

1992 Maxton Rollerskate.

My car was #12 of approximately 50 examples built during 1992-93 by a company begun by well known vintage racer and owner of a western chain of lumber yards, Bob Sutherland. It has a Mazda rotary 13B engine, Dellorto sidedraft, Racing Beat headers, and was rebuilt and ported by when new by Tony Rivera, Maxton's engine builder of choice. It makes about 200 hp as it sits.

These are very sophisticated component cars, not kit cars. Most, including mine, were built and completely finished at the Colorado works. Chief engineer Ben van der Linden also designed spec racers for SCCA. The Rollerskate has a tube frame, bespoke front suspension, RX-7 rear suspension. The body design, intended to recall the British roadsters of the late 50's, early 60's. was designed by Michael Mate. The RX-7 motors range from 180-210 hp depending on tune and the finished cars weigh somewhere around 1,600 lbs., assuring spirited performance.



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: 54.0 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: 5.46 sec.
1/4 mile: 14.56 sec. at 92.2 mph
Top speed: 127 mph at 6,250 rpm
Braking from 80 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, Panhard Rod
- 2 Upper Semi-Trailing Links, Coil-over Shocks, Lower Trailing Links
- 3 6 x 13 Alloy Wheels mounting 205/60VR-13 Comp T/A
- 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 Fully Carpeted and Insulated Passenger Compartment
- 14 Four Point Competition Grade Seat Belts
- 15 Contoured Adjustable Deep Seating
- 16 Tuned Box-tube Space Frame Chassis, Roll Protection
- 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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