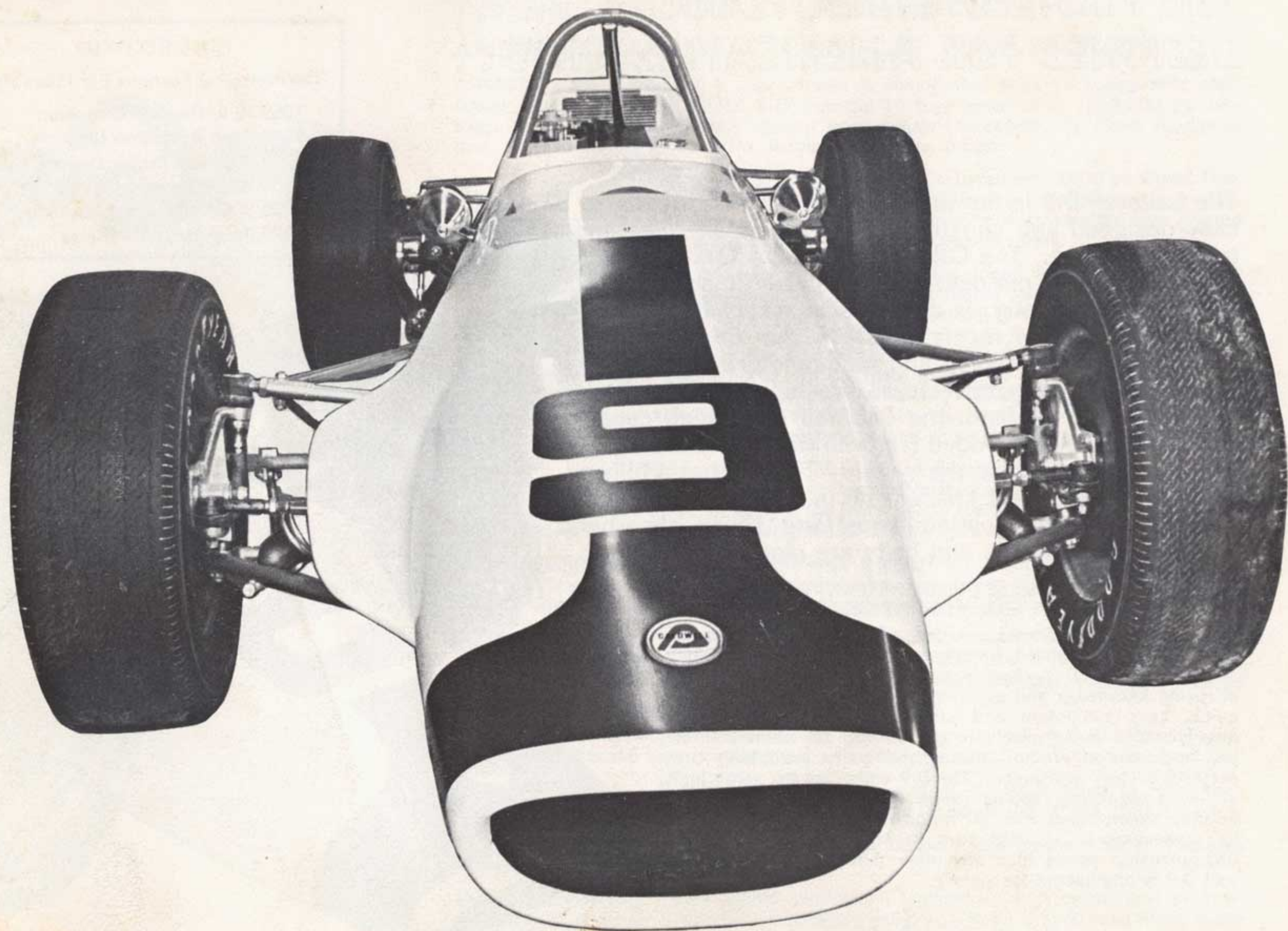


THE CALDWELL D-9



THE AMERICAN FORMULA FORD FROM AUTODYNAMICS

THE CALDWELL D-9

THE FIRST FORMULA FORD
DESIGNED FOR AMERICAN RACING . . .

The Caldwell D-9 is the first Formula Ford racing car to be specifically designed and constructed for American rules and American track conditions. The Caldwell D-9 has a torsional rigidity of over 1,000 pound feet per degree. This strength, coupled with advanced suspension geometry, is designed to accept the high stresses created by the use of racing tires. . . in that European F's have been designed for street radials and such rigidity is not required. Also, as ambient temperatures are higher in the United States than in England, the Caldwell D-9's high capacity cooling system is an added factor in running reliability. An oil cooler is included in the system. The D-9 has a fully adjustable, independent suspension including the latest adjustable, spherical jointed Armstrong shock absorbers. Goodyear racing tires and belts are standard.

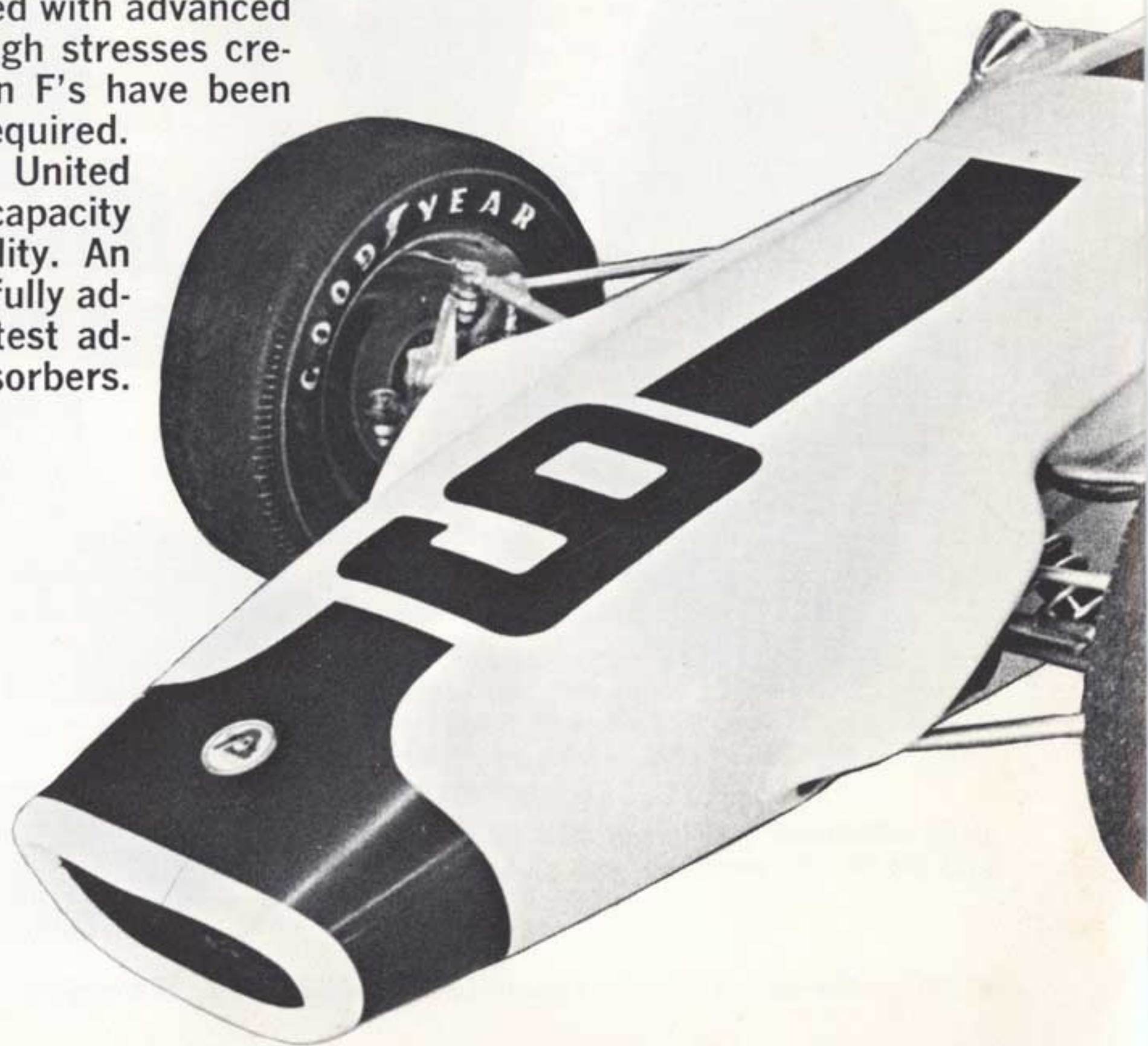
NOW YOU CAN OWN AN EXTREMELY QUICK FORMULA FORD AND FORGET HIGH MAINTENANCE COSTS.

Now! For the first time you can own a Formula Ford racing car designed with advanced American materials and technology . . . the Caldwell D-9. Autodynamics has applied their wealth of racing knowledge and experience to design this remarkably quick, easy-to-maintain and strong racing car. And, as Autodynamics is America's largest racing car manufacturer, you are assured prompt, inexpensive parts availability and personal factory assistance. The D-9 embodies the same high quality engineering, sophistication and reliability that have become synonymous with all Autodynamics cars. And, like its predecessors . . . the cars having won more National Championship points than any other marque . . . the Caldwell D-9 is engineered for victory.

THE RECORD:

Caldwell D-9 Formula Ford Cars Were:

- 1969 N. E. Division Champion
- 1969 Central Division Champion
- 1969 Southern Pacific Division Champion
- 1969 IMSA Inaugural Winner
- 1969 SCCA National Champion
- 1970 IMSA Daytona Winner



A WINNING CAR

FROM AUTODYNAMICS CORP.

AMERICA'S LARGEST RACING CAR MANUFACTURER

CHASSIS. The Caldwell D-9 space frame is constructed from 16 gauge mild steel tubing, low temperature welded with Eutectic 16 high nickel alloy (100,000 psi tensile). Main chassis tubes carry coolant from radiator to engine. Torsional rigidity is over 50 percent higher than the leading European design.

ENGINE is a dry sumped, Weber Carbureted, 1600 cc Cross Flow Cortina engine, developed on the Autodynamics dynamometer producing 105 BHP @ 5800 RPM. The engine is thoroughly blue printed and meets the formula's maximum specifications.

BODY. A distinctive semi-wedge developed through Autodynamics' experimentation at the M.I.T. wind tunnel and having an exceptionally low drag coefficient. The Caldwell D-9 body envelope is extremely strong and light in weight due to the fiberglass techniques developed for the \$25,000 Caldwell D-7 Group 7 car. Bodies are color impregnated and the resin used does not support combustion. SEAT is a contoured, pod-like structure filling the driver compartment and separating the driver from the gas tank. The seat is designed to provide the maximum support and comfort available in a Formula car.

TANK is a 6.2 gallon "L" shaped triangular structure fitted inboard of the frame structure. Located in front of the metal firewall and at the center of gravity, the D-9's weight distribution does not change as

the fuel load fluctuates. Goodyear Vithane or fuel cells will soon be available.

FRONT SUSPENSION. Independent with unequal length non-parallel leading and trailing A-frames. Adjustable, spherical jointed Armstrong shock absorbers are employed. Aircraft spherical rod ends throughout allow total suspension adjustment.

REAR SUSPENSION. Independent with upper radius arms reversed lower "A" frames. Spherical rod ends throughout with adjustable, spherical jointed Armstrong shock absorbers. Suspension has been designed to withstand the additional loading created by the use of racing tires as allowed under U.S. rules.

BRAKES. 10" Girling discs with Girling calipers are actuated by dual Girling master cylinders and brake bias is completely adjustable by adjusting the balance bar.

COOLING SYSTEM. Oversized Serck radiator and oil cooler is fitted to more than compensate for the higher running temperatures experienced in the United States.

SHIFT LINKAGE. A positive system designed for use with a Hewland Mk 6. Provides numerous fail-proof features.

INSTRUMENTATION. 270 degree mechanical tachometer with mechanical oil temperature, oil pressure and water temperature gauges all in an easy-to-read black matte face with white markings. The Autodynamics Controller Tachometer is available as an option at \$89.95.

EXHAUST SYSTEM has been developed on the Autodynamics dynamometer and is of an equal length 4 into 2 into 1 configuration.



CALDWELL D-9 FORMULA FORD SPECIFICATIONS

The Caldwell D-9 Formula Ford
from Autodynamics
is available at:

List Price: Complete \$4,795, Kit \$2,795
Engine: 4 cyl. Ford Cortina 1600 GT
Bore x Stroke, mm: 80.98 x 77.62
Displacement, cc: 1598
Compression Ratio: 9.5:1
BHP RPM: 105 @ 5800
Torque rpmlb-ft: NA
Carburetion: 1 2 Bbl. Weber
Ignition: coil & distributor
Engine coil capacity, qt: 6 (dry sump)
Transmission: Constant mesh manual 4
speed (Hewland Mk 6)
Synchromesh: none
Final Drive Ratio: 3.44
Optional ratios: 3.88 4.43
Frame: Steel space frame
Brakes: Girling disc front, 10" discs rear
Wheels: 5½ J x 13 steel
Tires: Goodyear 5.00/8.30-13 F, 5.50/
9.20-13 R
Cooling capacity: 8 qts.

Steering: Mod. Triumph Herald rack & pin-
ion
Front Suspension: Independent by lower A
frame, upper control arm and leading arm.
Coil/shocks.
Rear Suspension: Independent by inverted
lower A frame upper control arm and trail-
ing arms. Coil/shocks.
Curb Weight, lb: 882
Weight/power ratio, lb/bhp: 8.4
Wheelbase, in: 90.5
Track, front/rear: 52"/53 ½
Length: 139
Width: 63 ½
Height: 34 ½
Frontal area, sq. ft: 9.6
Speeds in gears, mph: (6000 rpm): 53
2nd (6000) 76
3rd (6000) 101
4th (6000) 128
Maximum speed in 4th (6000): 128
Fuel tank capacity, gal: 6.2

PRICES. . .

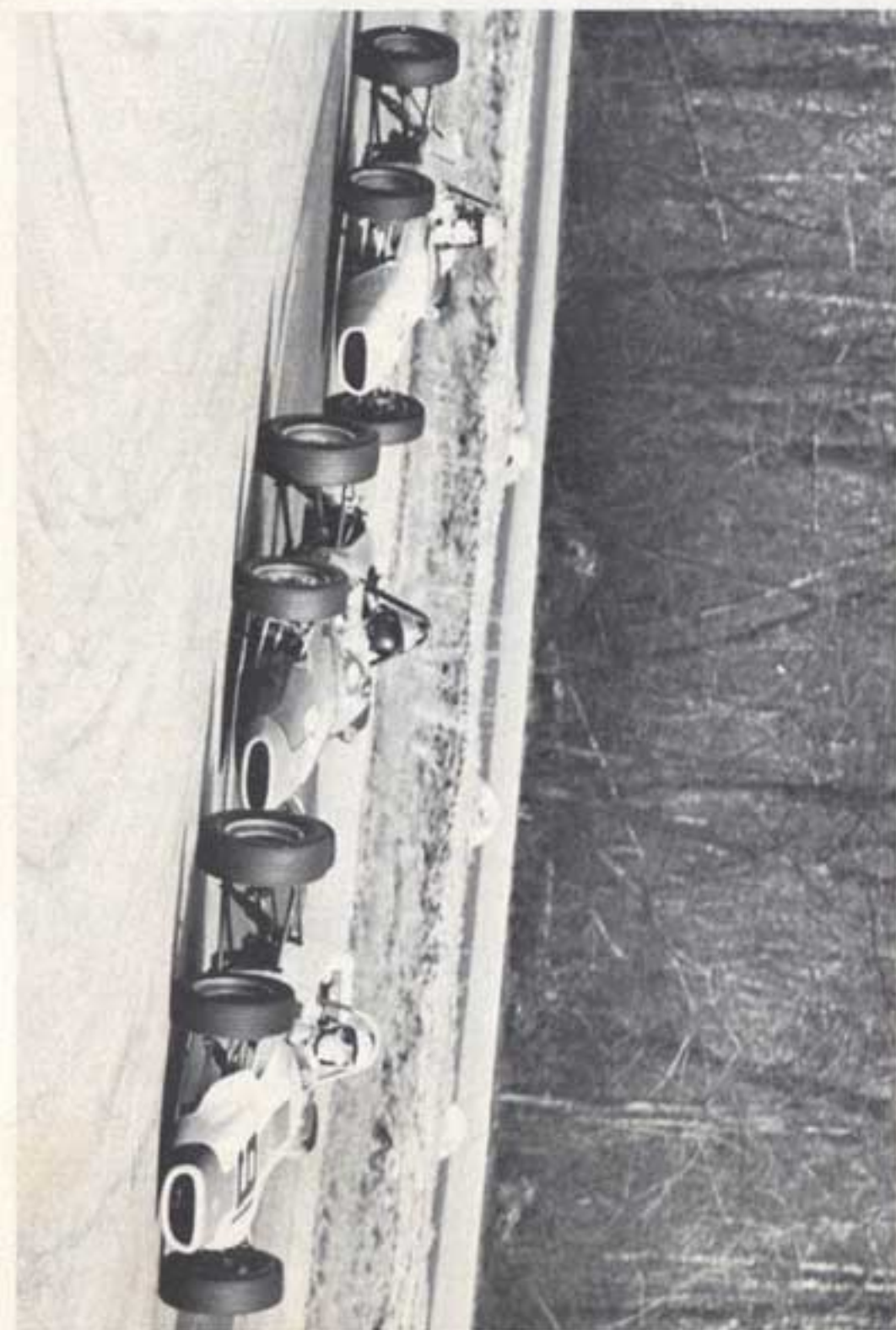
RACE-READY CAR. Built under the personal supervision of Ray Caldwell by our racing department. Includes the Autodynamics 105 Bhp dry-sumped engine and is ready to win. Available at \$4,895.00.

COMPLETE CAR, UNTUNED. Available less racing accessories but with a stock Cortina engine and Hewland Mk 6 fitted. Available at \$4,295.00.

BASIC KIT. Includes all parts necessary for complete racing car less engine, gear-box, oil cooler, wheels, tires and running accessories. Assembly time is approximately 60 hours. Standard impregnated colors are Ferrari Red, British Racing Green, Royal Blue, International Orange and Yellow. Metal Flake colors, \$85.00 additional. Other colors available at extra cost. \$2,795.00 plus crating.

FORMULA FORD TRAILER is available in both kit and completely assembled form with fenders colored to match the color of your racing car. Features tilt-bed for easy loading. Kit \$199.50, Complete \$299.50.

All prices are fob Marblehead plus applicable taxes and are subject to change without notice.



Manufacturer: Autodynamics Corporation
2 Barnard Street, Marblehead, Mass. 01945