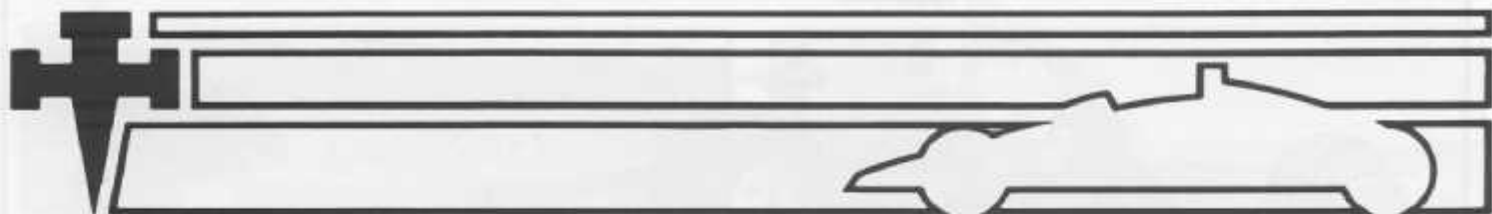


SPECIAL ANNIVERSARY EDITION



Spring 1987

CROSSLÉ NEWS No. 5

The Newsletter of the
Crosslé Register



Crosslé 65F FF1600.

'30 Years of Winning' is the slogan that the Crosslé Car Company have chosen as the theme of their 30th Anniversary Celebrations. From the moment that John Crosslé stepped into his first 1172cc Ford Special on a chilly March morning in 1957 the cars that have come from the Crosslé factory have been to the fore of any motor racing competitions in which they have been entered. '30 Years of Winning' is a tribute to the second longest lasting customer racing car manufacturer in the history of the sport. Lola Cars incidentally are a few months longer in existence. In the three generations of the company's existence, Crosslé's reputation has spread across the motor racing globe. Over 700 vehicles have emanated from the Rory's Wood factory with the distinctive 'dagger' emblazoned on their nose cones, but Crosslé's biggest contribution of all to motor racing, is probably a less obvious one.

Crosslé Formula Fords have always been the popular choice with racing schools because of their strength and quality of construction. Thousands of young hopefuls have had their first motor racing experience in a Crosslé and many of



Crosslé C1 1172cc Ford Special

the 65F - the new 1987 Formula Ford 1600. From John Crosslé's first win in the C1 on the 15th March 1958 at the Newtownards circuit to Alan McGarrity's magnificent World Cup victory along with Team mates Eddie Irvine and Johnathan McGall in the 1986 Formula Ford Festival, Crosslé cars have been no stranger to the chequered flag. In this 30th Anniversary year it is hoped that the owners of Crosslé's old and new, will continue to have success throughout the world and that many of them will be able to join in the Crosslé celebrations in Ireland.

For details of the 30 Years of Winning celebrations see inside and on the back cover.

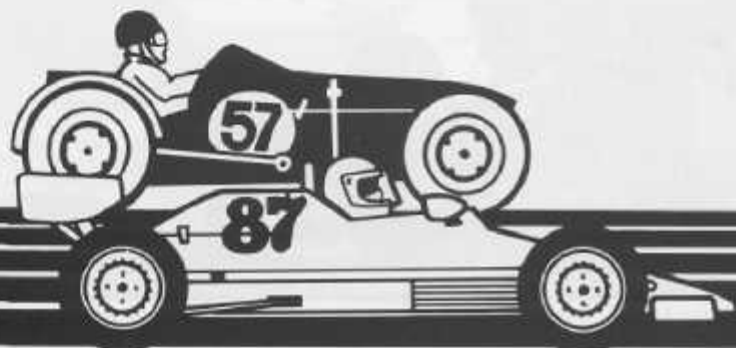
30 YEARS OF WINNING

the famous names in the sport have progressed from those early exploits to fame and fortune. Included in this list is a high percentage of the current Indy Car field and '86 Grand Prix entrants Nigel Mansell and Johnny Dumfries, to name but a few.

'30 Years of Winning' is not however purely a celebration of the past, as at the first function in this crowded year - the Press Open Day at the factory on the 21st of March when journalists will get the first glimpse of



The Crosslé Boys - Martin Boy (left) and Alan McGarrity.





Model Magic

The 32/35F Formula Ford 1600cc was by far the most popular model ever produced, with over 200 examples leaving the factory between 1977 and '79. These cars are still highly successful in the Formula 'E' of Club Ford regulations and they are also a firm favourite with many racing schools in Europe and the States. To commemorate their most popular model in their 30th Anniversary year Crosslé Cars have commissioned Duncan McLaren, the

highly renowned Scottish motor racing model maker to produce a limited number of their much beloved 32F.

The 1/24th scale model which features moulded bodywork, suspension details, accurately scaled wheels and tyres, wing mirrors, roll hoop etc. is available in three colours - Red - Dark Blue - and Yellow. Initially only 32 are being assembled and their chassis will be stamped accordingly. They are obtainable

from Crosslé Cars at a price of £55.00 sterling. Individually coloured models can also be produced at extra cost, by special arrangement with the model maker.

This limited edition 32F will be an invaluable collectors item and a very pleasant reminder of those glorious days in Formula Ford. They also make a very acceptable gift for a sponsor or some individual who may have helped you in your racing career.



The History of the Dagger

Ever wondered where the dark blue dagger which has sat proudly on more than 700 cars bearing the Crosslé name came from? Well it comes from the Crosslé family crest. It was John's uncle Jan Crosslé, who was responsible for designing the badge. The 'cross fitchee' which is held in the Hinds head at the top of the Crosslé Coat of Arms is said to denote speed. Jan thought that this would be an appropriate emblem for the very fast pieces of machinery that his nephew was designing, and that is how the badge came into being.

'E' BE CHAMPION

Yes, he be Champion again. Not Champion of Oulton as he was in 1982, but Formula 'E' Champion in the now highly successful London Motor Fleet Series. Oh yes and 'E' be Richard Peacock, Crosslé's English agent.

Richard amassed nine wins and more than twice as many points as any other Championship contender in his CAXIOS Crosslé 30F, prepared to the highest Peacock standards as always.



Richard Peacock



British Motor Fleet Formula 'E' Champion Richard Peacock who had 9 victories in his 30F Crosslé in 1986.

'30 YEARS OF WINNING'



How it all began, John Crosslé in the C1 at Kirkistown (1958).

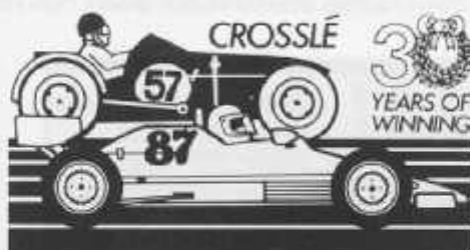


Two of the 7S Sports Racers await action at Kirkistown (1965).



30 Years on the straight and narrow (1987)

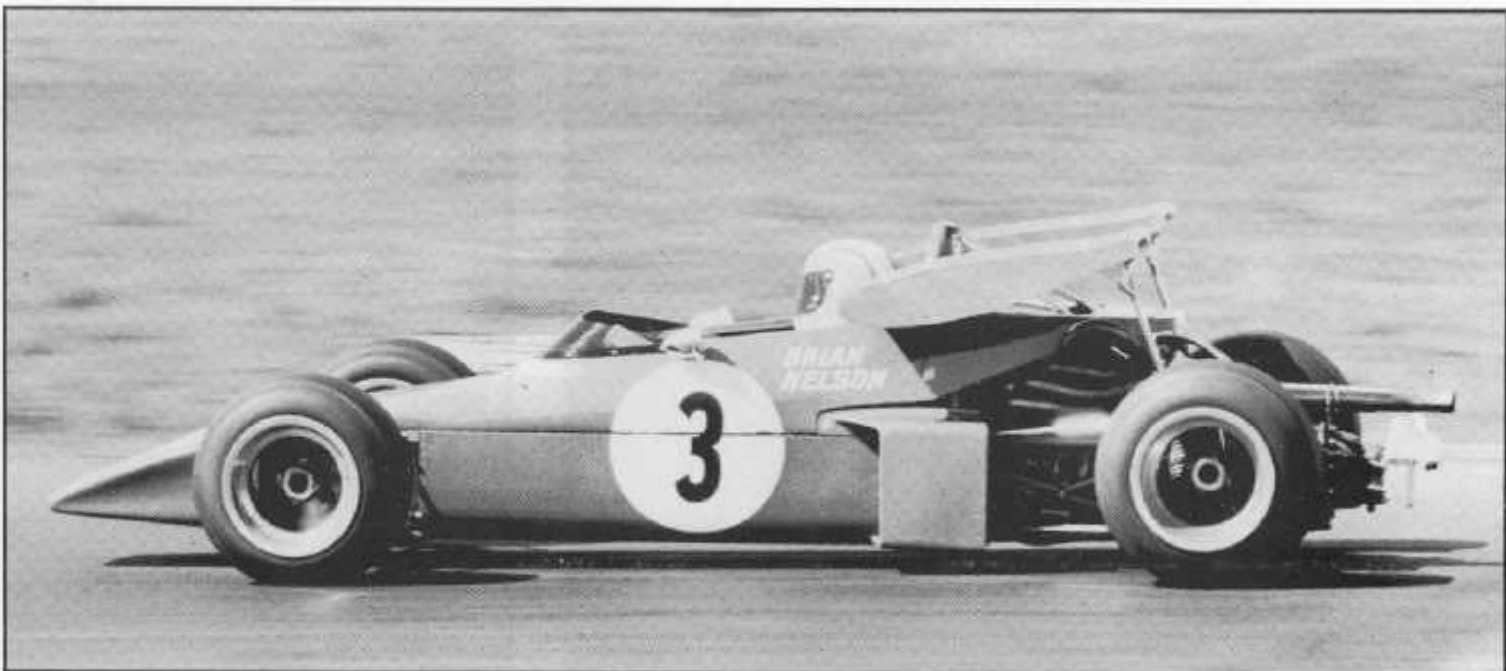
The Scrapbook



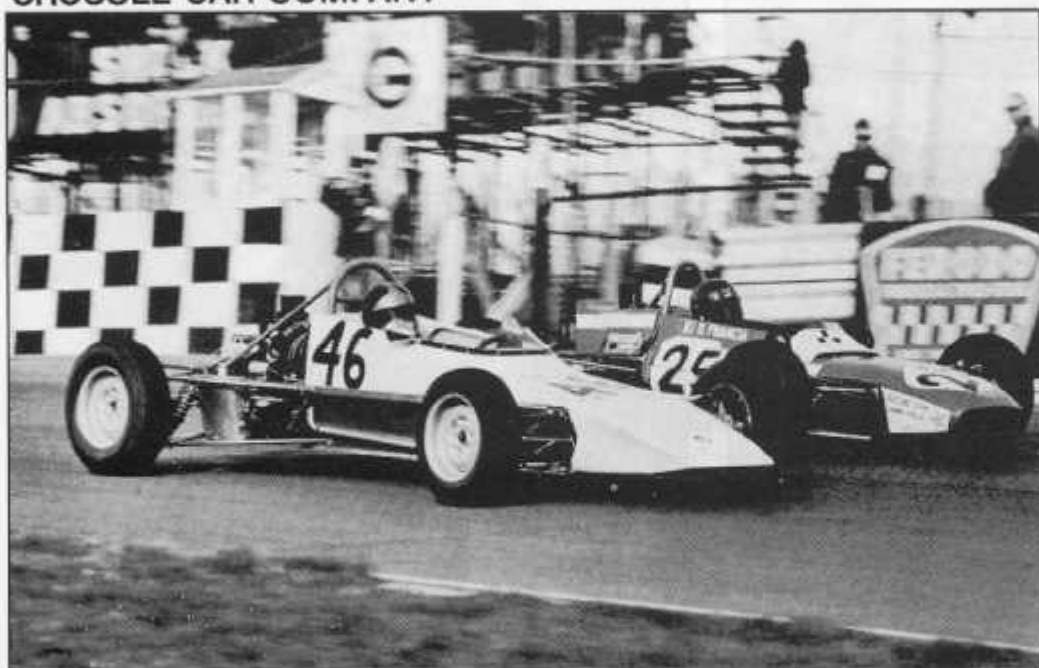
One of the most prized possessions at Crosslé's are the comprehensive scrapbooks that have been kept since the Company began. So in this 30th Anniversary edition of Crosslé News we have delved into these treasure troves and published five pages of some of the outstanding moments in the history of the Company.



Anthony one of the three Murray brothers to race Crosslé's.



Certainly Different! The 22F Formula 2 car in its original form (1972).



Jay Pollock in the proto-type 25F dices with a Tecno at the Brands Hatch World Cup (1972).



Hairiest Crosslé Driver? Richard Morgan



Arnie Black and his 41F, 2000 won a lot of trophies in 1980/81.



Gerry Birrell Euro. Formula Ford Champion (1969).



Dutch monopoly - 33F's & 31F's at Zandvoort (1978).



Festival Bound, Alan McGarrity (62F), Cliff Dempsey (62)

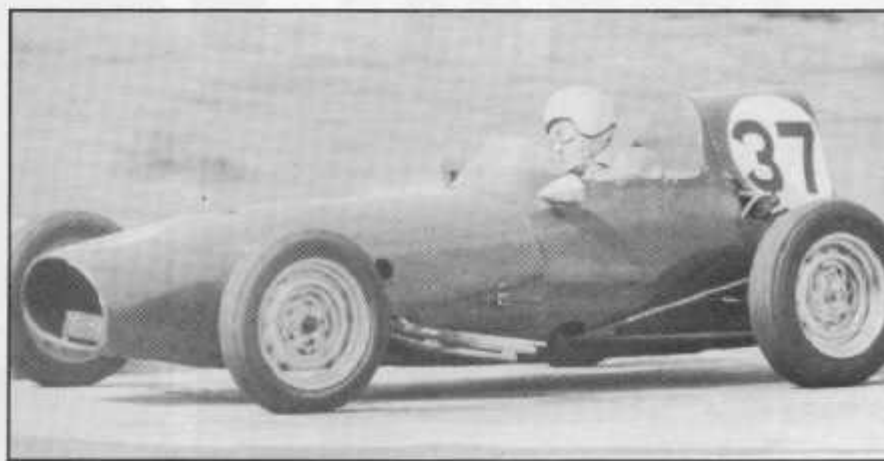
F WINNING'



... Festival Winning 25F (1974)



Brian Nelson in the beautiful 18F Formula B at Kirkistown (1969).



Ross Raymond's C3 (1961).



... and Martin Boyle (63F) 1986.



Stuart Veitch's neat equipé. The 42S Sports 2000 and 40F 1600 (1980).



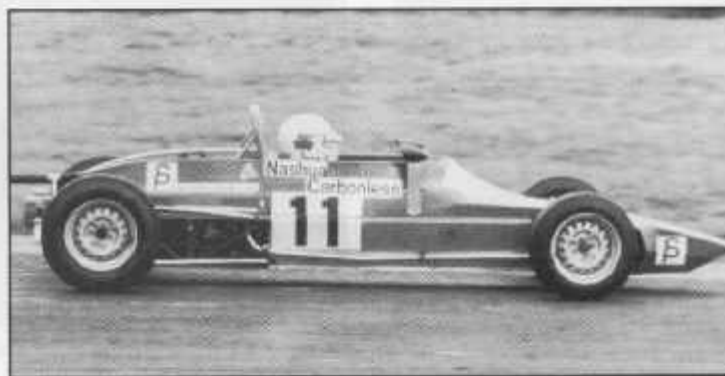
Malcolm Donaldson U.S.A. in a 14F (1969).



Early days at Kirkistown - John Watson and Brian Nelson.



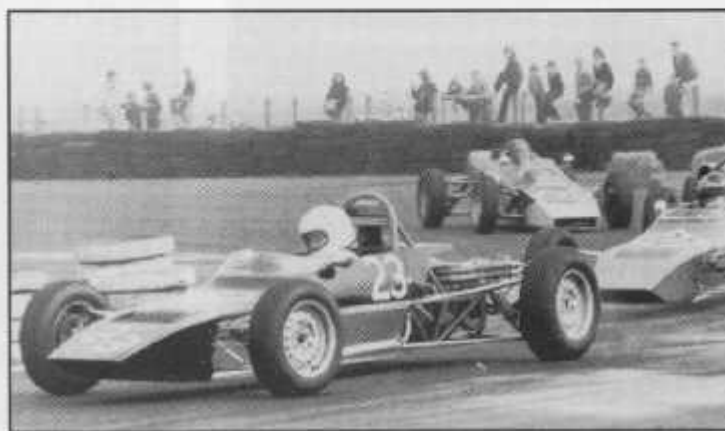
Back to grass tracks - John Crosslé 7S (1965).



Eddie Jordan now of Racing Team fame in a 30F (1975).



Stan Ryan's 6F 1600 Lotus T/C (1965).



25F Parade. Jim Sherry leads from Jay Pollock (1974).

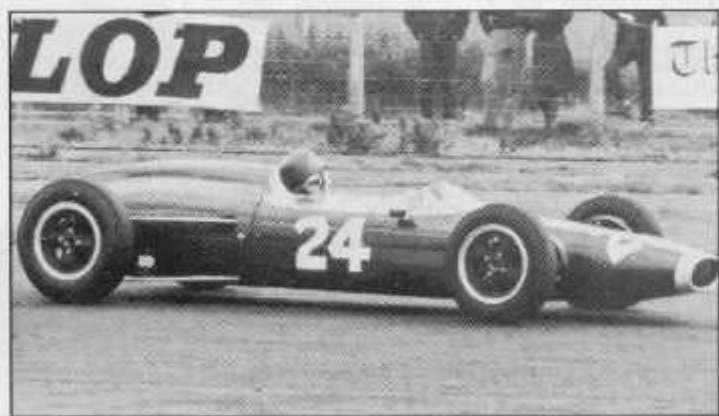


You can't trifle with this Crosslé - Caroline the keeper of the Scrap Book.

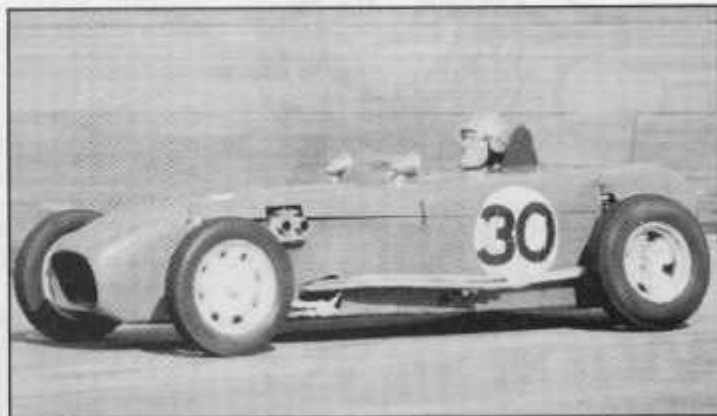


James Millars' magnificent 7S racing to this day in California (1986).

'30 YEARS OF WINNING'



Jack Davidson 6F (1965).



T. McNabb C2 Bishopscourt (1964).



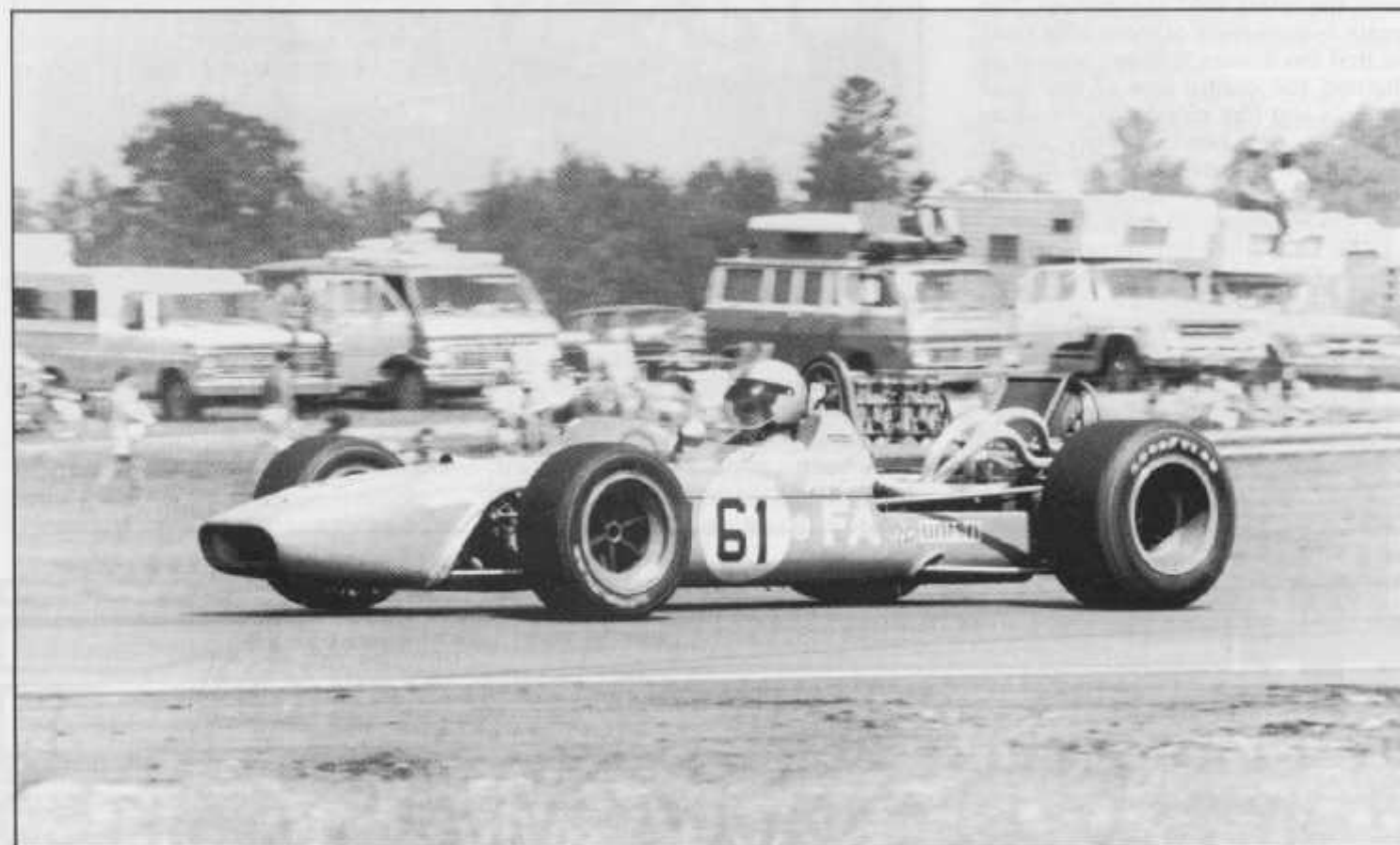
John Watson tries a 60F for size (1985).



The Crosslé Family (left to right) Henry, Colin Scott, Rosemary, Caroline, John & Juno (1985).



Tommy Reid & John Crosslé consult.



Roger Barr for some years Crosslé's American Agent in the 15F Formula A car (1968).



YEARS OF WINNING

Crosslé Exhibition

One of the undoubted highlights of the year will be the '30 Years of Winning' Exhibition being organised by the Ulster Folk and Transport Museum. Under the direction of John Moore, the head of the very attractive Transport Museum which is situated a few miles from the Crosslé factory on the outskirts of Holywood a comprehensive array of significant models will be on display. Amongst the exhibits will be the 3S Crosslé, owned by the Transport Museum.

This was, as its type number suggests, the third car ever built and it was raced by John Crosslé in the 1172 side valve Ford Formula of the day. In addition to the cars, an historic video of motor racing in Ireland over the last 30 years is being assembled and a special souvenir booklet featuring illustrations of Crosslé models is also being published for sale at the exhibition. Although dates have yet to be finalized, the exhibition will run from late Autumn through many of the winter months. John Moore, who can be contacted at the Ulster Folk and Transport Museum, Cultra Manor, Holywood, Co. Down. Tel: Holywood 5411 is particularly interested to receive any material such as - racing footage, photographs, programmes, magazines etc. for this exhibition.

Crosslé Kirkistown Day

Kirkistown, which is owned and run by the 500 Motor Racing Club of Ireland and the home circuit of the Crosslé Car Company, is to hold a special Crosslé Day as part of the '30 Years of Winning' celebrations. On Saturday 29th September in conjunction with one of the 500 Clubs most

popular race meetings, the Crosslé Day will feature:-

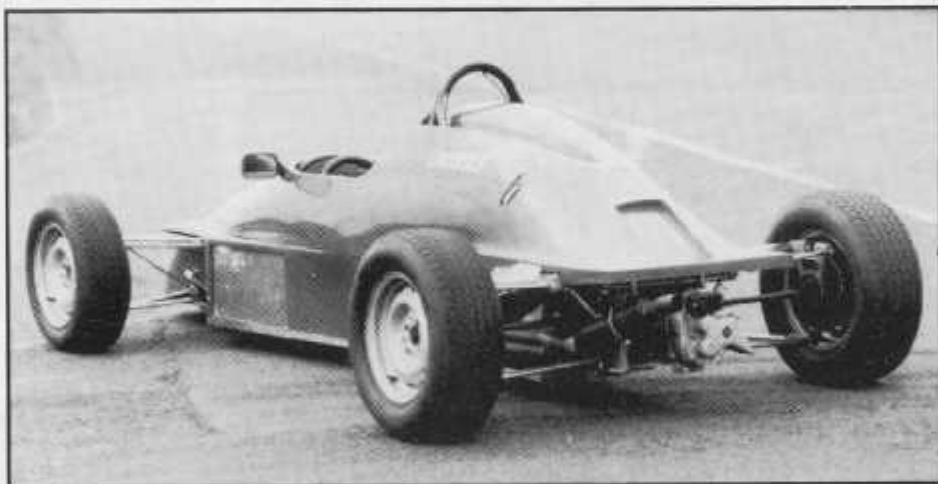
1. **A Special Crosslé Paddock.** Here models will be parked in line with display boards depicting their year of manufacture.
2. **Crosslé Concours D'Elegance.** The Rosemary Crosslé Trophy will be presented to the best kept or best preserved Crosslé that is presented on the day.
3. **Crosslé Anniversary Handicap.** A feature race for Crosslé's of all ages who will compete for the John Crosslé Trophy.
4. In addition to these special events there will also be races for Formula Ford 1600, Formula Ford 2000, and Historic Cars, in which many Crosslé's will be competing.

In addition to the cars it is hoped that many famous racing personalities of the past and present will be at Kirkistown for this happy occasion, particularly those whose racing careers have been closely connected with the Crosslé marque. It is hoped that in addition to Irish drivers and Irish owned cars that some Crosslé owners from the U.K., Europe and the U.S.A. might be persuaded to bring their prized possessions to Kirkistown on this historic day. Those that do, will certainly be assured of liberal quantities of that well known Irish hospitality!

Crosslé 65F

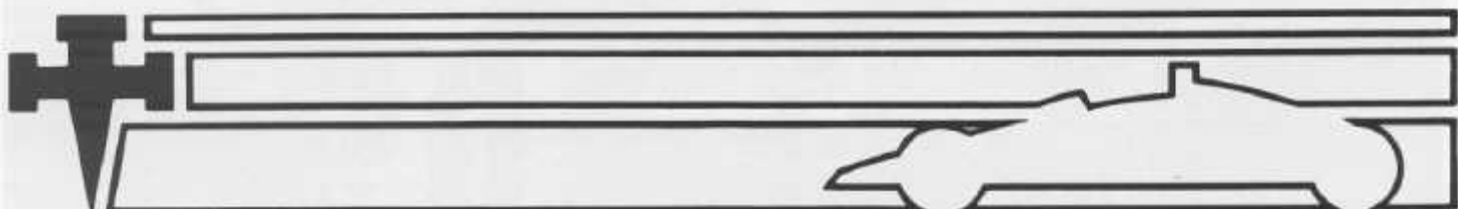
The 65F, unveiled at a Press Open Day in the Crosslé factory on the 21st March, is an all new 1600 complying with the latest 1987 regulations. The main requirement of these new rules is that the drivers footwell should be behind the centre line of the front wheels and that along with the other changes has been cleverly incorporated in the new designs for the 65F Formula Ford 1600 and its sister car the 66F Formula Ford 2000.

The 1600 and 2 litre versions of the new Crosslé's are virtually interchangeable. Yet this has been achieved without any compromise in performance. Other manufacturers in recent years have found it very difficult to produce a design which can be easily changed from one class to the other, and yet be competitive in both.



The new 1600 incorporates the side radiator system similar to last years 2000 car (63F), there the similarity ends however, as the bodywork has been considerably slimmed down (particularly in the mid-ships

area), and now completely envelopes the underside of the engine. The rear engine cowling has also been lowered considerably in comparison to its 62F predecessor.



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