

MAXTON



Sports cars, in their purest form, are meant to be simple, spirited, agile, and fun. These essential qualities, missing in today's "sports sedans" and "sporting convertibles," have returned with a purpose in the Maxton Rollerskate. And, state-of-the-art advancements in chassis design, brakes, electrical systems, tires and overall structure assure that contemporary reliability will enhance the visceral joy that comes from the Rollerskate's brilliant performance.

The spirit of the true sports car lives on in this exhilarating machine.

Development

Maxton personnel come from road racing backgrounds. Everything on the Rollerskate has been designed and built to race car standards, and many miles of brutal on-track testing have resulted in a road car that excels in performance, comfort, and safety.

The ride, fit, and comfort, however, have not been compromised. This is an automobile in which you will want to spend many pleasant hours.

Overall Structure

The Maxton Rollerskate starts with a firm foundation, an extremely rigid box-tube chassis

specially engineered by Ben van der Linden, SCCA's Vice President of Engineering and the man responsible for overseeing the SCCA spec. racer series.

The tuned space-frame chassis is designed and balanced for the Mazda rotary engine, a reliable, reasonably priced powerplant available worldwide in a wide variety of configurations from gentle to fierce.

Rack and pinion steering, double wishbone front suspension with ventilated disc brakes, a Mazda 5-speed gearbox and rear axle are complimented by an elegant fiberglass body designed by Mike Mate, internationally known automotive artist and stylist.

Assembly

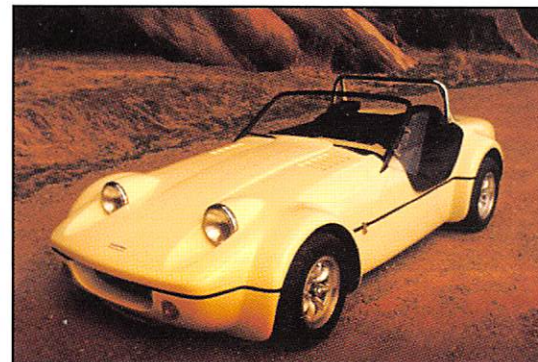
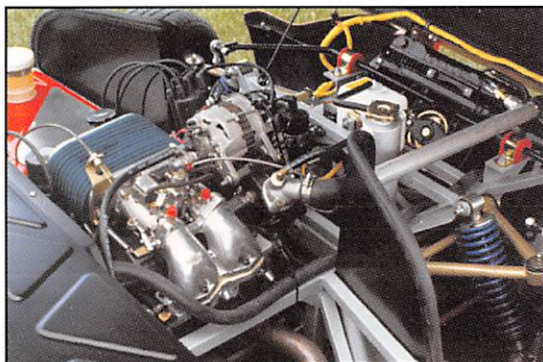
The Rollerskate is a component car that comes to you as a rolling chassis, 80% assembled. The body, suspension, wheels, tires, transmission, steering rack, rear axle, anti-roll bars, fuel tank, foot boxes, pedals, brakes, brake lines, and wiring harness are already in place. Except for the paint and engine, literally everything else you'll need to finish the car — the seats, carpeting, top and side curtains, gauges, heater, windshield, electrical devices, exhaust system, radiator, etc. — is there, ready for your careful touch.

Maxton has worked hard to simplify the assembly process. The average individual should be able to complete the build in 50 hours or less, using ordinary hand tools.

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"... the real surprise comes when the road becomes twisty. This is where the car earned the name 'Rollerskate'"

"... a fun, simple, open-air sports car. It does everything you wished a Sprite could do when you had one as a kid, but does it better, with a lot more power"



“... What'll it do? Just over 5 sec to 60 mph with the higher-bhp engine. Get around a corner flat with what you might call impish authority. Act even more like a streetable Formula Ford than a Mazda Miata. Touse your hair in

the nicest possible way ... and generally plant a grin across your face. It's a car for Saturday mornings after a hard week.”

John Lamm
Road & Track Exotic Cars Quarterly, Spring '91

“... Given a sunny day, an empty road and a friend to go along, the adventure is well worth the effort we've put into our Maxton Rollerskate”

Pat Goss
MotorWeek on PBS

VEHICLE TYPE

Front mid-engine, rear wheel drive two-seat roadster
Body/chassis: steel tube frame, fiberglass body

ENGINE

Configuration: Mazda 12A or 13B rotary, owner installed.
Longitudinal mid-front mounted two-rotor, normally aspirated
Displacement: 80 cubic inches
Compression ratio: 9.7:1
Power output: 135 to 240 bhp at 7,000
Torque: est 140 lbs. ft. at 4,000 rpm (typical)
Fuel delivery: Single Dellorto DHLA 48 carburetor
Fuel requirement: Premium Unleaded

TRANSMISSION

Type: 5-speed manual
Gear Ratio Speed in gears
1st: 3.67 32
2nd: 2.22 54
3rd: 1.43 83
4th: 1.00 119
5th: 0.83 127 at 6,250
final drive: 3.91

DIMENSIONS & CAPACITIES

Curb weight: 1,680 lbs.
Weight distribution, f/r: 47/53
Wheelbase: 90.0 in.
Track, f/r: 54.25/55.75 in.
Length: 142.5 in.
Width overall: 64.0 in.
Height: 41.5 in.
Fuel capacity: 11 gallons

STEERING, SUSPENSION, BRAKES

Steering type: Ford Mustang II rack & pinion.
Turns, lock-to-lock: 3.3
Front suspension: Ford uprights, fabricated upper and lower A-arms, coil springs over telescoping shock absorbers, 5/8 in. tubular anti-roll bar
Rear suspension: Mazda live axle with Racing Beat limited slip, lower trailing links, upper semi-trailing links, Panhard rod, coil springs over telescoping shock absorbers, anti-roll bar
Wheels: Revolution 6 x 13 in. alloy wheels
Tires: BF Goodrich Comp T/A, 205/60VR-13
Brakes, front: 9.3 in. vented discs (Mustang II)
rear: 7.9 x 1.3 in. finned drums (RX-7)

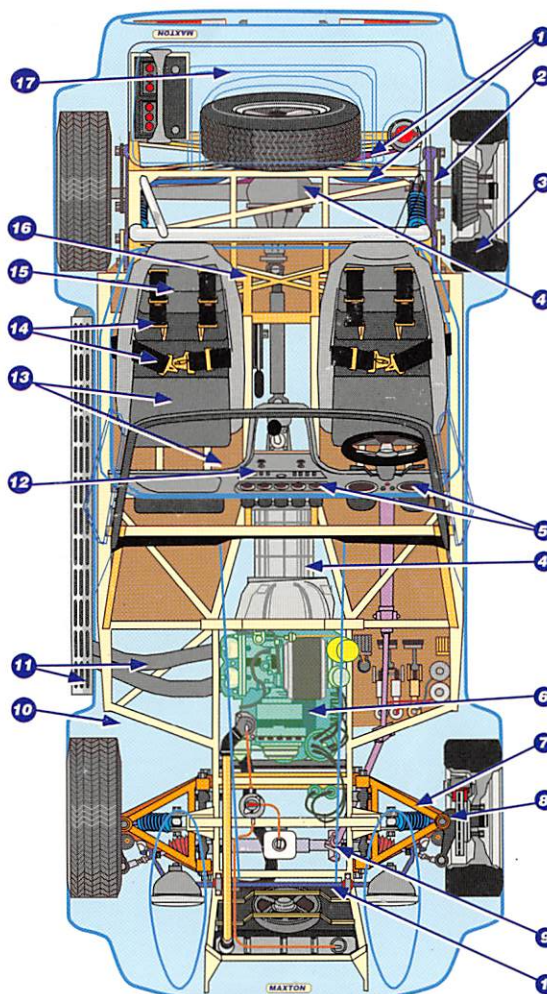
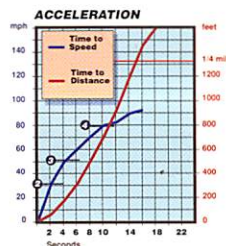
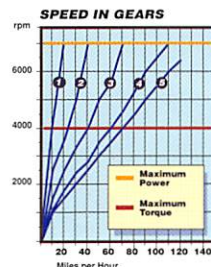
PERFORMANCE

0-60 mph: 5.48 sec.
1/4 mile: 14.56 sec. at 92.2 mph
Top speed: 127 mph at 6,250 rpm
Braking from 60 mph: 130 ft.
Braking from 80 mph: 239 ft.
Skidpad: 0.88 g

Engine elasticity (time, seconds)

Gear	30-50	50-70
3	3.4	3.7
4	5.6	5.5
5	8.3	8.0

(Performance figures will vary depending on engine choice and state of tune. These times were performed with a 13B powerplant developing 180 hp at 5,700 ft. elevation.



Features

Wide-Track design with low center of gravity

- 1 Tubular Front & Rear Anti-Sway Bars, Pan Hard Rod
- 2 Upper Semi-Training Links, Coil-over Shocks, Lower Trailing Links
- 3 6 x 13 Alloy Wheels mounting 205/60VR-13 Comp TAs
- 4 Mazda Live Rear Axle and 5 Speed Manual Transmission
- 5 Full Instrumentation and Analog Gauges
- 6 Mazda Rotary 12A or 13B Powerplant, Owner Installed
- 7 Fabricated Double Wishbones with Coil-over Shocks
- 8 Ford Spindles and 9.3" Ventilated Disk Brakes
- 9 Rack & Pinion Steering
- 10 Fiberglass Body with Fore-hinged Clamshell Hood
- 11 Full Exhaust System, Heat Shield
- 12 Heater/Defroster/Demister
- 13 Contoured Deep Seating, Fully Carpeted and Insulated Passenger Compartment
- 14 Four Point Competition Grade Seat Belts
- 15 Integral Roll-over Structural Member
- 16 Tuned Box-tube Space Frame Chassis
- 17 Useful Trunk, 10 cubic feet Capacity

Optional Tonneau Cover, Emergency Soft Top and Side Curtains

PRICE

Base: \$19,500 FOB Denver (engine not included)

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The Maxton Rollerskate is a component automobile and, as such, is not delivered "turn-key", or ready to drive away, by Maxton Concessionaires, Ltd., Maxton Components, Ltd. or its agents.

Maxton can recommend authorized assemblers, but will not warranty work done outside the Maxton shops.

Maxton Concessionaires, Ltd., reserves the right to change specifications, components and pricing at any time, for any reason.

Please consult your state and local automobile registration office on matters of safety, emissions and compliance with legal requirements and regulations necessary for street or track use, wherever you operate your vehicle.