

### .....the Manufacturers.....

RAY RACE INTERNATIONAL is a name that has been around the Formula Ford scene for many years but, paradoxically, is not a company about which a great deal is generally known.

Headed by Bert Ray, who is assisted by brother Frank and nephew Tony Sinclair, Ray Race have been in existence since 1968. Prior to that, Bert started work with Jack Knight on leaving school and, during his ten years there, spent a good deal of time developing the first gearbox built specifically for a rear-engined racing car.

He later went on to work for Brabhams, where he and one Denny Hulme (later to go on and win the 1967 World Championship) shared the mechanics' chores!: "He used to be the welder and also used to drive the truck!"

Ray then left to set up his own company and carried out a great deal of work for the many racing car firms that shared the South London area. This work, particularly for Pallisers, led to him eventually building his own car in 1971 and a development of this car performed extremely well in 1973 with Stephen South at the wheel. Incidentally the same type of car was still going well in 1981, Tony Sinclair having finished second in the Pre '74 series.

South proved very successful over the next couple of seasons (2nd in the '74 BOC Golden Helmet series was their best championship result) and the Londoner then went on to pilot Ray's new Formula 3 car in 1975. He picked up many top six placings in the face of stern opposition but was always handicapped by a severe lack of finance.

Some FF1600 and FF2000 cars were produced over the ensuing years before Bert suspended production of his own cars in favour of acting as English agent for Crossle Racing Cars.

In 1979, however, he returned with a new FF1600 chassis and the development of this car is still proving very successful. Andy Ackerley and Warren Briggs have notched up many victories over the last couple of years, while Ray cars have also picked up a pair of Marchant & Cox/Lydden Championships through Trevor Stiles and John Ox-borrow.

The company remains fairly small, meaning that large-scale production is out of the question, but Ray hopes to be able to run a full-scale works car in 1982, assuming a sensible budget can be found.

**Ray  
Race** LTD.

The Ray 82F Prototype is now undergoing tests and will be available shortly. Enquiries for an Agency or from a professionally run team for the '82 season would be most welcome. Contact Bert Ray on 01-673 8202.

