

# Maya GT

## 40 years on and still a great looking car!

**T**he Maya GT started life as the Camber GT in 1966. It was designed by George Holmes of Camber Cars in Rye, Sussex and produced in kit form using Mini or Cooper 'S' running gear and components. This car, (there were only 6 made), is probably the last one in existence and was commissioned by photographer, John d Green for club racing. The very strong chassis played a big part in the decision to choose the Camber GT along with the car being the most attractive of the numerous kit cars then available. The name was changed at this time to Maya GT. and this particular car was the only one built to the original design, having the headlamps below the bonnet leading edge. All the cars built after this had raised headlamps with binnacles in the front edge of the bonnet (see inset drawing).

The kit was assembled without running gear utilising a special woven fibre glass body, Perspex windows and rear screen. It was then handed over to Broadspeed Engineering for the final preparation. The suspension was unusual in that it was Hydrolastic with 'lock-off' taps so that the car could be adjusted for ride height front to rear and side to side.

The car was raced for one year and gained 9 awards out of 13 outings and was then acquired by the present owner who sprinted and hill climbed the car for four years with success in club events gaining many class wins and some FTD's.

The Maya GT marque was taken over by Checkpoint Racing Ltd in 1968 who entered a team of three Maya's in national rallies without success. The Maya GT was taken off the market in 1969.

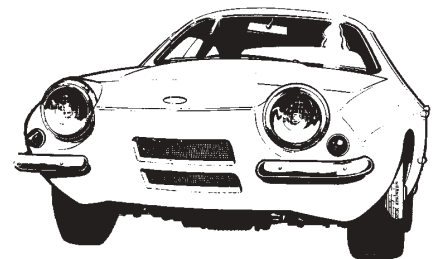
In 1973 the car had a new road-going engine and gearbox fitted and was trimmed internally. After a required Engineer's Report from the RAC, it was registered **RLL 8L** and taxed in June 1973 and was used very occasionally for normal transport until 1977 when it had covered 4,000 miles. It was then taken off the road and garage stored until two years ago when the task of restoring it was undertaken.

A 1293'S' engine was rebuilt to a high road-going specification by Competition Engine Services of Aylesbury and the gearbox was rebuilt by Barry Burgess Transmissions.



The Maya's styling still attracts a lot of attention wherever it goes.

The drawing on the right shows the raised headlamp styling on the later cars.



The profile view of the Maya GT shows that even after more than 39 years, it still stands up well to contemporary car design.

# The Maya at speed



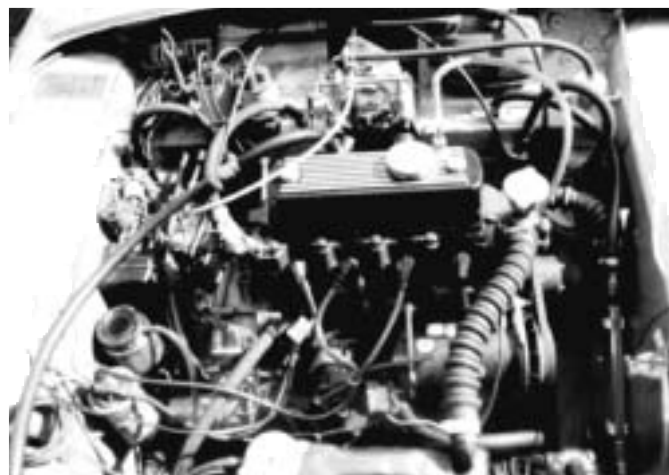
Photographed at Brands Hatch in March 1967 on its way to a class win.  
Note the 46 IDA trumpets on the bonnet! Then reverted to a 45 DCOE.

## SPECIFICATIONS

<b>Engine</b>	Competition Engine Services built 1293 S. 12G940 <b>CES</b> modified head. HP Oil pump.
<b>Gear box</b>	Barry Burgess Cooper box CWP 62:17
<b>Cam</b>	Piper MD266
<b>Carburettor</b>	45 DCOE Weber on Maniflo inle
<b>Running gear</b>	
<b>Brakes</b>	'S' discs front, drums rear.
<b>Suspension</b>	Hydrolastic with Spax adjustables front. 'Lock-off' taps at rear for fully adjustable attitude
<b>Exhaust</b>	Janspeed LCB into Big bore Twin upswept Peco
<b>Wheels</b>	6 x 10 Original Magnesium Minilites (5)
<b>Tyres</b>	Dunlop Sport SP 165/70



On its way to a class win at Valence Hill Climb 1967



The engine bay packed but still very easy to work on with bags of space

Original advertisement in Autosport

## FOR SALE

John d Green's

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Reid trailer.

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### Specification:

Full Broadspeed 1148 cc 108 bhp S engine—straight-cut gears—limited slip  
—all S boosted brakes—Minilites—R7s—Broadspeed adjustable competition  
hydrolastic suspension. Everything is immaculate, and the car has not been  
out since complete £180 Broadspeed overhaul. Built January 1967. 13  
outings—9 awards. Painted in glistening silver. Ready for a complete sea-  
son's competitive racing without any further expenditure. This would make  
a fantastically impressive road car.

AUTOSPORT, JANUARY 19, 1968

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