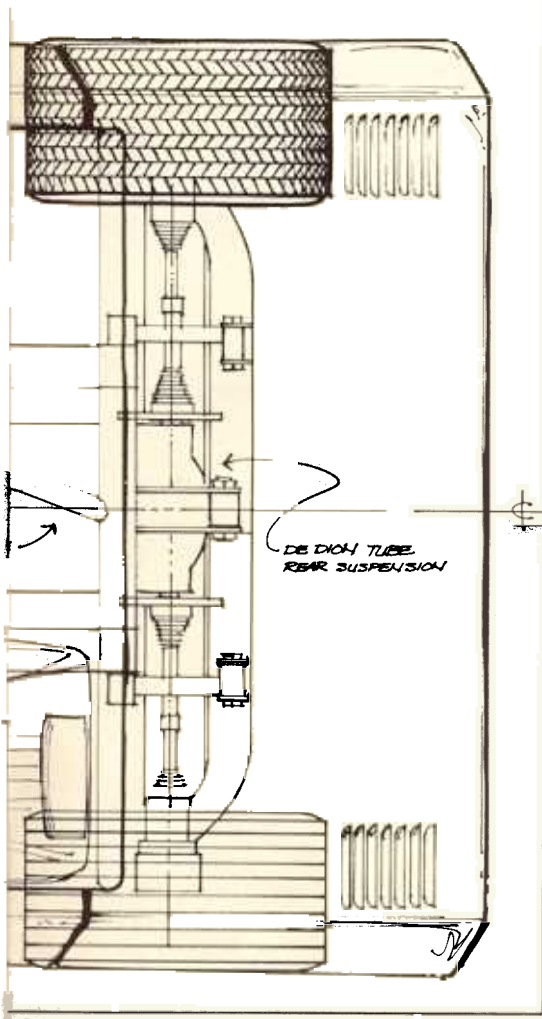


FREE OVERHANGS





"Checkbook-Falls-Readily-To-Hand" seating position.



Rear end features: Alfa de Dion, brakes, 5 sp transmission-cum-clutch; note "Lawrence Spring" set off by "Tart's Bathroom" paint scheme.



Nightingale at Mike Dopudja's is doing the rest in aluminum. Soon we'll have a finished prototype. The production body would be in high quality fiberglass.

VM: *You actually intend to make some of these?*

RS: I'd like to, if possible.

VM: *You would produce them in England?*

RS: Yes, we have been talking to Chris Smith who makes the Westfield Eleven up near Birmingham. He is very enthusiastic and has just the expertise and production facilities we need. He would market them in Great Britain, Germany and Japan.

VM: *Will you be bringing them into the United States?*

RS: There are a lot of problems there obviously. It is our intention that the car exceed all federal safety standards. Even then we still might not be able to sell road cars in the U.S. However we have been approached by people who want to race Maxtons and we said, "Why not?" The prototype has stood up under massive track testing. I think we could import Maxtons exclusively for track use.

VM: *What's next?*

RS: Finish the prototype and take it to mid-Ohio, Elkhart and Monterey. We'll make a second car in England with perhaps the Rover engine. Then we'll see if the press likes what we've done.

VM: *How would you sell them?*

RS: It would not be Pleasurable Developments or I that would sell them, it would be Westfield. Chris would announce a Founder's Series of twenty cars. We wouldn't produce anything until we had sold out all twenty. I think some people would be excited to own one of the very first cars of what could be a strong new marque.

VM: *What have you learned from race car restoration that's helped with the Maxton?*

RS: Obviously, I now know something about how things are put together. We're trying to get as much nice racecraft into the car as we can, for instance, a shift lever just like the one on Nicky Lauda's GP Ferrari and pedals that are perfect for heel and toeing. The parts that Mike Dopudja is now making for the car look like they should go in the Museum of Modern Art!

VM: *Where could I get a test drive?*

RS: In Denver after the end of June. I've always gotten into a lot of trouble loaning out cars and don't intend to stop now.

VM: *Do you actually think there are people out there who would want to own something like this?*

RS: Are you kidding? Where is it written that cars have to be boring, slow and ugly? I think there are a few pioneers out there who

will want to come along with us. It'll take some guts, I'll grant. We would need to be indemnified in every way before we would permit a car to be sold. We're looking for the kind of folks who helped Colin Chapman build his first trials car in the garage behind his father's pub. And not just prospective buyers. Some of the best ideas have come from people who will never own a Maxton. This is a team venture in every way. There's room for everybody.



Will "Too Quick to Race" look be enhanced by bodywork? Only time will tell

Only the future can answer the following questions:

1. Where do Art, Science and Speed meet for lunch, and what do they order for drinks?
2. How soon will Steve Earle accept the Maxton in Historic?
3. What is the Maxton Index of Pleasure?
4. Are the perpetrators of the Maxton Car harmless loons, or are they serious or both?

If you would like to receive Shriek (named after our blown sound), the Occasional Organ of the Maxton Car, whose first issue will contain the demented account of Sutherland's and Mate's zany Maxton trip around England after the Mille Miglia, and if you want to hear about the Maxton Museum which will be open before the first car is produced, please clip and mail the following:

The Maxton Car Survey

Check any or all of the below:

1. I would like a Maxton pin to wear while I bathe. ☐

2. Send me a Maxton car right away. Blank check enclosed. ☐

3. I've had enough. I'm calling my lawyer. ☐

4. I want more. I'm calling my accountant. ☐

Comments, disparagement, encouragement, good ideas, invective should be directed to Robert Sutherland, Pleasurable Developments, Inc., Suite D-202, 7200 East Dry Creek Road, Englewood, Colorado 80112.

NAME _____

ADDRESS _____

City _____ State _____ Zip _____