

Legends



1975 Modus M1 F3 SOLD

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Chassis M1-F3-014.

Modus Works car driven by Danny Sullivan. Campaigned throughout the 1975 British Formula 3 season.

Fresh Ridgeway Novamotor

New Advanced Fuel System bag tanks.

Maintained by Mr. Alan Baillie

Documented history including the original Modus Cars Carnet.

Current FIA HTP valid through 31/12/2027

Spares:

Wheel set with wets.

Selection of ratios

Spare fornt sub frame.

Various running parts.

Enjoyed by the current owner, competing in UK Classic F3 rounds as well as two successful years competing at the Monaco Historique in 2012 and 2014.

£37,000. GBP



MOTORING NEWS, THURSDAY, JULY 17, 1975

Cadwell Park

Sullivan's F3 stormer

DANNY SULLIVAN came to the end of a long run of problems on Sunday when he took his Modus to an excellent win in the Cadwell Park round of the BP Formula 3 Championship, organised on this occasion by the B.A.R.C. In a faultless performance Sullivan led from start to finish, with Alex Ribeiro finishing second in his works March, although some distance behind after a spin. Championship leader Gunnar Nilsson, in the other works March, had an unfortunate weekend with a minor practice accident putting him well down on the grid and then a much larger accident putting paid to his chances in the race.

Bruce Venn (Elden) won the Super Vee race, Jack Robertson (Mazda) and John Brindley (Cantaro) took Britax production saloon wins, Geoff Frowell (V2) collected yet another National Organs Cadmans win and the Monoposto and F1300 races were won by Alan Baillie (Viking) and Bob David respectively.

MONOPOSTO - 8 laps

Alan Baillie's Viking held off Jim Yardley's Beetle for the first three laps of this race for 'Varley Championship' points. However, Yardley had only been ahead for half a lap when he spun at Barn, losing a lap as he tried to restart his engine and handing the race back to Baillie. Joe Applegarth finished the race in second place, 4.4s behind Baillie in his Brabham, while two more Brabhams, those of Paul Maxwell and Trevor Scarratt, filled the next two places. After holding an early fourth place, Nigel Howard Jones retired his RTW when the engine mount bolts all sheered and he couldn't get any gears.

B.A.R.C.

L. A. Baillie (Viking) 1.5A, 1.1m 02.3, 02.8;
mod. L.J. Applegarth (Brabham) 01.12.5.2;
P. Maxwell (Brabham) 01.24.0.4, T. Scarratt
(Brabham) 01.21.0.


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