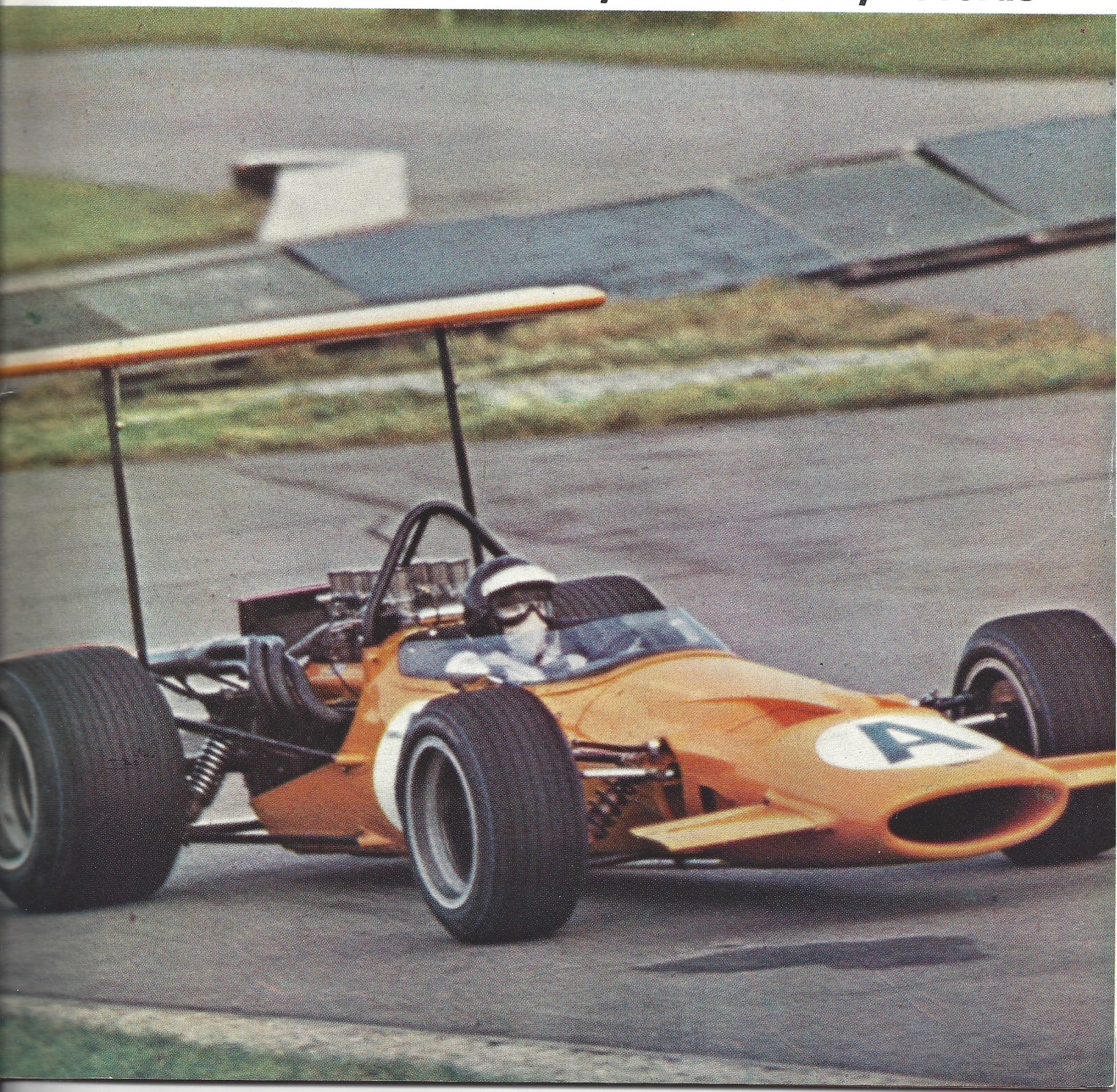
February 7 1969 2/6

AUTOSPORT

50¢

BRITAIN'S MOTOR SPORTING WEEKLY

Lola Daytona—Two Tasman reports—1968 lap records





You'll never get away without an Exide.

(Or the getaway car that couldn't)

Sixty thousand in used notes but too late to buy an Exide. Didn't they know that for a few pounds they could have got a first time start from the new Exide Supreme ?

The Supreme features revolutionary Auto-fil for one-shot topping-up. Then there's high power availability after discharge. (If you've a kerbside garage or forget to switch your lights off on a foggy morning, you'll be glad of this.)

And, very important, we've given it a guaranteed and insured life until 1972. (Even if you don't plan keeping your car that long it's nice to know that it will start when you want to sell it.)

At the new low prices, the Supreme gives you best battery value ever. And you can still get it through the Exide Easy Payments Plan.

So you won't have to rob a bank to pay for it.

Exide Supreme - The battery you can bank on.

SL1.455

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper February 7 1969 Volume 38 Number 6

contents

2 Pit and Paddock

5 Diary

7 Rally Record

8 Daytona: Lola day in Florida

14 Lakeside: Ferraris have a field-day

18 Teretonga Park: Courage closes the gap

22 Road test: the Triumph 2.5 PI

24 Cockpit Cameo: Cyd Williams

29 Seasonal Survey 9: Lap records

36 Club News

Editor	Simon Taylor
Executive editor	John Houslander
Technical editor	John Bolster
Assistant editor	Quentin Spurring
Overseas editor	Patrick McNally
Rallies editor	John Davenport
Chief sub-editor	Jeff Hutchinson
Northern representative	Ian Titchmarsh
Group advertisement manager	Colin Martin
Advertisement manager	Giles Power
Staff photographers	Peter Burn, Tony Osborn
	Correspondents
Scotland	Bill Henderson
Northern Ireland	Brian Waddell, Beatty Crawford
Eire	Brian Foley
Australia	Peter Bakalor
New Zealand	Peter Greenslade
South Africa	Roger Houghton
USA	Gordon Martin, Peter Lyons
Canada	Bob MacGregor
South America	Dr Vicente Alvarez

Published every Friday by Autosport, Haymarket Press Ltd, Gillow House, 5 Winsley St, London W1 Tel: 01-636 7766/3600

Subscriptions 9 Harrow Rd, London W2 Tel: 01-723 0094

Annual subscription UK and Overseas (surface mail) £7 16s
USA and Canada $20.50

Direct from the publishers or all newsagents

ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. ©Autosport, 1969

editorial

THE £35 CAR TAX AFFAIR

DURING the last few weeks we have repeatedly heard rumours that the road fund tax was to be raised to the fantastic figure of £35. Now Sir Gerald Nabarro claims that he has "irrefutable evidence" of this, and that the £35 licence forms have actually been printed. As we go to press the affair is still under discussion, and the Chancellor of the Exchequer has officially denied that such evidence could be in existence this early before the budget; but it seems likely that increases are in the offing. Let us hope that Sir Gerald's bombshell will shock the motorist, and the organisations which are supposed to represent him, into violent and effective protest.

What would we get for this iniquitous tax increase? Would we have better and safer roads and is England to become a country fit for modern high-speed travel? On the contrary, the Government have first deferred and then cut the road building programme. We would be forced to pay an extra £110,000,000 levy, and all we would get for it would be an escalating (their favourite word) number of civil servants in Whitehall. To the ordinary man behind the steering wheel and the cheque-book, it would appear that Dr Savundra went inside for less.

We live in a tough world, and the weakest go to the wall. Time was when the motoring community got a fair deal because we had leadership and our voice was heard. Of recent years our numbers have grown tremendously but our influence has dwindled. We have cowered under increasing restrictions, accepting them with hardly a murmur, and our craven submission to the 70 mph limit has evidently convinced the Government that we are no longer worthy of consideration. Pleasure motoring was once a rich man's folly, and it seems likely to return to that unenviable position, for how will the average young man be able to taste the joys of the open road which should be his heritage?

Perhaps it is already too late, but this may well be the last chance for the private motorist to defend the tiny remnant of his freedom. If we cannot fight against such burdens, we can be sure that motoring, except in the form of workaday transport, is on the way out. The only happy motorist these days is the Minister in his free chauffeur-driven limousine. If you can't beat 'em, join 'em.

our cover picture

Formula 5000 is expected to inject a lot of hairy excitement into British racing this season, and several cars are already getting sorted for the first F5000 race at Oulton Park on Good Friday. Peter Gethin was busy testing at Goodwood last week with the semi-works McLaren-Chevrolet which he will race under the Church Farm Racing Team banner.

Photo: Peter Burn

Parnell BRM for Rodriguez
Group 6 Tecno
Epstein's F5000 Lolas

Pedro for Parnell

Pedro Rodriguez, who did a really good job last year with the works V12 BRM, will, after all, be driving an F1 BRM this season. However, it will be a Tim Parnell entry. It is not certain as yet exactly what machinery will be available to the Hounslow *équipe*, but it is likely that they will get one of the new 48-valve V12 engines. There is also a slim chance that Parnell may from time to time use a second driver—or indeed a second car—and if this materialises, then it seems quite probable that Peter Gethin would be a likely choice.

Tecno works F2 team

Tecno, who recently lost the services of their works driver Clay Regazzoni to Ferrari, have announced their full plans as regards works participation for 1969. They have, for this year at least, shelved their projected attempts at F1, and it is now certain that Ron Harris will also not be in F1. Instead the Pederzani brothers have decided to make a full-scale attack in F2, using young and talented drivers. Their three car works team will comprise two of the outstandingly successful F3 Tecno drivers of 1968—François Cevert and Swede Ronnie Peterson. The third driver will be the Italian G6 Alfa-Romeo man Nanni Galli, who is the only one of the trio to have any F2 race experience (he raced a Brabham-Alfa BT23 in 1967).

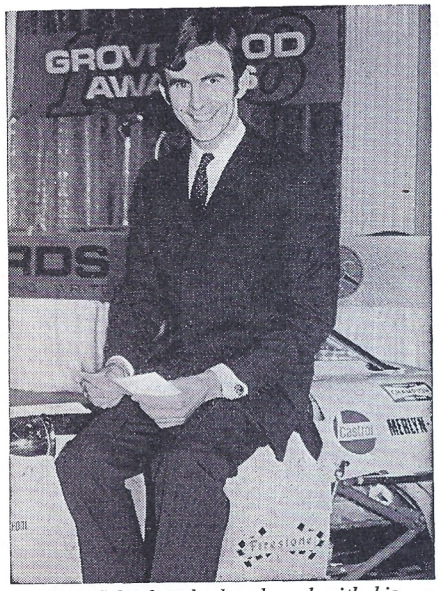
Cevert, who in fact tried an F2 McLaren in private practice last year, had a tempting offer from Matra to co-drive a G6 Matra 630 V12 with his brother-in-law Jean-Pierre Beltoise, but he had to turn it down because Tecno themselves are building a G6 car, which should be ready in June or July. No final decision has yet been made as to what power unit will be used, but the Ford DFV unit is favourite at the moment. Cevert may also do a couple of the prestigious F3 races, such as Monaco, as Regazzoni did when he was driving F2 for Tecno.

Schenken in F5000 ?

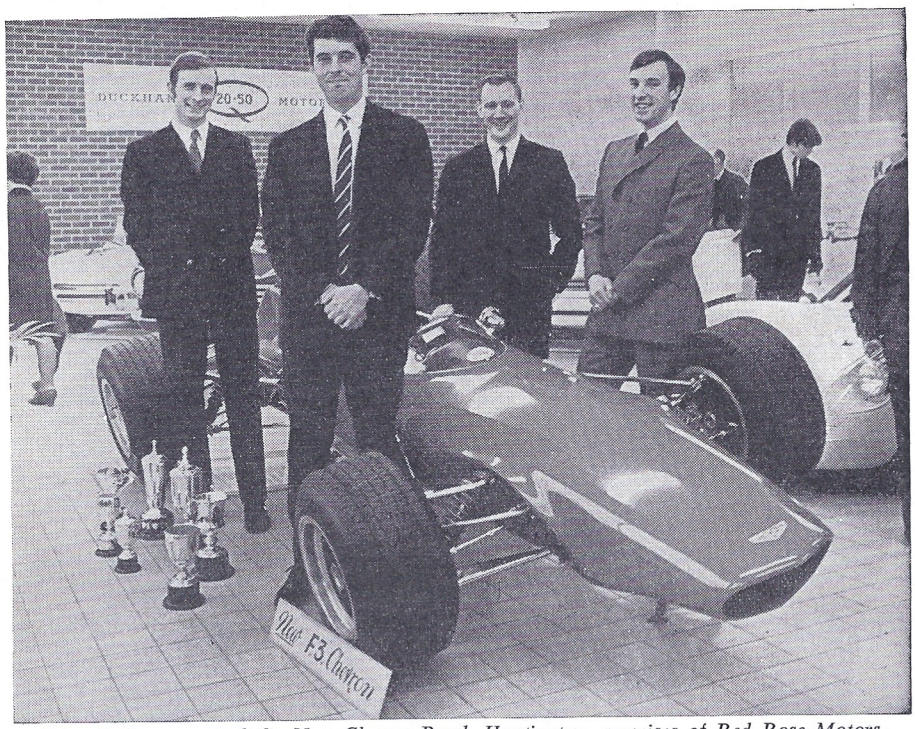
Jackie Epstein, a long-standing Lola supporter, is to run a two-car team in all the principal F5000 events this season. The cars will be brand new Lola-Chevrolet T142s; one will be driven by Epstein's associate and sometime co-driver Paul Hawkins, and the other by Mike Hailwood, when he is free. However, Hailwood, with his JW commitments, will not always be available. Tim Schenken has been mentioned as a possible second driver for the car, but various details must be settled before he definitely signs along the dotted line.

Surtees and de Adamich test F5000

Andrea de Adamich, driving a two-year-old F2 Lola T100, laden with a tape recorder and other equipment, which was being used in conjunction with the testing of some experimental Firestone tyres, put in 73 laps of the Brands Hatch club circuit recently, lapping consistently in the 49 secs bracket and putting in a fastest lap of 48.9 s. Earlier de Adamich had been putting in some laps with the prototype F5000 TS5. John Surtees himself has tried the car at Silverstone, although so far tests have been very much in the experimental stage. It now seems certain that as David Hobbs will not be available all the time for F5000, because of his G4 and other commitments, a very well-known foreign Formula 3 driver may take his place in certain F3 events and also do several F2 races with a TS F2 Lola T100.



Tim Schenken looks pleased with his £500 Grovewood Award cheque after the presentations by Lord Chesham last week.



Brian Redman opened the New Chester Road, Huntington, premises of Red Rose Motors of Chester last week before flying to Daytona. With him and an F3 Chevron are (left to right) Chris Williams, John Bridges of Red Rose, and Alan Rollinson.

Watch out for LPB

Luiz Pereira Bueno, twice Brazilian touring car champion and four times winner of the Brazilian National Trophy, is currently in Britain looking for a sponsored drive in anything from F1 downwards; he is likely to lead an official Brazil Government-sponsored team in Europe in the near future. Bueno has done a preliminary Motor Racing Stables course at Brands Hatch, and after three laps with instructor Tony Lanfranchi in one of the school's TVRs, Tony commented simply: "The best driver I've ever seen." He was given a 97 per cent marking and then got into a completely strange Formula Ford car and, after four laps, did a 58-sec lap.

The Brazilian apparently has a very safe, smooth style, although three fellow-countrymen—including Ricardo Achcar, who won the FF race before the TT at Oulton Park last year—took the same course and proved fast but hairy.

Gracious racing

Serge Aziomanoff, who manufactures GRAC single-seaters, has announced some ambitious plans for F3 and Formula France this season. GRAC, whose successes achieved by Jean Max in FFrance have elevated them higher up in the realms of constructors, are to run a two car F3 team for Phillipe Vidal, the very talented former Team Crio Matra driver, and Jean Max. The cars will be space-framed and the team have ordered four new Richard Belkechaut/RPM engines. GRAC will also field two cars in FFrance for François Guerre-Berthelot and Denis Dayan, and French hill-climb specialist Pierre Maublanc has ordered

IF YOU OWN A FORD...

ANGLIA, CORTINA, CORSAIR, ESCORT, NEW CAPRI

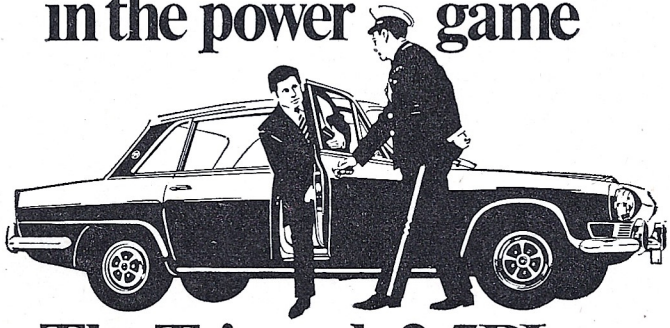
...and you intend to modify for Rally, Race, Autocross or Grand Touring why not consult us first?

We are Ford Performance Specialists and offer a full range of Performance Equipment for both Street and Competition cars. With our comprehensive engine and suspension modifications we can set up your car for race, rally, autocross or high-speed touring use. We also carry a full range of Ford Competition Department Items. Why not call in on our Equipment Showroom in Hanwell?



RACE PROVED LTD.
177 UXBRIDGE ROAD
HANWELL, LONDON
W.7
Tel: 01-579 0991

A tremendous new move in the power game



The Triumph 2·5PI

Petrol injection puts the Triumph 2.5 P.I. way ahead in the power game. All cylinders go — equally, under all conditions.. Throttle response is instant. And the 2½ litre, 6-cylinder power pack gives acceleration in the sports car class — 0–50 in 7½ seconds, 60–80 in 10½. Come and see us for full details.

Herts Motors
ACREWOOD WAY, ST. ALBANS,
HERTS. TEL: ST. ALBANS 56021

TRIUMPH DISTRIBUTORS IN HERTFORDSHIRE

Do you wish to own the most successful...

FORMULA 3 CAR OF 1969

If so contact

PETER GETHIN RACING

4 Penge Road, London, S.E.25. Tel: 01-778 0630

South of England and European Agents for Chevron Cars—We can still give good delivery dates for Chevrons

a GRAC chassis to which he will fit a 2-litre BMW engine for hillclimbing. The team are also on the look-out for a good F3 mechanic and interested parties should contact Vidal at 90 Elysee 2, 78 La Celle St Cloud, France, or ring 969-66-38.

BARC deny Thruxton troubles

Rumours of an impending injunction, which would suspend racing at Thruxton, are quite untrue, the BARC claimed earlier this week. Apparently the rumours began when a local paper published a story that the local council were planning to take out an enforcement order against Thruxton. However, as far as the BARC and British Racing Circuits, the Thruxton owners, know, no breach of any law or regulation has been made, and therefore neither the BARC nor BRC have heard, or expect to hear, any more of the matter.

Frank's F1 effort

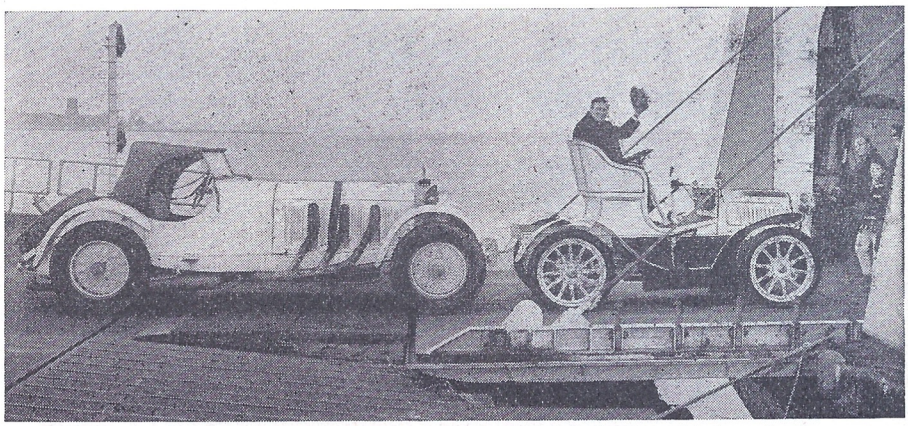
Frank Williams, following the recent Tasman Series success of his Brabham BT24 with Piers Courage at the wheel, has bought one of the ex-works 1968 Brabham BT26 F1 cars which he will enter in all the leading F1 events. Surprisingly the car was acquired from David Bridges, whose original plans for it did not materialise. The car will, of course, be Ford powered and Courage will continue to drive for the team.

New Italian F2 car

An interesting new F2 car has been designed by Pietro Monguzzi of Milan, and it may well be seen in F2 events during 1969 under the banner of the Milan International Racing Team. The car, which uses a 1600 Weber-carburated, Alfa Romeo engine prepared by Vittorio Raineri, is a relatively conventional space-frame of exceptional slimness. A ZF gearbox will be used and the engine is tilted at 14 degrees in the chassis. The car has no name as yet, and no driver has been nominated to drive it, but it is expected to be seen on the circuits before long.

New Matra for Monza

It is unlikely that Matra's new radically different chassised and bodied F1 car will appear before the Italian GP at Monza in August, when it will be fitted with the Matra V12 engine. Henri Pescarolo and Johnny Servoz-Gavin will do most of Matra's F2 driving, with Stewart and Beltoise concentrating on Tyrrell's Ford-engined F1 cars, and Beltoise on the development of the prototype 630 as well.



Returning to Germany and a permanent home in the Daimler-Benz Museum in Stuttgart are a 1902 two-cylinder Benz Spyder, which spent much of the first half of its life abandoned under an Irish coal heap but in its restored condition has been a frequent London-Brighton Run entrant, and a supercharged Mercedes-Benz SSK, believed to be the 1929 Mille Miglia car and formerly owned by Sir Arthur Conan-Doyle's son.

Win-a-Lotus Competition

Due to the recent postal labour dispute, which has seriously disrupted postal services throughout the country, we have extended the closing date of the "Win a Lotus" competition to Tuesday, February 11, to give the postal authorities time to clear the back-log of mail. So there is just time to rush off your last-minute entry.

Response to the competition has been overwhelming with entries received from places including Australia, Scandinavia and even Gibraltar, and there is one entrant so determined to succeed that he completed no less than 60 lines at 2s 6d!

Ferrari in Mountain Championship

It seems that Ferrari are now intent on regaining some of the glory which the late Lodovico Scarfiotti earned them on the European hillclimb scene in 1965. To help them achieve this end, they have acquired the services of the Swiss Abarth driver Peter Schetty. Schetty will probably drive the 2-litre flat-12 G7 car, which Ferrari have had under development for some time and which Chris Amon has recently been testing.

Pygmée projects

Pygmée's plans, after encouraging outings towards the end of last year, are to run a three car works team, two cars in F2 and one in F3. The F2 cars, monocoques based on Patrick Dal Bo's '68 MDB12 F3 car, will be driven by Dal Bo and Eric Offenstadt. The F3 car will be driven by Jean-Pierre Jabouille, who has had many fine drives in the past couple of seasons with a Team Crio and a private Matra MS5.

New BARC awards

The BARC will be presenting two new trophies at meetings during 1969. One of them is the Naval and Military Cup, presented to the club by Mrs Hynes, whose late husband won it at Brooklands in 1909. The cup will go to the most successful club driver at a BARC meeting who is a serving member in the armed forces.

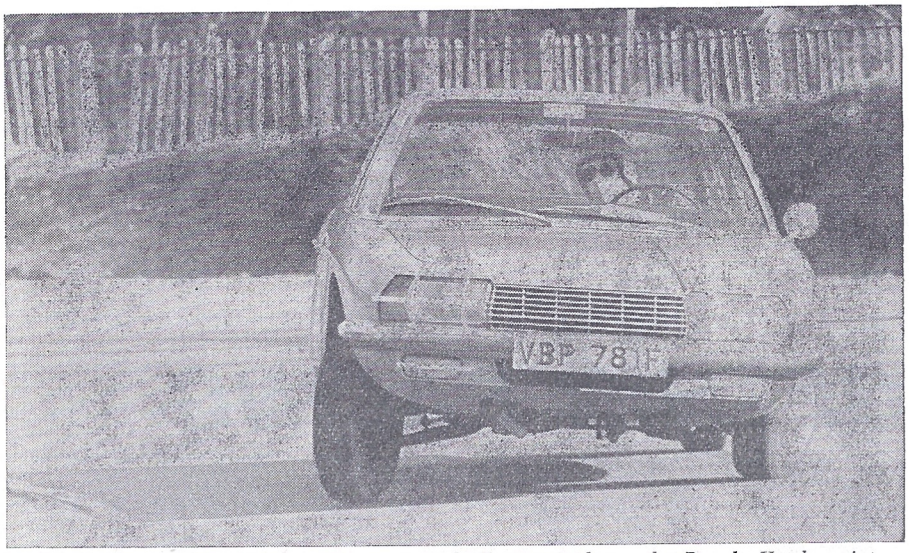
The second award is the Chris Moore Memorial Trophy, which has been donated to the club by the mother and brother of the late Chris Moore, the promising F3 driver who died early in 1968 after a long illness. The trophy will be presented to the winner of the F3 race at Thruxton on March 16.

Saloon Brands: two day meeting

The Brands Hatch Six Hours race on June 22, Britain's round of the European Touring Car Championship, will only comprise two classes of the championship, for divisions 2 and 3. This means that the smaller saloons will have their own two-hour event, also at Brands on Saturday, June 21.

Enter Sprintracing

At Brands Hatch on Sunday the Tunbridge Wells MC are holding the first ever "sprint-race." This is a new form of the established sprint, in which four cars compete in three lap races against each other. The meeting is being run under a race permit and entries include Jack Le Fort (3.0 Ferrari GTO), autocross champion Rod Chapman (Ford Escort TC) and Don Harris (DMF Special). The proceedings begin at 2 pm and admission is 5s (children free).



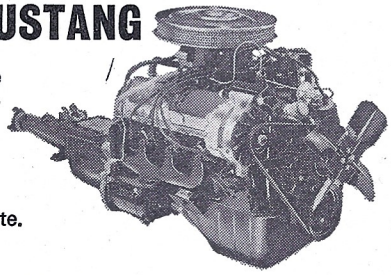
The NSU Ro80's competition début in England was surely as the Brands Hatch sprint last Sunday, when Peter Noad campaigned one.

LOW PRICED "HOT" ENGINES

Complete

FORD V8 MUSTANG

289 cu. inch engine with four-speed gear-box



£189.

Packed six in a crate.
Price c.i.f. London.

VEGE-MOTOREN · SPIJKENISSE · HOLLAND

NO MISPLACED COPIES . . .

Keep AUTOSPORT on your bookshelf

File your copies into these handsome Easi-binders for handy reference. Maroon case with beautifully embossed gold title and volume number, each Easibinder holds 26 copies. An Easibinder costs 17s. 6d. plus Index 2s. 6d. if required. Please state Vol. No. when ordering.

Send your order and remittance to:

AUTOSPORT, GILLOW HOUSE, 5 WINSLEY STREET, OXFORD CIRCUS, LONDON, W.1.

The NEW BELCOR flame-proof suit

ONLY £16

Made by **BELL ASBESTOS**

FROM MATERIAL AS WORN BY THE AMERICAN ASTRONAUTS

AVAILABLE EX-STOCK IN 19 SIZES

Send for details and size chart

ROY WINKELMANN RACING LIMITED

54 BURNHAM LANE, SLOUGH, BUCKS. Tel. 27429

TIMO MAKINEN

CHOSE

CLARKE & SIMPSON LTD

to

Supply and prepare his ice racing Escort Twin-Cam

We can offer you an unequalled service to Ford Competition drivers.

Escort Twin-Cam—Lotus Cortinas new and used for immediate delivery.

49 SLOANE SQUARE
LONDON, S.W.1
01-730 0436

DAVID WOOD ENGINEERING LTD

david wood

to

Provide the 155 b.h.p. power unit

Specialist in the preparation of Twin-Cam engine for racing or rally.

Sports and High Performance cars electronically tuned by experts.

22 QUEENSGATE PLACE MEWS
LONDON, S.W.7
01-584 3552

LET US QUOTE YOU

RALLY RECORD

"The whole deal is a bit of good British salesmanship and something a bit different in the tuning business."

John Davenport on Timo Makinen's latest car



TIMO MAKINEN came back from the Monte Carlo Rally via Munich and London, though his trip very nearly ended in Munich, where he was returning his Monte rally car to BMW when he lost his Finnish passport. The local Finnish resident had to be summoned and Timo arrived in London on a temporary passport written out on a piece of embassy paper. His mission here was twofold; first to make arrangements to drive—I hope that is the right word—a Don Shead boat in the Round Britain Race, and secondly to collect his new ice race car, an Escort Twin Cam.

The car has been prepared by Clarke and Simpson in association with David Wood Engineering. The former company, you may remember, was responsible for providing Timo with an Escort for the RAC Rally and have been long associated with the preparation and sale of rally cars through David Sutton, who himself drives one of their Escorts on rallies. The second may not be so familiar, but to those people who have competed in internationals for a few years David Wood will be known as an ex-member of that exclusive bunch of boys, the Ford mechanics, and also, with David Rowe, the star of the Ford film, *David's Day*.

Ice racing in Finland is conducted primarily with cars prepared to Group 2, but there are several differences between this car and a normal Group 2 rally car. First, since ice racing is mainly on tracks somewhat shorter than Silverstone or Snetterton, the rear axle ratio has been chosen as a 5.3 to 1, with a Salisbury Mk 2 limited slip differential unit which, mated with a close ratio box—nicknamed a "bullet box" at Boreham—gives the best way of transmitting the urge to the 3 ins long spikes used in this Scandinavian autocross.

Power comes from a twin-cam engine fitted with BRM phase 3 camshafts operating on standard valves, steel cam buckets and Cosworth springs. The standard valves are retained in Group 2, as larger ones are only permitted in Group 5, as are steel cranks, so that the crank in this engine is a Tuftrided competition type linked to Cosworth racing pistons via Cosworth steel rods. The head is gasflowed and polished as required by Group 2, while a Lucas racing distributor and 45DCO Webers complete the fitments to the engine, except that David Wood fits a high capacity engine breathing system similar to that used by Boreham, and also fits a camshaft cover with the oil filler cap moved to the front.

This engine delivers around 155 bhp via a white spot clutch to the previously mentioned transmission. The car has only one petrol tank fitted, as ice races are not usually all that long in duration, and when it left Sloane Square with Timo it only had standard seats, which will be supplanted in Finland by some of the local variety. The car's specification is completed by Minilite wheels and sump guard, while the paintwork has been left standard white with the sole addition of Clarke and Simpson's name on each door.

Timo will race this car during the remainder of Finland's ice racing season and then perhaps with a more powerful engine and different ratios will race it in normal races during the rest of the year. Anyway, the whole deal is bit of good British salesmanship and something a bit different in the tuning business.

Jolly Ollie

Further to last week's picture and story on John Bloxham's Lancia Fulvia HF on the Dursley Rally, I called in to see Oliver Speight at his Wolverhampton headquarters. Apart from the dubious distinction of being in a very exclusive club of drivers all of whom have given me a multiple roll in a Saab, Mr Speight is a successful vendor of tyres with the accent mainly on rallying and racing. In fact, he will almost certainly be Goodyear's representative on the Formula 5000 scene as well as supporting the home internationals and national rallies. One of his executives has already been out this year helping Goodyear and Ford on the Monte Carlo Rally.

Anyway, Oliver is the proud owner of an FIA entrant's licence in the name of Jolly Club England, Oliver Speight Racing Ltd, and he has revealed that he hopes to start a properly registered branch of the Jolly Club in Britain soon. Basis for the deal was worked out with young Roberto Angelini, who came over to England to see Oliver towards the end of last year; it will involve four Lancia Fulvia HFs, of which the one driven by John Bloxham/Richard Harper was the first and was fetched by them from Milan. The other cars should be here by the middle of the year and will be given out to drivers "of considerable promise but not necessarily proven talent" on a contractual basis. This does not mean that you ring up and arrange starting money but, just as the Jolly Club drivers do in Italy, you must pay to be lent the car and also guarantee to return it in about the same condition as it was when you got it. The advantages are that you have a fully prepared works car available for a much smaller initial investment that if it actually belonged to you. However, don't ring Oliver—he doesn't even have the cars yet and when he does, he will ring you.

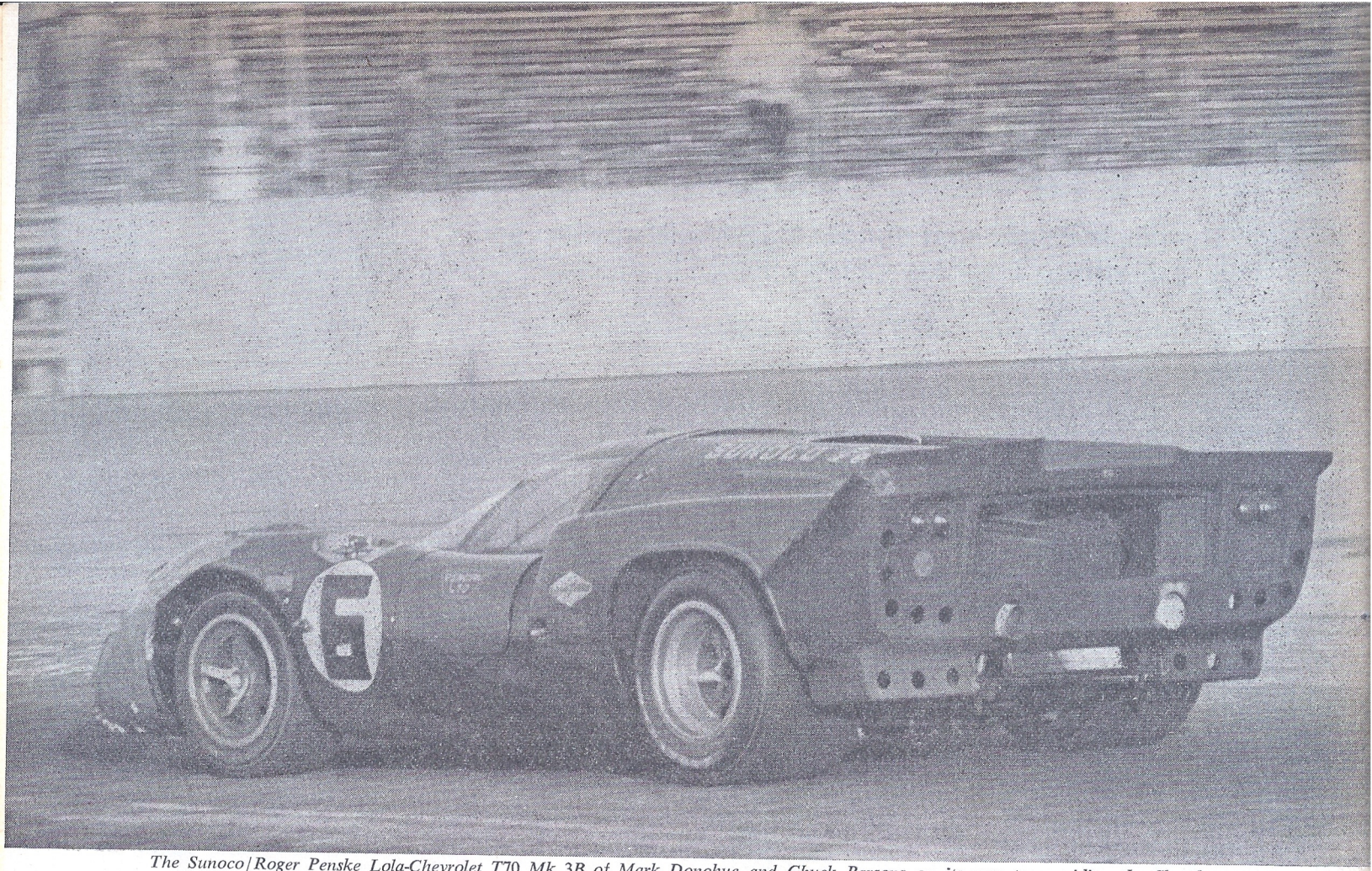
Cancelled

The International London Rally has had to be cancelled for this year. I have had a very sad letter from John Lewsey and a circular from Peter Harwood in which it is revealed that, under the new Forestry allocation system, the RAC Rally has first choice and then, if a regional rally wants to use the same stages, that automatically precludes any other international from using them. With the Scottish and the Welsh duplicating most of the RAC's forests, that leaves the London with about 100 miles of stages in England, which would hardly be adequate in a rally enjoying such an exalted reputation.

Various attempts have been made to get private land and racing circuits organised, but the time available was not sufficient, so that all the club's efforts are being thrown into the event for 1970. With the dedication and speed that the London club possesses, they may well have a Tour of Britain off the ground before Jack Kemsley can do it, though he himself seems to be taking rapid strides in that direction, for the rumour is that the RAC Rally this November will cross the Irish Sea by courtesy of British Rail's Big Fleet and take in tarmac hillclimbs and special stages.



Timo Makinen receives the keys of the Clarke and Simpson/David Wood Engineering-prepared Escort TC from David Sutton. Makinen will be using it for ice racing back home in Finland with tyres equipped with 3 ins long spikes.



The Sunoco/Roger Penske Lola-Chevrolet T70 Mk 3B of Mark Donohue and Chuck Parsons on its way to providing the Slough marque *with its first long distance race win.*

LOLAS' DAY IN FLORIDA

Porsche and Ford teams collapse — Mark Donohue/Chuck Parsons survive after 80 mins in pits to gain Lolas' first long-distance win — TransAm Firebird third overall behind AIR Lola

Report and pictures by PAUL WATSON

THE Roger Penske-entered, Sunoco-backed Lola-Chevrolet T70 Mk 3B of Mark Donohue and Chuck Parsons won last weekend's Daytona 24 Hours, the first round in the 1969 FIA Manufacturers World Championship. After being delayed by continual stops for fuel, and later by repairs to the exhaust manifold, the Penske Lola bided its time, and then as a total of seven Fords and Porsches fell out, the superbly prepared blue car moved up to take the lead a few hours before the end and win by 30 laps from the similar but older car of Lothar Motschenbacher/Ed Leslie, entered by James Garner's American International Racing.

The Porsche team were first delayed by split exhaust manifolds which filled the cockpits with fumes; then one by one the cars fell by the wayside with broken intermediate shafts to the camshaft gear. JW Automotive, with only two entries, fared no better, both cars retiring after taking the lead, and leaving a clear run to the Lola.

Once again the TransAm cars did well, especially the Ward/Titus 5-litre Pontiac Firebird, which finished third overall, one place higher than Titus finished last year. The GT category went to the Porsche 911T of Bruce Jennings/Herb Wetson/Tony Adamowicz in fourth place overall, and the 2-litre TransAm class to Bert Everett/Alan Johnson (Porsche 911). The works Lancia Fulvia HF Zegato of Maglioli/Pinto actually won the Group 6 category, finishing 11th overall! Certainly it was a most surprising way to start the year's Manufacturers Championship.

ENTRY

ANY hope of a really good entry for the opening round of the 1969 FIA Championship was scotched once the full list was known. Daytona always suffers this way, being too early in the season to allow for many new cars, and an expensive race to compete in for most European teams.

Last year Porsche were the victors with their 2.2-litre 907s. This year they returned with no fewer than five 3-litre long-tailed cars, under the new race direction of Rico Steinemann. They differed little if at all from those seen throughout 1968, save that they used five-speed boxes instead of six-speeders for this fast circuit. They all had fins on the tails, crossed by an aerodynamic bracing.

There were some new faces in the German cars, with three British drivers, five Germans, one Swiss and the American Joe Buzzetta. The final pairings were Jo Siffert/Hans Herrmann, Dickie Attwood/Joe Buzzetta, Vic Elford/Brian Redman, Gerhard Mitter/Udo Schutz and Rolf Stommelen/Kurt Ahrens. Redman's right arm was a lot better, but he still drove with a plaster, as the bottom of one bone still remains parted from his wrist.

Matra Sports were the only other team to enter a true 3-litre prototype, with one "new" M630 (chassis No 4) for Johnny Servoz-Gavin/Henri Pescarolo. This was little changed from the 1968 car, but was 90 kilos lighter, and had the oil radiators moved from behind the driver to the front. The only other over 2-litre prototype was Spaniard Alex Soler-Roig's 2.2 Porsche 907 for himself and Austrian Rudi Lins; this car was very much under the wing of Steinemann.

The 2-litre prototype section had a mixed collection of vehicles. The only Alfa-Romeo entered was a private ex-Autodelta T33 Series 2 for the Peruvian pair Mario Calabattisti and Eduardo Dibos from Lima. The North American Racing Team had the same now rather elderly closed Ferrari Dino 206S that

had retired very early last year, and this was again driven by veteran American Charles Kolb with the assistance of Italian Giampiero Biscaldi of Alfa fame.

The remaining prototypes were all heavily under-powered for this sort of race, and were relying on durability rather than outright speed to get them through 24 hours. Lancia had entered a single Zagato-bodied Fulvia with the new 1600 cc rally engine and five-speed box for Claudio Maglioli/Rafaelle Pinto, and this car was running under banner of Lancia agents Algar Enterprises together with the standard-bodied 1600 HF of Bruce Hollander/Bob Clark/Wayne Marsula. Then there was a 1967 ex-works Le Mans Austin-Healey Sprite for owner Jim Baker and co-drivers Paul Richards and Clive Baker—this well-prepared car has seen a lot of service on both sides of the Atlantic—and a dull but pretty little Volkswagen 1600 cc Zink Special with open body similar to an Elva Mk 7, driven by Jim McDaniel/Steve Peiper, the latter winning the 250 mile World Championship Formula Vee race on Friday with another Zink.

The Group 4 entry was dominated by JW Automotive Ford GT40s and Lola T70s. JW actually brought three cars, but only two were GT40s: the third car was the long-awaited Group 6 3-litre Mirage-BRM prototype which David Hobbs gave a full working-out programme the week before, lapping consistently in the 1 m 54 s bracket, but it was put away for race week. JW's brace of lightweight GT40s had little that we have not seen before. A "new" car was handled by Jacky Ickx and Jack Oliver, with Ickx's 1968 car for David Hobbs and Mike Hailwood. All had 5-litre engines and Gurney heads, and were as usual immaculately turned out in the colours of their sponsors Gulf Petroleum. A third GT40 (chassis No 103) was privately entered by American Airlines engineer and veteran driver Bill Wonder of New York for himself and Ray Cuomo; this car had not raced since Watkins Glen, but now has all the goodies—5-litre engine, Gurney heads and big brakes.

There were four Lolas in all, and there might have been five had Sid Taylor been able to come to terms with the organisers over travelling expenses. Two of the four were completely new 1969 cars, neither of which had turned a wheel in anger before Daytona. Most attention was centred around the Roger Penske Racing entry, sponsored by Sunoco. This car was a joy to behold, so magnificently was it prepared. Although not yet raced, it arrived with an average of 18 man hours a day in preparation since its shipment from Lolas a month ago, and was gleaming in deep royal blue with gold lines. Penske used the usual 5-litre Chevrolet engine, built by Traco for long-distance racing using fuel injection. Drivers were Mark Donohue and Ronnie Bucknum. The other new Lola T70 was entered by Sportscars Unlimited for Jo Bonnier and Ulf Norinder. Both Bonnier and Norinder have ordered cars, but this one was Norinder's as Jo's is still being built. They also brought a spare (Norinder's 1968 car) which was used as a stock of spares rather than a race car. This car ran on carbs with Traco engine and wet sump lubrication.

The two older Lola T70s were both entered by film-star James Garner's American International Racing, and had not been seen since Sebring last year. Like the two newer cars, they had Traco-Chevrolet engines, running on carbs with wet sump lubrication. Drivers were Scooter Patrick/Ed Leslie and Dave Jordan/Lothar Motschenbacher. The second car had suffered a mild fire while practising the week before.

There was only one Ferrari 275LM this year, and this was the old Ecuadorian one that John Gunn drove so well last year. This time it was again driven by Fausto Merello, with the assistance of Umberto Maglioli and Eddie Alvarez, and entered by Raceco of Miami.

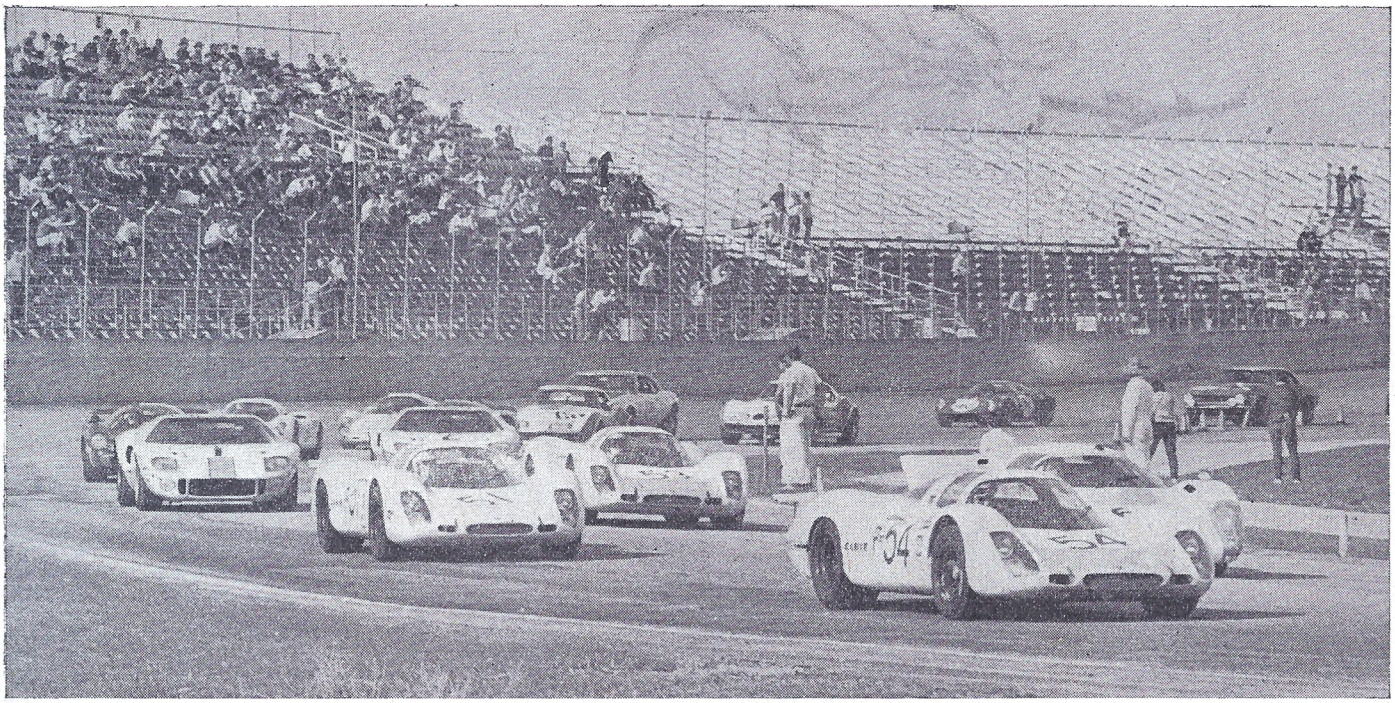
The remaining Group 4 cars were all in the 2-litre category, and consisted of Sportscars Unlimited's second entry, a 2-litre 1967 Porsche 910 for Masten Gregory/Richard Brostrom, and the Canadian-entered Carrera 6 for Rainier Brezinka/Fritz Hockreuter/Horst Peterman/Rudy Bartling. Chevron's Derek Bennett flew out to Florida to help run Raceco's privately-entered 1968 Chevron-BMW B8 which had been entered for Bob Beatty/John Gunn/Hugh Kleinpeter. This car was originally built for Charles Bridges to take to South Africa, but never actually went, and had a 197 bhp engine tweaked by Weslake.

Finally, George Waltman drove all the way down from New York on the road with an old 1962 OSCA-Maserati GT2, a pretty but slow 1600 cc ohc car with body by Zagato which had apparently run at Le Mans in years gone by.

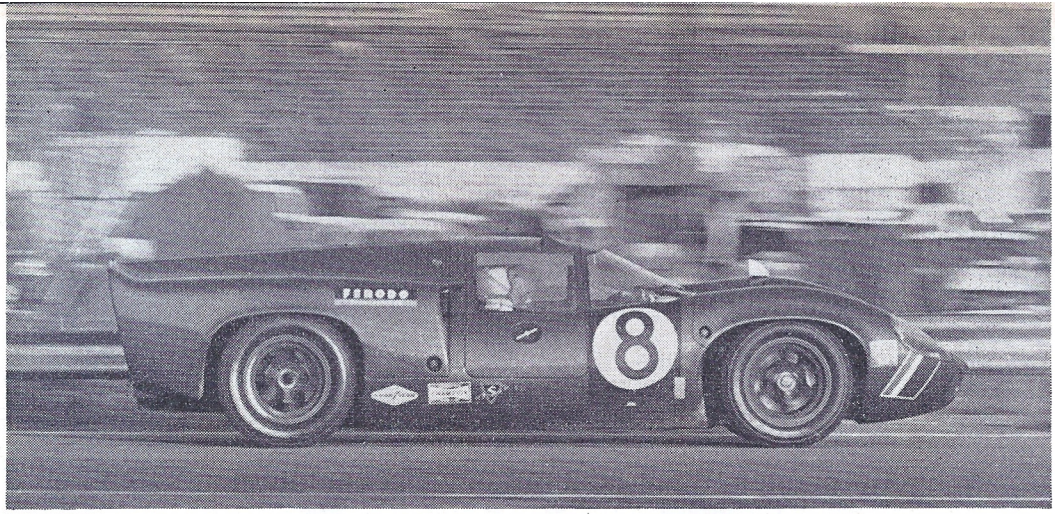
The Group 3 GT category was clearly an all-American affair, and here the most interesting cars in the paddock were the two typically Yankie Owens-Corning Fibreglass-entered 7-litre Chevrolet Corvette Stingrays from Toledo, Ohio. The cars were basically the same as in 1968, drivers Tony DeLorenzo and Gerry Thompson having dug out Owens-Corning to replace Sunray Oil, who have pulled out of racing for the time being due to their merger with the Sun Oil Company (Sunoco) who are of course fully committed to sponsoring Roger Penske. The two Corvettes have 1½-ins wider wheels this year in an attempt to put more ruuber on the road, and weigh in at 2950 lbs, which is still a bit on the heavy side, as they are homologated 300 lbs lighter. Drivers DeLorenzo and Thompson were joined by sedan pilots Dick Lang and Jim Harrell. Robert Esseks/Frank Dominianni/Ed Lowther were entered in another 7-litre Corvette, and there were two older 327 ci cars.

Main opposition to the Corvettes was supplied by a lightweight Ferrari 275GTB/4 entered by NART for CanAm driver Sam Posey and one Ricardo Rodriguez of Mexico, who is no relation to Pedro or his late brother. The GTB/4 had run well at Watkins Glen last year. The remainder of the GT category consisted of several Porsche 911Ts and MGBs, plus examples of E-type, TR4, Alfa-Romeo Giulia SS, Triumph GT6 and Lancia Fulvia HF—a very mixed bag indeed. The Porsche 911Ts were driven by Bruce Jennings/Herb Watson/Tony Adamowicz, André Wicky/Sylvain Garant, and the Canadian trio Jacques Duval/George Nicholas/Andy Sampson.

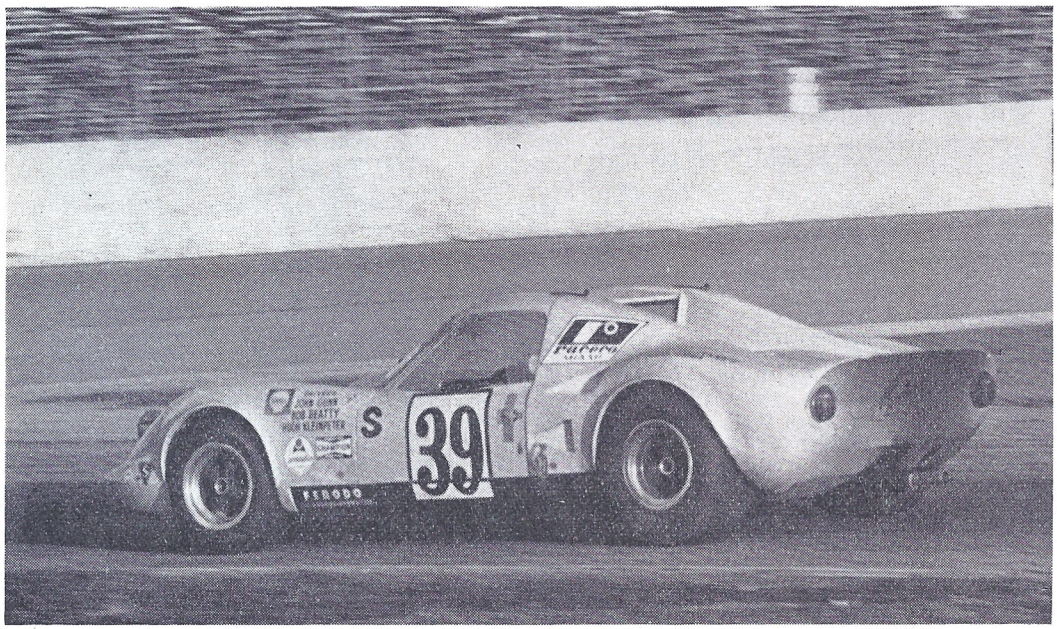
This year the TransAm category was not included in the national championship, which had the effect of eliminating any spectacular cars such as the Shelby Mustangs and Penske Camaro of last year. However, Camaros dominated the over 2-litre entry with at least 12 cars; there were also a few Mercury Cougars, a Mustang and a Dart. Porsche 911s swamped the 2-litre section with intervention from a desperately slow Volvo and an Alfa GTA. A Pontiac Firebird was also entered for Jerry Titus and Jon Ward—Titus had finished fourth overall last year in the 24-Hours.



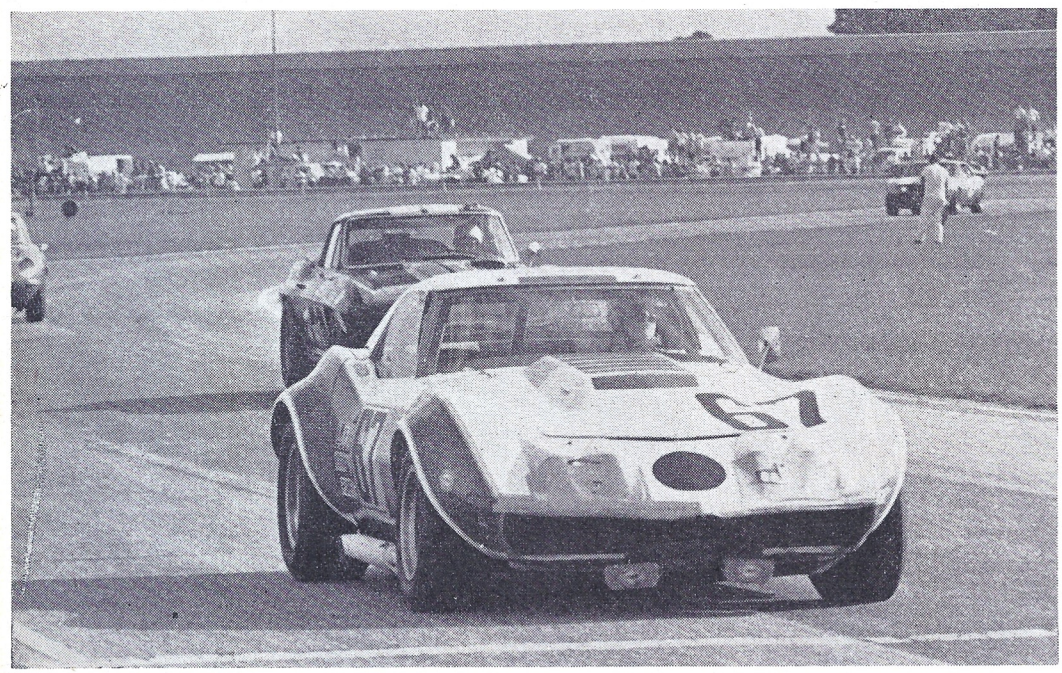
The Stommelen/Ahrens Porsche 908 leads the similar cars of Attwood/Buzzetta, Mitter/Schutz and the two JW GT40s at the start.



Completing the Lola 1-2 *was the* 1968 *AIR car of Scooter Patrick/Lothar Motschenbacher.*



The lone Chevron-BMW of John Gunn/Bob Beatty/Hugh Kleinpeter finished a reliable sixth.



One of the mighty Stingrays, the Thompson/Harrell/Ward car, nosedives under braking ahead of an earlier Corvette.

Once again Bill France was obliged to accept the TransAm cars to make up the field, but the presence of some of the slower cars, both in the TransAm and small GT classes, was most shortsighted, and more than one serious competitor was roughly handled by these cars. Gordon Cooper, the American astronaut, who has had some limited competition experience, was scheduled to drive a Cougar in the TransAm class, but NASER stepped in with an ultimatum of "Race or Space, Mr Cooper," and he was not seen.

PRACTICE

TRAINING was a drawn-out affair, starting on Wednesday but not getting very serious until official practice on Friday. The Porsche team experienced some early trouble in the handling department, the cars being particularly skittish on the bankings. Tweaking tyre pressures, roll bars and spring rates soon cured this, and by the time the quintet rolled out on Friday Steinemann was satisfied that the cars were completely competitive. His point was soon proven, with drivers' times ranging between 1 m 52 s and 1 m 55 s, compared to Siffert's best time in practice for the 1968 race of 1 m 57.31 s with a 2.2-litre car.

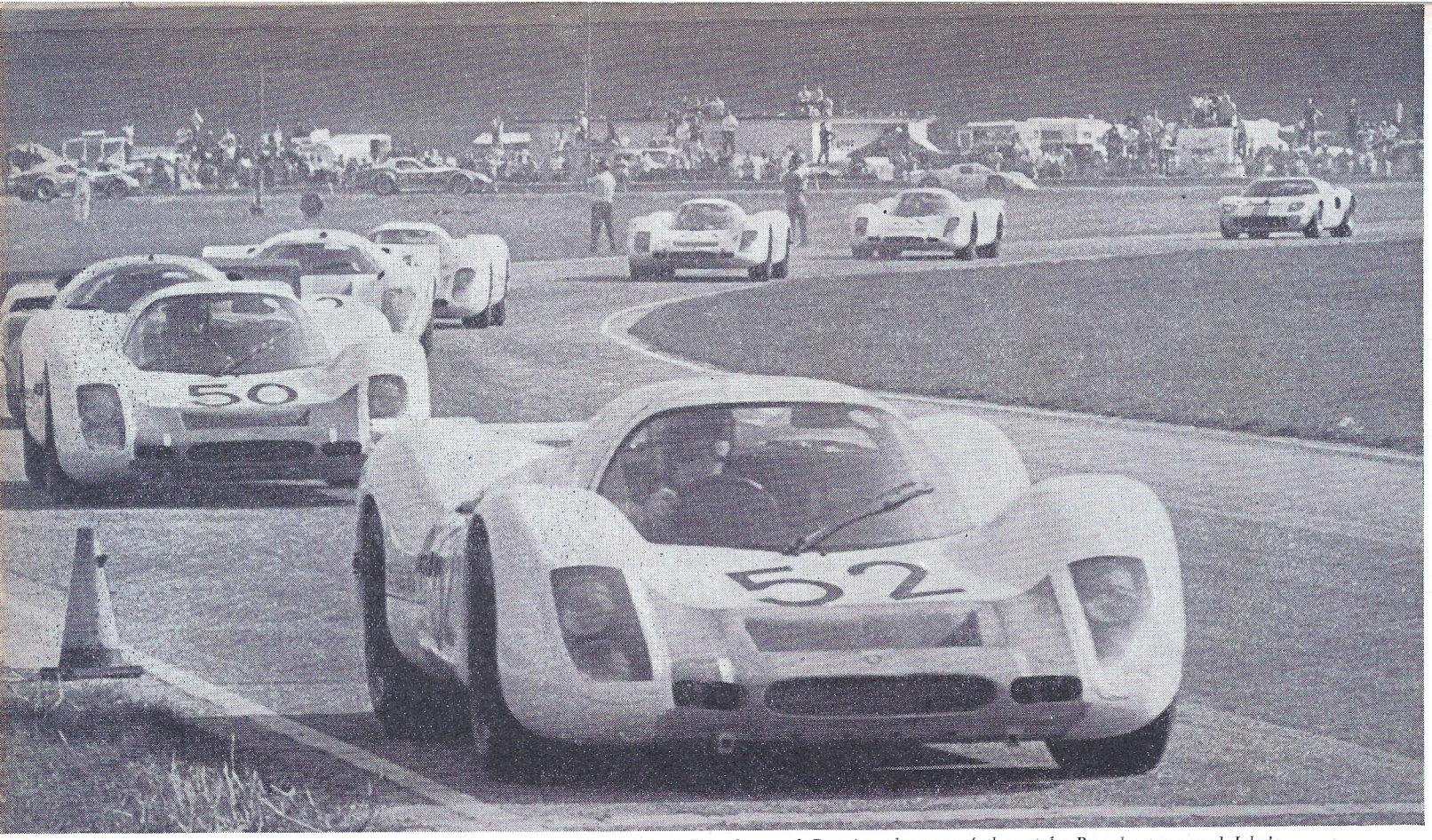
The two new Lola T70 Mk 3Bs were quite a lot quicker than their older counterparts from AIR, but the Bonnier/Norinder car suffered considerable teething troubles which kept them from getting in any continuous lappery. However, Penske's car was in magnificent form, slipping in and out of the pits, dropping in the odd quick one here and there, and generally fooling the opposition. Donohue's scheduled co-driver Ronnie Bucknum was in difficulty as he had injured a finger in a motor cycle spill, and before practice ended CanAm veteran Chuck Parsons had appeared to take over.

Both JW GT40s clearly lacked steam, Ickx only just managing to better his 1968 practice time with the new car.

The little Belgian was not particularly happy with his car, complaining of poor handling and lack of power, while Oliver was given little chance to settle into the car. The two AIR Lola T70s burbled round fairly satisfactorily, although both were now fairly dated cars. Alex Soler-Roig, driving the short-tailed 2.2-litre ex-factory 907, went extremely well, as did his codriver Rudi Lins. They lapped in 2 m 0.8 s, just over 2½ secs slower than the best works 907 time in practice last year. Among the GT cars, only the two brutish Corvette Stingrays of DeLorenzo/Lang and Thompson/Harrell showed any real form, DeLorenzo getting round in 2 m 3.2 s and Thompson in 2 m 4.8 s, with the G4 Porsche 910 of Gregory/Brostrom in between them at 2 m 4.7 s. There were no competitive 2-litre prototype times, now the Porsche 910 has been homologated as a Group 4 car, but the NART Dino 206S and the Peruvian Alfa T33 were running each other pretty close with times of 2 m 8.4 s and 2 m 9.6 s. The Chevron of Beatty/Kleinpeter/Gunn did 2 m 13.8 s.

The TransAm competition was four-sided, with the Camaro of Rusty Jowett and Craig Fisher at 2 m 7.8 s, the Pontiac Firebird of Jon Ward/Jerry Titus on 2 m 7.2 s, the Camaro of Don Yenko/Dick Guldstrand doing 2 m 9.6 s and the Bob Grossmann/Bob Dini Camaro 2 m 10.5 s.

Donohue wasn't giving away a thing, and under the clever direction of Roger Penske his quickest time remained a mystery until after practice, when he was posted at 1 m 52.7 s (121.704 mph). The Lola's time was good enough to head all but one of the 908s —Elford's, for the experienced Englishman just pipped the big Anglo-American car by half a second, giving him a top qualifying time of 1 m 52.2 s (122.246 mph). Two more 908s followed, Siffert qualifying his car in 1 m 53.4 s, and the Stommelen/Ahrens car posting 1 m 53.9 s. Bonnier showed the sort



Vic Elford leads Jo Siffert, both in 3-litre Porsches, the big Lolas of Donohue and Bonnier, the rest of the works Porsche team and Ickx's GT40 in the opening laps.

of form he was to produce in the early stages of the race itself by getting in a snappy 1 m 54 s, followed by the other two 908s of Attwood/Buzzetta (1 m 54.4 s) and Mitter/Schutz (1 m 54.4 s). Ickx nearly equalled the slower 908s with 1 m 54.5 s, and Hobbs was marginally quicker than Hailwood with 1 m 55.3 s.

Late in practice Henri Pescarolo flipped the Matra in front of the pits when the car got out of control. He rolled it spectacularly, also hitting a Porsche 911, but stepped out unhurt, but the car was too badly damaged to be straightened for the race.

RACE

THE beautiful hot Florida weather that had lasted throughout practice showed signs of breaking up on Saturday, but by the time the 3 pm start drew near the clouds had drifted away and the sky was a brilliant blue again.

A spectator attendance that would hardly have done justice to Lydden Hill on a wet Sunday trickled quietly into the circuit as the 62 starters were lined up in two-by-two formation in front of the pits for the rolling start. Missing were the unlucky Matra, the Wonder/Cuomo GT40 which had not qualified in practice due to having wrong exhaust gaskets, the Dodge Dart and a Camaro.

At a few minutes past 3 pm the long column headed slowly away, prayers for the safety of the drivers having been said in typically southern fashion. They completed one and a half laps and then, as the Camaro pace car gathered speed down the back straight, it dived down the slip road and the race was on.

Elford made the initial running, with Siffert and Donohue close behind, the leading nine cars (five Porsches, two Lolas and two Ford), pulling away at once from the rest of the field, led by Scooter Patrick in one of the AIR Lola T70s. Within two laps the leaders were already gobbling up the slow cars, some of which blocked badly and by five laps the Fords of Ickx and Hobbs were showing signs of dropping back to leave the initial sprint as a contest between the 908s and the Lolas of Donohue and Bonnier. Siffert led for most of the first ten laps, with constant intervention by Elford and at times by Donohue, and at ten laps the order was Siffert, Donohue, Elford, Bonnier, Attwood, Schutz, Stommelen, Ickx, Hobbs, Patrick, Soler-Roig, Gregory, Thompson, DeLorenzo, Leslie and the rest.

One car failed to start, Waltman's OSCA, which couldn't make the second pace lap. By the 16th lap Jo Bonnier had begun to put on the pressure, and at 20 laps Elford led from Bonnier, Siffert, Donohue, Attwood, Schutz, Stommelen, Ickx and Hobbs. All the others had been lapped once or more already led by Patrick and Leslie from Gregory's 2-litre 910 and Alex Soler-Roig in the slightly larger 907: the two private Porsches enjoying a good scrap, as was the Dino with the Alfa T33. Early on DeLorenzo blew a tyre on the East Banking and came in with a damaged fuel pump; after stopping at the pits the car caught fire, but this was put out and the car retired immediately—exit the first Corvette. The Chevron got pushed off, spun, and continued.

After one hour's racing both the Mk 3B Lolas had dropped back, and Porsche were holding the first five places in the order Elford, Siffert, Attwood, Schutz, Stommelen, with the first two pulling smartly away from the others and Attwood in turn leaving the two Germans. Elford's average was over 116 mph. Donohue was finding his petrol consumption unduly high due to problems over pick-up from the tanks, and he soon fell from the leader board after making the first of many stops. This put Donohue into seventh place between the two Fords, with the AIR Lolas in ninth and tenth spots. The other fast Lola of Bonnier got wedged in between two slower cars, sustaining damage on both sides, and called in to have the car checked on several occasions. Later Ulf Norinder took the car over, but received the same treatment from another competitor, this time against one of the walls on the banking, and came in with a badly damaged off-side rear, including damaged upright, suspension, wheel and drive-shaft. The car spent a long time in the pits and was eventually wheeled away looking very second-hand.

Elford still led after 60 laps and the order of Porsches behind was the same, save that Donohue had worked his way back up again between Schutz and Stommelen, thanks to an electric 23 second stop to re-tank. The Fords followed, looking a bit breathless, but biding their time, and Patrick came next, but Leslie had fallen back after repairs to a broken throttle spring. The first driver changes were now in full swing.

At approximately 5.53 pm Porsche started their long saga of trouble: Redman arrived in the pits very groggy from an excess of fumes in the cockpit and overshot. He was helped out, while mechanics changed a split exhaust manifold. This put Siffert into the lead from Buzzetta and Ahrens, with Donohue next and keeping up well, then Ickx/Oliver, who had made up some ground and were fifth ahead of Schutz/Mitter. Patrick was eighth trailing the Hobbs/Hailwood GT40 and the 907 of Lins. The Carrera 6 was chucking out its oil and pitted. There were already several retirements, among them the Ecuadorian Ferrari 275LM with gearbox trouble when Maglioli was driving. Next in with manifold trouble was Stommelen at 6.15 pm, and then Siffert at 7.05 pm with a split silencer this time. Porsche were clearly in trouble with these untested manifolds, but Attwood's car was going well at this stage, and he moved into the lead with Joe Buzzetta, two laps to the good on Donohue and his replacement codriver Chuck Parsons. Punctures were becoming commonplace, and Ickx

was one of the first to suffer, dropping behind Schutz/Mitter and Soler-Roig/Lins, as well as his own team-mates Hobbs/Hailwood, who now moved up into second place.

About this time the 3.8-litre E-type of Richard Robson/Rajah Rodgers blew up in a big way, blinding Mario Calabattisti who was driving the single Alfa T33. Calabattisti braked hard, and local driver Peter Gregg flew right over the top of the red car in his TransAm Porsche 911, while Rudi Lins came piling in from behind in the 907. The Alfa turned over, pinning Calabattisti beneath it, while the two Porsches were too damaged to continue. The Peruvian was quickly removed from the total wreck of his Alfa, and was later stated to have a sprained wrist, cuts, lacerations and other minor injuries. Later he was released from hospital, and returned painfully to the circuit! Strangely enough, this accident happened at about the same time and place as that big shunt of 1968 that eliminated Gregory, Mitter and Spoerry.

At five hours Attwood was still untroubled by the manifold gremlin and led by a lap from the No 2 GT40 with which Hailwood was doing some splendid work. Schutz and Mitter had also been troubled by the fumes caused by the manifold on his car, but a vent had been opened in the rear screen and he reported feeling fine. This car was third, followed by the Ickx/Oliver GT40 and the Donohue/Parsons Lola, which was suffering from all the pit stops it was having to make for fuel (about every 20 to 21 laps at this stage) and fluctuating in its position. The three Porsches that had required work on their exhausts were all five or more laps down, with Patrick in among them with the best-placed AIR Lola, the other having suffered its second broken throttle spring, to Ed Leslie's disgust! The race average had settled down to 113.5 mph as the night set in and the lights blazed their way round.

The sixth hour showed several more retirements, including the leading TransAm Camaro of Jowett/Fisher after 44 laps. Mitter/Schutz were swapping second place furiously with the No 2 GT40, emulated by the Penske car and the No 1 GT40 behind that. The three other Porsches and the Patrick/Jordan Lola T70 were still all within two laps of each other, followed by the Stingray of Thompson/Harrell, now also driven by Tony DeLorenzo and going very well. The other AIR Lola followed, then the Ward/Titus Pontiac Firebird which was now leading the TransAm class overall by two laps from Bert Everett and Alan Johnson (Porsche 911). The ex-works 1300 cc Sprite of Baker/Richards/Baker and the slightly larger 1600 cc Lancia Fulvia Zagato of Claudio Maglioli/Pinto were both going great guns. The Chevron-BMW B8 of Kleinpeter/Gunn/Beatty was going well, but the Dino Ferrari was in trouble with overheating and loss of power and the Pickering/Cline Triumph GT6 was in and out of the pits.

At 200 laps No 51 Porsche (Attwood/Buzzetta) had two laps lead over Hobbs and Hailwood, who had just one lap on the third place Porsche behind them. Although nothing like as fast as the Porsches or Lolas, the two GT40s were improving all the time as they got into their stride, but so was the Lola, and the big blue car's fuel consumption was beginning to improve. It was now fourth, two laps in front of Ickx and three Porsches, with the AIR Lola T70 four or more laps behind that. Hagen/Gillebard had retired their Cougar DeLorenzo, driving the Thompson/Harrell Stingray, felt the steering getting heavy, failed to keep control of the car, and hit the wall on the right at the end of the East Banking. All DeLorenzo hurt was his big toe, but he was out of the race.

Attwood and Buzzetta still led at 240 laps, but the GT40 had cut this lead to one lap and was closing in all the time. The Schutz/Mitter Porsche was three laps behind that and ahead of the other GT40, the Gulf car temporarily relieved of Donohue who had had a slight nudging match with the leading Porsche and then a long stop to repair the exhaust system and carry out some routine work on the car. This had cost Roger Penske 1 hr 19 mins and dropped them right down the field, and it looked at this stage as though the stop would cost the Lola any hope of a win or even a place. Nobody really believed the Lolas would last anyway. The Grant/Oest Lancia Fulvia HF was out, and also the Esseks/Dominianni/Lowther Corvette.

By midnight the Penske Lola was in its lowest place—11th, 44 laps in arrears. The two GT40s were running a lap apart and three laps behind the leader, and the other four Porsches were in line ahead, the order being Mitter/Schutz, Siffert/Herrmann, Stommelen/Ahrens and Elford/Redman. The Patrick/Jordan Lola was eighth, and then came the leading TransAm car which was still Jon Ward and Jerry Titus in their well-driven Firebird. The Dino was finally out with engine trouble, and the Rafferty/Gearhart/Wisler Corvette was in the pits most of the time.

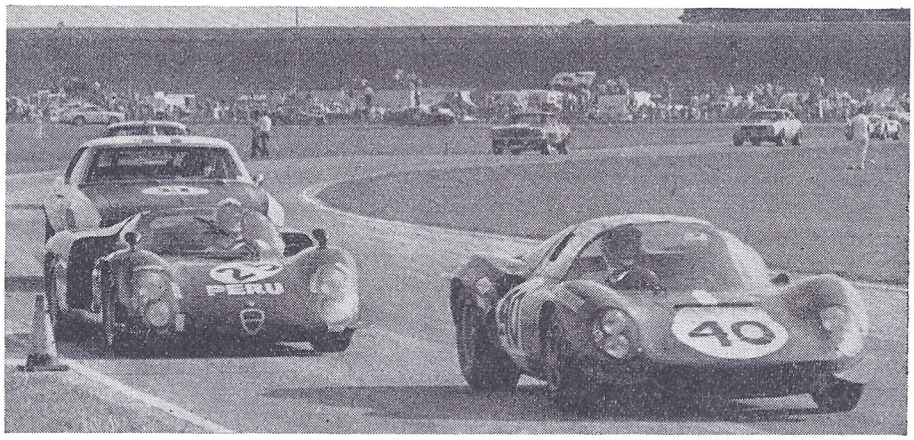
At 12.50 am Porsche actually lost their first car, when the leader abandoned with broken camshaft gear after 273 laps, caused by a faulty intermediate shaft between the crankshaft and the car. The McComb/Dooley Mustang also blew its engine, and now David Hobbs and Mike Hailwood were in the lead for the first time in the race, with four laps on Mitter/Schutz and five on Ickx/Oliver, the second and third place car taking second place from each other according to pit stops. The Triumph GT6 finally retired, and Fred Opert blew up his 911 after changing the gearbox earlier. Meanwhile the fumes had been worrying Mitter a lot, and he was unable to continue, being taken away in an ambulance for examination when he came in.

At 300 laps the two Fords were three laps apart, and the remaining Porsches lay third, fourth and fifth and within striking distance. The Penske car was going well, but it seemed at this stage an impossible task for Donohue and Parsons to pull the car up the field again. However, the ever menacing Mitter/Schultz car, which now had Attwood driving in place of Mitter, had been drawing in the Ickx/Oliver Ford, and passed into second place at 310 laps. The AIR Lola was also splitting the other three Porsches, but at 2.50 the Elford/Redman 908 stopped out on the circuit at 278 laps with yet another suspected broken intermediate shaft, reducing Porsche to three cars. By 330 laps the order was:

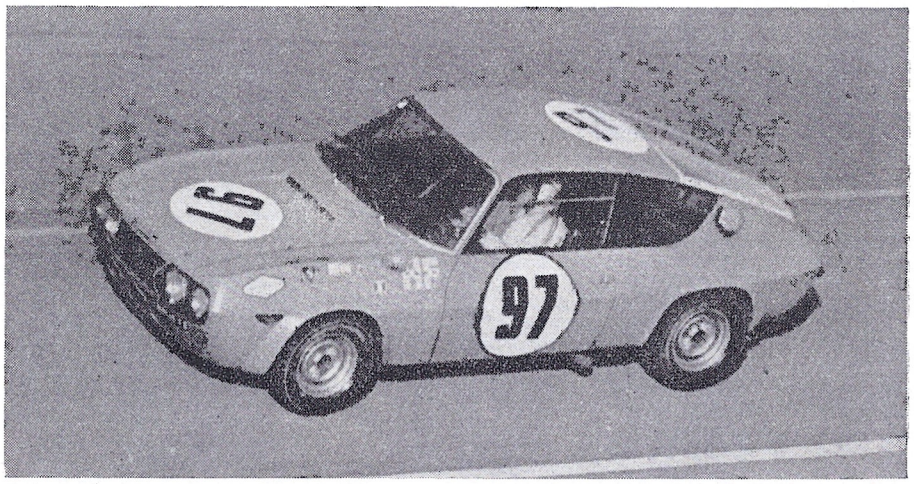
Hobbs/Hailwood (Ford GT40), 330 laps; Ickx/Oliver (Ford GT40), 326; Mitter/Schultz/Attwood (Porsche 908), 326; Siffert/Herrman (Porsche 908), 323; Stommelen/Ahrens (Porsche 908), 312; Jordan/Patrick (Lola T70), 311; Donohue/Parsons (Lola T70), 281; Motschenbacher/Leslie (Lola T70), 275; Kleinpeter/Gunn/Beatty (Chevron-BMW), 273; Everett/Johnson (Porsche 911), Grossman/Dini (Camaro), Williamson/Drolson (Porsche 911), Duval/Nicholas/Sampson (Porsche 911T). Jennings/Wetson/Adamowicz (Porsche 911T), Maglioli/Pinto (Lancia Fulvia Z), Wicky/Garant (Porsche 911T) and Ward/Titus (Firebird).

Thirty laps later the Porsche and the Ickx/Oliver Ford were still contesting second place, and after 312 laps Stommelen/Ahrens retired with the same wretched intermediate shaft trouble.

At 4.30 am on Sunday morning the leading Ford of Hobbs/Hailwood began using up a lot of water. It came in several times, and by the 420th lap had dropped to fourth behind the Porsches. At 5.05 am the car was retired. So at 420 laps the order was Ickx/Oliver,



Group 6 2-litre protagonists Giampero Biscaldi/Charlie Kolb (Dino) and Mario Calabattisti/Eduardo Dibos from Peru (Alfa T33) are shadowed by the Sam Posey/Ricardo Rodriguez Camaro.



Astonishingly, the overall Group 6 winner was the little works Lancia Fulvia Zagato of Rafaelle Pinto/Claudio Maglioli, seen scuttling round the banking.

Mitter/Schultz/Attwood (417), Siffert/Herrman (415), Patrick/Jordan (382), Donohue/Parsons (376), and then the game little Chevron with 351 laps. Bob Grossman and Bob Dini had temporary hold on the Trans-Am class, and Everett/Johnson continued to dominate the small section of this category.

Just after the Ford retired, poor Rico Steinemann took another blow when the same problem that had already eliminated two and probably three of his cars hit the Siffert/Herrmann machine, and out it went after 415 laps. This altered the whole concept of the race and meant that although the two leading cars remained the same, Donohue/Parsons suddenly became third having caught the AIR Lola of Patrick/Jordan. The Grossman/Dini Camaro passed the Chevron, while the previously well placed TransAm Firebird of Ward/Titus was stealthily moving back up and was behind Everett/Johnson, Motschenbacher/Leslie, Jennings/Wetson/Adamowicz (Porsche 911T) and the Williamson/Drolson 911.

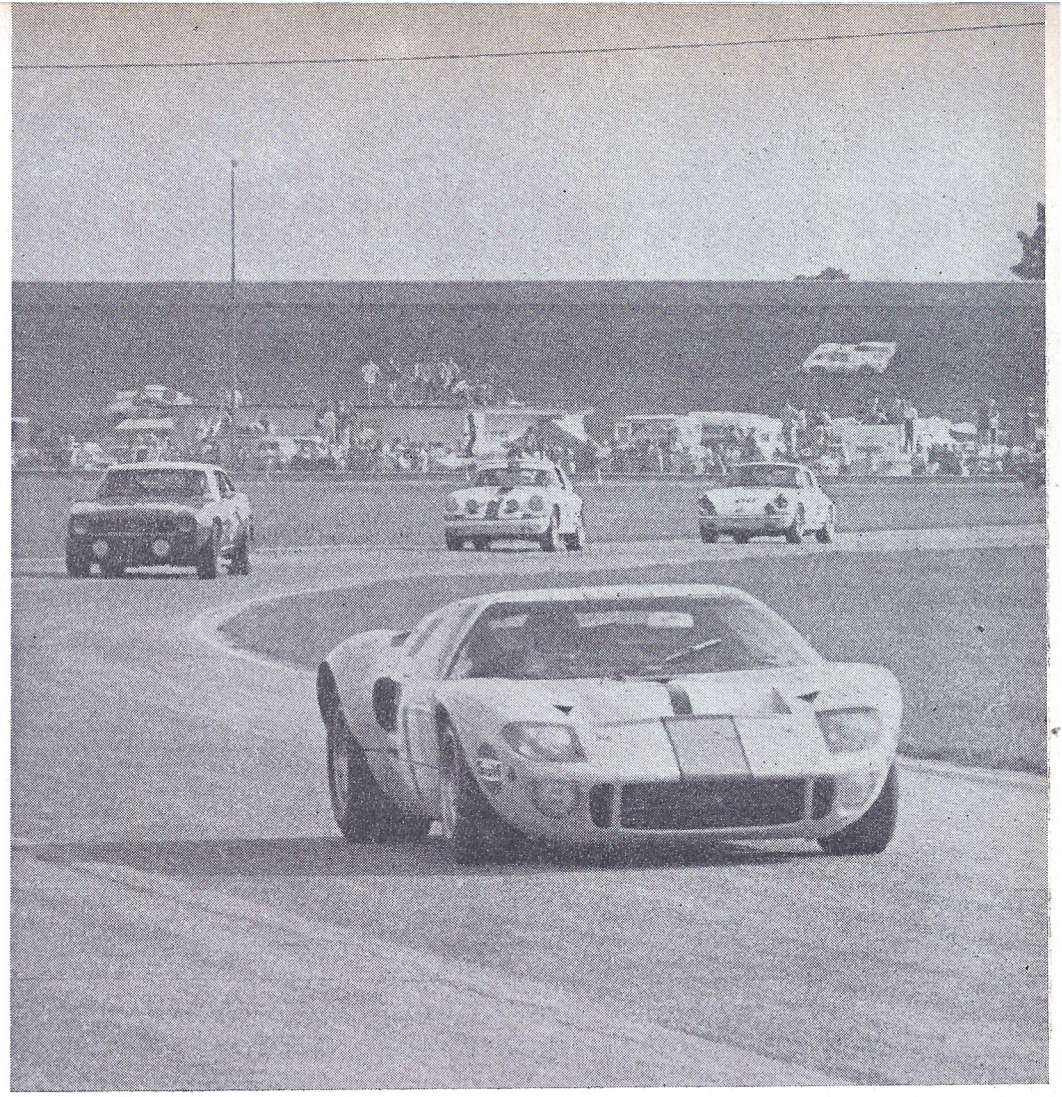
On the 450th lap the sole remaining Porsche was on the same lap as the sole surviving Ford. Jordan/Patrick were out of luck for about the first time in the race and had pitted for a change of bearings in the rear-offside upright, which moved Grossman/Dini into fourth and the Chevron into fifth. The Gifford/Campbell 911 was out with clutch trouble, and the race average was now just over 110 mph.

But now John Wyer and David Yorke were looking most uphappy; the leader was clearly in trouble with overheating, and by the 470th lap the Mitter/Schultz/Attwood Porsche was ahead. Then on the Ford's 469th lap, it suddenly went out of control after the pits, and in a few seconds poor Ickx was walking in leaving behind a sorely bent motor car. It is thought that something in the front suspension may have failed, but with probable cracked cylinder heads the car seemed doomed anyway. The Ford's exit moved Donohue into second place having passed the AIR car, but still a full 54 laps behind the Stuttgart machine. Grossman couldn't believe that he was now third, two laps ahead of Everett, but what was worrying Grossman was the Ward and Titus Firebird creeping up.

Williamson/Drolson temporarily passed the slowing Chevron, which had had a number of small troubles including difficulty draining its tanks on this predominantly left-hand circuit, which had affected fuel consumption drastically. Jennings also looked as though he would pass the Bolton car from Miami. The Penske car lost 17 mins when the starter jammed, but was still a safe second. The Chevron was back in fifth by 490 laps, but then the final straw broke for Porsche; their last car stuttered into retirement, with the same trouble, a broken intermediate shaft to the cam—somehow Steinemann seemed almost relieved! The Porsche had completed 483 laps.

At last Penske had achieved his intention, to lead the race, and out of four Lolas that started three were still running. Ward and Titus had now got their Firebird past the Everett Porsche 911 and were flat out after Grossman, who now had the misfortune to run into trouble with his fuel pump and valve gear. Grossman's long pitstop let Ward and Titus through, but now a new danger threatened the second and third place TransAm cars in the shape of the Motchenbacher/Leslie T70, which had been quietly catching up time.

At the 19th hour the AIR Lola was just a lap behind the Chevron and the 911; at 495 laps the big James Garner-sponsored car was past the Chevron, while it stood at the pits, and by Everett a short while later. The Jennings/Wetson/Adamowicz 911T also passed Everett, but the Firebird took a lot more hauling in, and it wasn't till the 22nd hour that it was Lolas one-two. There were no more significant changes in the last two hours, and Parsons took the flag with 626 laps to his credit, 30 up on the Motchenbacher/Leslie car. Ward and Titus were five laps behind that, and Everett and Johnson eight more in arrears. The Chevron was an excellent sixth.



The ill-fated Number 1 Gulf GT40, with a space-helmeted Jacky Ickx at the wheel. Ickx later crashed the car while leading on Sunday morning.

Certainly, Daytona 1969 was a race of attrition, with only the strongest surviving. One small mechanical part certainly cost Porsche the race, and every one of their cars; Ford, too, were most unlucky. Nobody expected the Lolas to finish, but if anyone could get one of these cars to the flag then clearly Penske was that man, for his preparation is second to none and his race discipline and team management a joy to watch.

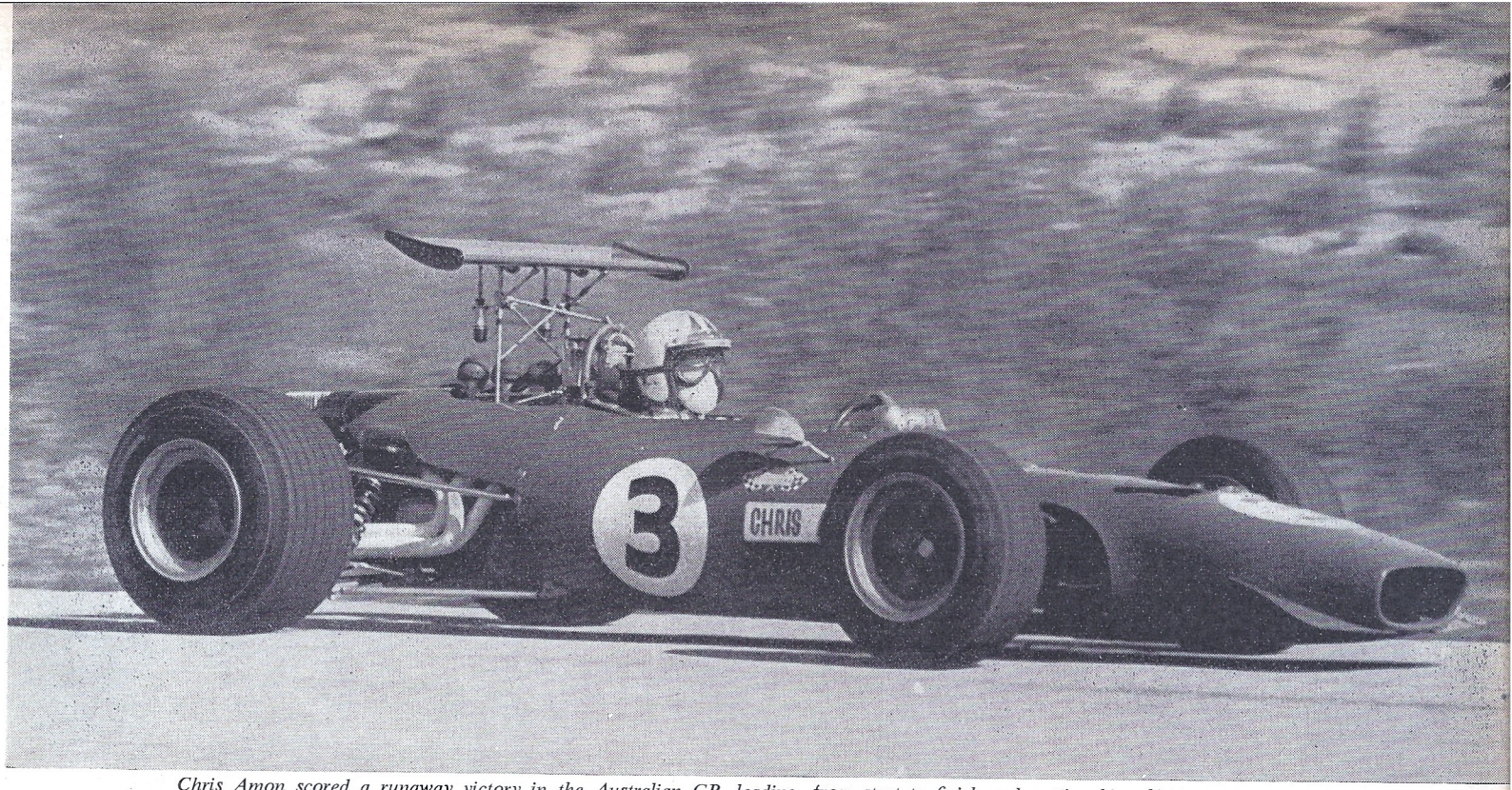
Cesare Fiori of Lancia was delighted to win the prototype class with such a small car, and now takes maximum points in the Group 6 Championship with 11th place overall. The TransAm class went to Titus and Ward, Titus of course already well known but Ward a complete newcomer and most fancied in American TransAm circles to do big things this year. Everett and Johnson drove a copybook race to take the small TransAm section, which they led practically the whole way, while the GT class went to the 911T of Jennings/Wetson/Adamowicz. Best 2-litre sports car was the Chevron once the Sportscars Unlimited 910 of Gregory/Brostrom was delayed by thumping the wall and having to have its suspension straightened out.

Had the Porsches proved reliable, Daytona would probably have been a bit of a drag; but they didn't, and, as things turned out, this transformed it into a pretty interesting affair, with "survival" being the word that will help us to remember the first round in the Manufacturers Championship for 1969.

Daytona Continental 24 Hours
Daytona Speedway, Florida, USA, February 1/2
FIA Groups 4 & 6 Championship, round 1

1. M. Donohue/C. Parsons (5.0 Lola-Chevrolet T70 Mk 3B), 626 laps, 2385.06 miles, 99.268 mph, S;
2. L. Motschenbacher/E. Leslie (5.0 Lola-Chevrolet T70 Mk 3), 596 laps, S;
3. J. Ward/J. Titus (5.0 Pontiac Firebird), 591 laps, TA;
4. B. Jennings/H. Wetson/A. Adamowicz (2.0 Porsche 911T), 583 laps, GT;
5. A. Everett/A. Johnson (2.0 Porsche 911), 581 laps, TA;
6. H. Kleinpeter/J. Gunn/R. Beatty (2.0 Chevron-BMW B8), 579 laps, S;
7. S. Patrick/D. Jordan (5.0 Lola-Chevrolet T70 Mk 3), 578 laps, S;
8. H. Williamson/G. Drolson (2.0 Porsche 911), 577 laps, TA;
9. J. Duval/G. Nicholas/A. Sampson (2.0 Porsche 911T), 571 laps, GT;
10. A. Wicky/S. Garant (2.0 Porsche 911T), 569 laps, GT;
11. C. Maglioli/R. Pinto (1.6 Lancia Fulvia HF Zagato), 566 laps, P; 12, R. Grossman/R. Dini (5.0 Chevrolet Camaro), 564 laps, TA; 13, J. Corwin/M. Manner/C. Baird (5.0 Chevrolet Camaro), 549 laps, TA; 14, J. Ryan/P. Harrison/J. Carter (2.0 Porsche 911), 548 laps, TA; 15, M. Gregory/R. Brostrom (2.0 Porsche 910), 544 laps, S; 16, V. Gimondo/Miss S. Drolet/J. Belperch (5.0 Chevrolet Corvette Stingray), 532 laps, GT; 17, J. Baker/P. Richards/C. Baker (1.3 Austin-Healey Sprite LM), 527 laps, P; 18, J. McDaniel/S. Pieper/W. Scott (1.6 Zink VSR-Volkeswagen), 519 laps, P; 19, J. Gammon/R. Mummery/R. Smith (1.8 MGB), 508 laps, GT; 20, R. Brezinka/F. Hockreuter/H. Peterman/R. Bartling (2.0 Porsche 906), 507 laps, S; 21, M. Carter/N. Adams (5.0 Chevrolet Camaro), 501 laps, TA; 22, H. Rose/M. Richards (5.0 Chevrolet Camaro), 499 laps, TA; 23, S. Posey/R. Rodriguez (3.3 Ferrari 275GTB-4), 494 laps, GT; 24, A. Mollin/A. Riley (1.8 Volvo 122S), 473 laps, TA; 25, W. Pryor/J. Marina (1.6 Alfa-Romeo Giulia SS), 451 laps, GT; 26, G. Waldron/T. Harris/B. Scott (1.8 MGB), 428 laps, GT; 27, G. Wright/W. Craine (2.0 Porsche 911), 337 laps, TA; 28, B. Hollander/R. Clark/W. Marsula (1.6 Lancia Fulvia HF), 331 laps, P.

No fastest lap available.



Chris Amon scored a runaway victory in the Australian GP, leading from start to finish and putting himself in an extremely strong position for the Tasman title.

Lakeside: Ferraris have a field-day

Chris Amon and Derek Bell (Ferrari-Dinos) one-two in Australian GP—GLTL Lotuses, Courage's Brabham, Gardner's Mildren troubled—Leo Geoghegan (Lotus-Repco) third

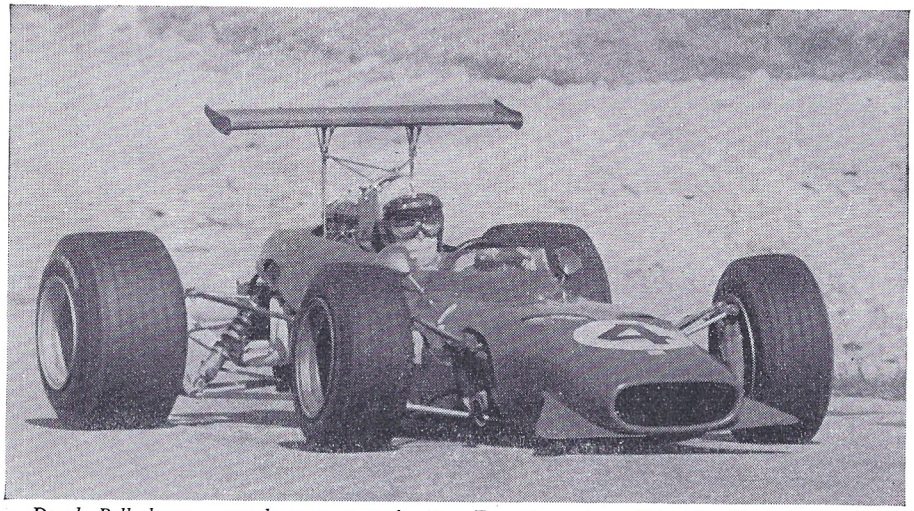
By PETER BAKALOR

Photography by NOEL CONLON

CHRIS AMON all but secured the 1969 Tasman Championship last Sunday when he won the fifth round, and the first in Australia, the 34th Australian Grand Prix at the Queensland circuit of Lakeside. The Ferrari team-leader took his Scuderia Veloce-entered 2.4-litre Dino V6 to a decisive 23.9 secs win over his team-mate Derek Bell, having led from start to finish. Australia's Leo Geoghegan was third a lap down after a steady race in the Lotus-Repco 39, having inherited places as first Courage, then Rindt, Gardner and Hill ran into trouble.

Courage and Hill tangled on the fourth lap and the Frank Williams-entered Brabham-Ford V8 was forced out with damaged suspension; Hill continued, only to slow later with a broken wing which was probably weakened in the incident. Jochen Rindt in the other Gold Leaf Team Lotus 49 retired with what felt like an imminent engine seizure, and Gardner's Mildren-Alfa broke an oil line. Hill's wing eventually collapsed and he lost a lap in the pits, finishing fourth

With two rounds of the Tasman Championship remaining, Amon has scored 35 pts out of a possible 45, and only Courage, with 22 pts, can still catch him.



Derek Bell drove a steady race to make it a Ferrari one-two. Here the Dino nosedives heavily under braking and the front wheels adopt alarming angles.

ENTRY

THE SHIFT from New Zealand to Australia naturally brought a change in the supporting entries, but no first-line alterations to the Tasman field. Graham Hill and Jochen Rindt had the two GLTL Lotuses, Hill his 49T and Rindt the 49B which had replaced the T wrecked at Levin. Scuderia Veloce entered the two 2.4-litre V6 Ferraris of Chris Amon and Derek Bell, and Frank Williams Piers Courage's Brabham-Ford DFW BT24 and Malcolm Guthrie's Vegantune twin-cam Brabham BT21B.

Leo Geoghegan had his Lotus-Repco 39, as raced in New Zealand; this car is now doing its fourth Tasman Series. The only other car to have raced in New Zealand was the Frank Gardner driven, Alec Mildren entered, Alan Mann built 2.5 Mildren-Alfa V8. Alec Mildren backed up this car with two further entries, Australian champion Kevin Bartlett in the 1968 Gardner Tasman Brabham-Alfa BT23D V8, and Australian 1.5-litre champion Max Stewart in Mildren's four-valves-per-cylinder 1.6-litre Mildren-Alfa, a car built in Australia by Bob Britton and Mildren's team. There was one more full 2.5-litre Tasman car, the ex-Mildren/Gardner 1967 Brabham-Climax BT16 of Col Green.

F2 McLaren-FVA M4As were entered by Neil Allen (both car and driver having recovered from their frightful accident at Lakeside six months ago) and Tony Osbourne, whose car was driven by Alfredo Constanzo. The only driver from Queensland in the race was Glyn Scott in his FVA-powered Bowin P3. The final entry was by 1961 Australian champion Bill Patterson, for his latest

protégé Henk Woelders, whom he had provided with a twin-cam 1.6-litre Elfin-Ford 600B.

PRACTICE

THE Australian customs proved to be a large obstacle for some of the cars: the Ferraris got through quickly but the Lotuses were held up. Without the usual two-week break between the last NZ race and the first in Australia, the time lost was vital, and while the Ferraris were being prepared for Lakeside at Scuderia Veloce Motors the Lotuses were out of reach. As a result the Ferraris were ready for practice on the Friday before the race, when the track was made available, although marshalling and other facilities weren't really provided.

Amon's Ferrari was fitted with a solenoid-operated device to give him control over his wing, but Bell had to make do with the fixed set-up. In all the Ferraris did a little over 60 laps on the Friday, with Amon quickest at 52.5 s, 102.86 mph, 1.8 secs quicker than the outright circuit record, held by Leo Geoghegan and Kevin Bartlett. Bell got down to 53.3, and other times recorded were 54.6 by Bartlett, 54.9 by Gardner, and 55.5 by Allen.

There were two official sessions counting for grid positions on the Saturday. The first was missed by the Lotuses; they were playing permutations with engines, Piers Courage's spare going into Hill's car, Hill's old engine into Rindt's, and Rindt's old one out altogether.

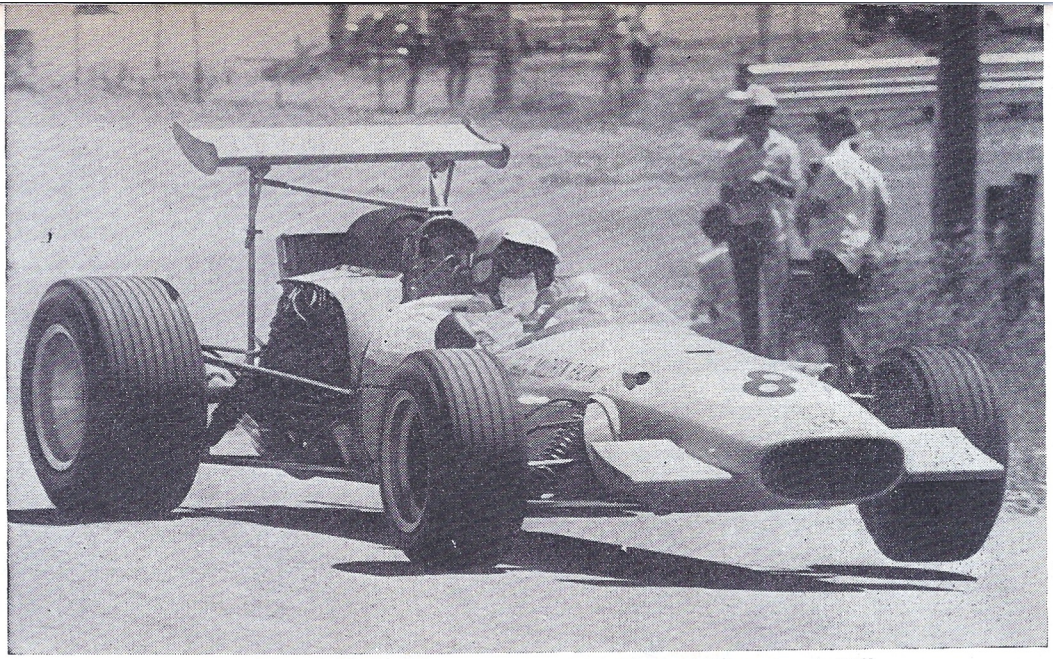
With Amon's Friday time as a goal, official practice began. Courage's Brabham-Ford looked and sounded good, and in the absence of the Lotus team he was the only one who looked like getting close to the Ferraris. Amon was again the only one to beat 53 secs, and he put in half a dozen laps under that time, his best being 52.3. Bell impressed with a lap at 53 dead, while Courage was 0.3 sec slower than Bell and 0.4 sec quicker than Gardner.

The rest of the times for the first session were as follows: Bartlett, 54.2; Geoghegan, 54.7; Allen, 55.2, quickest of the four-cylinder cars; Stewart, 55.3; Constanzo, 56.2; Scott, 57.0; Woelders, 57.1; Green, 59.1; and Guthrie, 60.7.

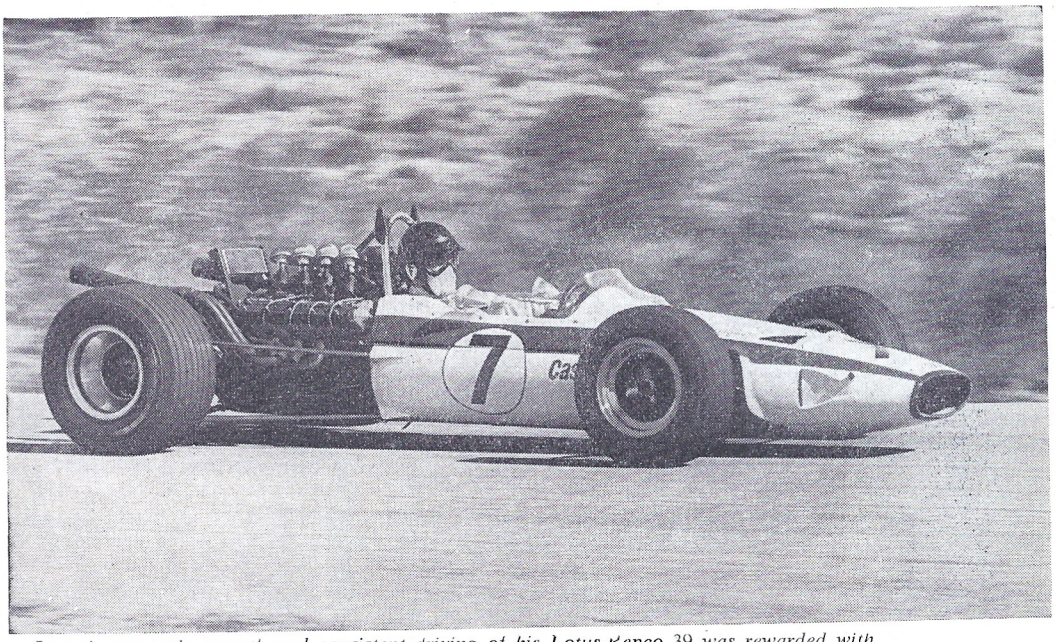
About 2½ hours later the second practice session began, and the Gold Leaf Team Lotus cars arrived just in time. Amon once again slipped under 53 secs, and lapped consistently better than this, repeating his earlier 52.3, 103.25 mph. Courage had an alarming moment while passing Allen on the Dunlop straight, and was not particularly consistent in this session, but nevertheless he took the spot next to Amon on the grid with a time of 52.5.

The Lotus 49s were soon circulating, Rindt's engine sounding rather rough, but Hill's somewhat better. This showed up in the lap times, as the World Champion took third place on the two-by-two grid with a time of 52.6. Rindt could only equal Bell's first session time of 53 dead, but the latter was a little slower than before. Gardner took the Mildren (Alan Mann's FA/F5000 prototype?) round in 53.4, 0.4 sec ahead of Geoghegan, who was the quickest of the local drivers in the only Repco-powered car in the race. Bartlett could not improve on his first session's time in the Brabham-Alfa, but almost everyone else did manage to do so. Next quickest after Bartlett was Allen's McLaren, again quickest of the F2 cars at 54.8.

Right at the end of practice Hill had a moment when his wing support broke, and he came into the pits via a cross-country route to have it removed. The left-hand support had given about a foot up from the bottom, and the whole thing was leaning back at a very non-standard angle. After practice the mechanics had to search for an elusive misfire in Rindt's engine, and they replaced the big 49B-type wing on Hill's car which had broken with the earlier narrow 49 wing he had used in New Zealand. There wasn't enough time to make the wing adjustable and so, with Amon also using a fixed wing despite the system that had been rigged on his car, only Rindt had a flapper.



Kevin Bartlett made his first appearance in this year's series with the Mildren team's 1968 Brabham-Alfa BT23D, but he was put out of the race with a blown head gasket.



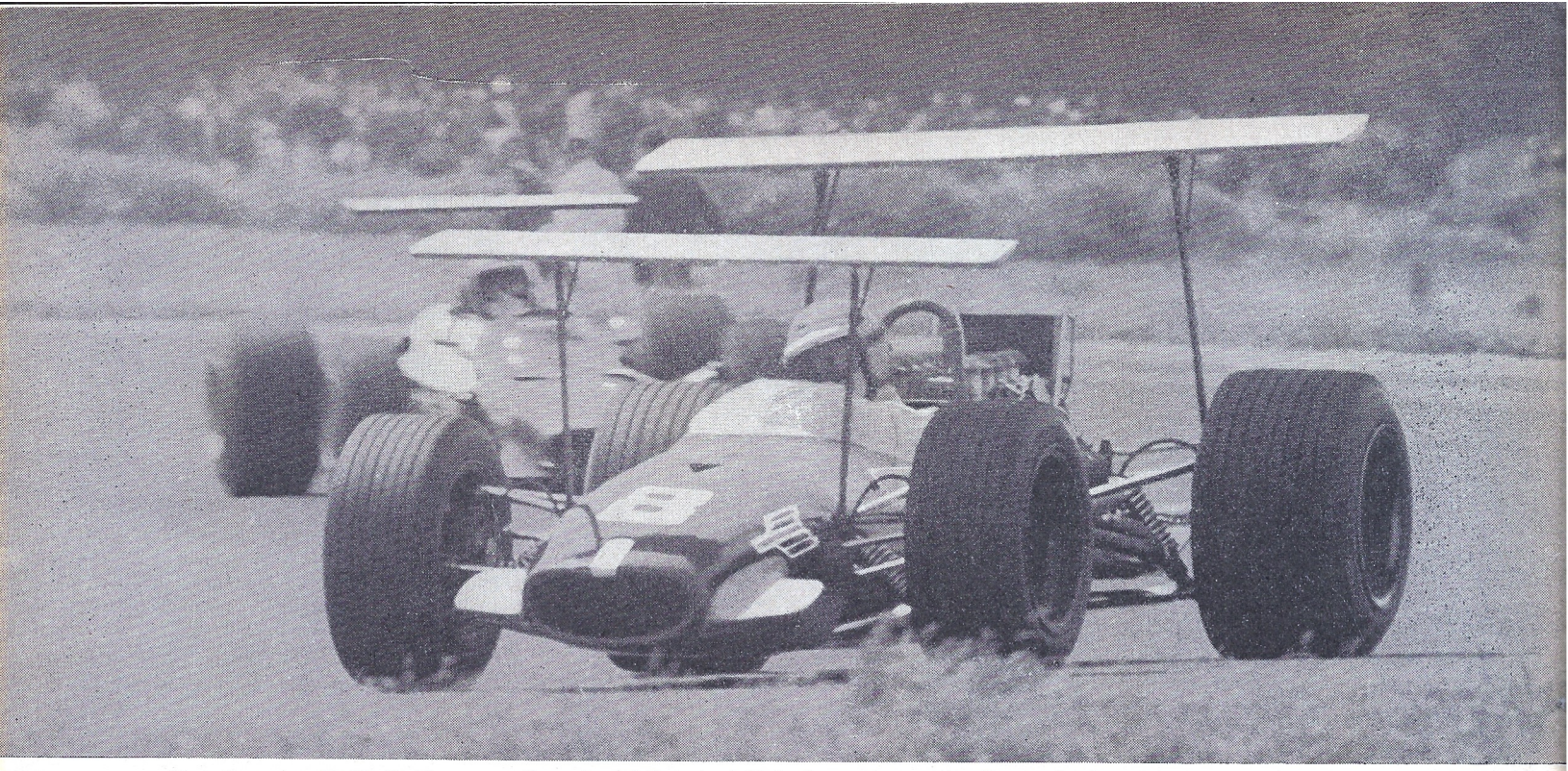
Leo Geoghegan's smooth and consistent driving of his Lotus-Repco 39 was rewarded with third place, with a car which cannot really hope to be competitive with the latest works machinery.

The Ferraris had obviously benefited from their extra days out of the clutches of the customs and were in good shape, while the Lotus team were struggling to get everything finished. The Ford engine situation was more than a little desperate as, between the three cars of Courage, Hill and Rindt, there were three engines, and Rindt's was really sick. There was talk of flying an engine man out from Cosworth with a baggage load of bits to get them all going again.

Practice troubles diagnosed and hopefully fixed in the various other camps included some fuel pump fiddling on Gardner's Mildren, a new pressure cap for the cooling system on Bartlett's Brabham-Alfa, a wing and fuel injection adjustment on Constanzo's McLaren, and little more than routine checking on the Ferraris and Courage's Brabham, although Amon had a larger radiator fitted. Much experimenting with springs on the Amon Dino had given improved handling—the car had not been at all right at Teretonga—and the springs used for the race would, it was hoped, allow a little more benefit to be gained from the wing.

The grid for the 34th Australian Grand Prix was made up of 15 cars:

Courage Brabham-Ford 52.5 s	Amon Ferrari V6 52.3 s
Bell Ferrari V6 53.0 s	Hill Lotus-Ford 52.6 s
Gardner Mildren-Alfa 53.4 s	Rindt Lotus-Ford 53.0 s
Bartlett Brabham-Alfa 54.2 s	Geoghegan Lotus-Repco 53.8 s
Stewart Mildren-Alfa 55.3 s	Allen McLaren-FVA 54.8 s
Scott Bowin-FVA 56.0 s	Woelders Elfin-Ford 55.7 s
Green Brabham-Climax 59.1 s	Constanzo McLaren-FVA 56.0 s
	Guthrie Brabham-Ford 59.5 s



Piers Courage pulls his Brabham away from the red Ferrari of Chris Amon after passing him on lap 3.

Teretonga Park: Courage closes the gap

Piers Courage (Brabham-Ford) scores a convincing first Tasman win — Rindt wins heat, but fails on grid — Hill second for GLTL

By PETER GREENSLADE **Photography by EUAN SARGINSON**

AFTER knocking at the door in the first three New Zealand rounds of the Tasman Series, Piers Courage finally had it opened to him at Teretonga Park, Invercargill, on January 25 when he grasped the lead on the third of the 62 laps and increased it as he liked to bring home the Frank Williams Brabham BT24 18.4 secs ahead of none other than World Champion Graham Hill, who turned out to be the sole Gold Leaf Team Lotus contender in the fourth and final NZ round of the series. Third, and only 3 secs back, was Ferrari team-leader Chris Amon. Fourth, a lap down, was Frank Gardner in the 2.5 Mildren-Alfa, and a further lap behind came Ferrari's newcomer, Derek Bell. There were a lot of people who believed that this would be a Gold Leaf Team Lotus benefit headed by Jochen Rindt who, in the morning preliminary heat, had bettered the late Jim Clark's 1968 lap record by 2.1 secs—to make it 57.9 s for the twisty 1.6-mile circuit. Rindt, in pole place, broke a driveshaft as he let the clutch in at the start, was booted out of the way by Bell with three hard pushes and was sidelined before the action really started. Courage made fastest race lap at 99.39 mph, and when he loped up to the chequered flag the 13,000 people on hand, many of whom had seen him turn in his first factory drive with BRM a couple of years ago, gave him a tremendous hand.

ENTRY

WITH the exception of Leo Geoghegan, who had flown back to Australia immediately after Wigram, all the 1969 Tasman contenders appeared at Invercargill for the fourth and final NZ round in the seven-race series.

The 2.4 Ferrari V6s were in regular trim, and so was Rindt's Tasman version of the Lotus 49B. The GLTL mechanics have lost a lot of sleep so far during this campaign and the pressure was still on. They up-dated Hill's older Lotus 49, replacing the original ZF gearbox with a Hewland, the complete unit, along with driveshafts and other bits, having been flown out from England in time for the work to be completed late on the Thursday afternoon prior to the race. The engine was the one used at Wigram, the other two spares being unserviceable. That removed from the 49 Rindt crashed at Levin was found to have a broken crankshaft, while the other had an off-true cam in the fuel injection metering system. Mating up the Hewland in the shorter and older chassis left the driveshafts angled back slightly, but this arrangement presented no problems.

The Mildren-Alfa looked none the worse for its Wigram first lap shunt, but during the week it had sprouted a couple of nose spoilers. Courage, who had had his patron Frank Williams supporting him in the first two races and Rob Walker in the third at Wigram, arrived on his own, Williams having flown home after Levin and Walker having left New Zealand the day after Wigram. His 2.5 Brabham-Cosworth BT24 looked as immaculate as ever, while, by comparison, the factory entries were starting to look a spot toil-worn. As far as the residents were concerned, there were no innovations and everyone looked tolerably happy.

PRACTICE

THE overseas contingent and some of the leading NZ lights rolled out to the 1.6-mile circuit for unofficial runs on the Thursday afternoon. One of the first to fire up was Gardner, who fairly quickly returned a 60.6 s lap—0.4 sec inside the lap record. Work was still proceeding on Hill's car, but Rindt was on hand to keep the Gold Leaf flag flying, and in typical fashion became acclimatised to the world's southernmost racing circuit in double quick time. After a few exploratory laps he returned 59.1 s and then rapidly came down to 58.9 s.

Courage, who is no stranger to Teretonga—he had his first works drive for BRM there in a 2-litre V8 back in 1967 and returned with the F2 McLaren last year—finally came up with 59.3 s and seemed content. When Amon got down to serious business he started off with 59.9 s and kept chopping off the tenths until he finally achieved 59.2 s just before the end of the session.

Gardner, having changed ratios after his early appearance, did a 59.4 s and there were some broad smiles in the Mildren camp. Just when everyone was due to pack up for the day, Hill turned up in the paddock with his modernised car and the session was extended 15 mins or so to give him a chance to find his way around. This was very much an exploratory mission and in the little time available he took things quietly, his best tour being in 61.8 s.

The following morning business started in earnest as everyone turned up bright and early to register his best possible time in an effort to gain one of the prime positions on the starting grids for the two preliminary 16-mile heats. Apart from providing the customers with two opportunities of seeing the stars in action, these heats were used to determine grid positions for the main business of the day. The actual positions were allotted on the actual individual race times in the heats.

Within minutes of the start of the 90-mins qualifying session it became obvious that anyone who was going to be in the hunt would have to keep consistently below the 60 s mark. This is almost exactly what Rindt, Hill, Amon, and Courage proceeded to do. The wings really appeared to come into their own and the cars looked exceptionally

stable, although on the twisty bits the men who were really trying were working very hard. It was not long before the word went round that Rindt had turned in a 59 s tour. That was 97.71 mph. Then the others followed. The people who counted then moved into the 58-59 s bracket and they were all piling up the laps in a manner which had some of the more timorous officials wondering whether the cars would actually last long enough for race day itself.

Next news was that the 58 s barrier had been broken, although no one seemed quite sure who was the first to achieve it. This represented 99.39 mph and set the mathematicians working, for the lap speed table in the official programme only came down to that figure!

In any case things were happening so fast that there wasn't enough time to work out the sums and in the timekeeper's stand the word went round that Courage, Rindt, Amon and Hill were knocking at the 57.5 s mark.

Then the session ended and everyone sat back to await the news. It was not long in coming—Courage 57.2 s; Rindt 57.3; Hill and Amon 57.4. They were all over the "ton," Courage's actual speed being 100.7 mph. There was a look of absolute disbelief on Courage's face. A second check was made and it was found that two of the time-keepers, working quite independently, had the same figure. Piers was still unconvinced, but was happy to accept the official decision. The other three seemed quite content. Bell had managed a very respectable 58 s and Gardner was 0.5 s slower.

Needless to say this quintet was streets ahead of the rest. Laurence Brownlie, taking full advantage of the fact that he was racing on his home track for the first time in more than a year, headed the residents with 61.7 s, 93.4 mph. Roly Levis in the other F2 BT23C Brabham made 62.1 s and Lawrence with his McLaren M4A had just shaded him with 62 s. The amazing Graham McRae with his 1.5 McRae-Ford t/c headed off the remainder with 62.2 s, well clear of the rest of the 1.5 boys, led by Allan McCully (1.5 Brabham-Ford) who registered 63.4 s.

So the final session ended. Conditions could not have been better, for the day was cool with an overcast sky and the track was generally in good condition. Everyone headed back to the city agog that in the course of a year the circuit had seen a lap speed increase of 6.2 mph compared with Clark's record. Even the drivers found it hard to believe.

HEATS

As the most notable landmark between Teretonga Park and the rest of the world happens to be the South Pole, there was happiness in every face on race day when the only thing wrong with the climate was a chill wind.

Proceedings started with the two 10-lap preliminary heats, the first being for the serious Tasman men and the other the penultimate round in the 1500 NZ National Formula championship.

Rindt had pole position and shot off to win as he liked with Courage tagging along in workmanlike style. Amon held third spot all the way, with Bell and Hill disputing fourth place. Hill asserted his authority at the half-way mark. Gardner was content to more or less keep with it and watch the action and must have been surprised, as indeed was Bell, when Hill, in the final round, faded badly; the trouble was a lack of fuel. So Rindt won with Courage second, Amon third, Bell and Gardner next, and a rather disgruntled Hill sixth, ahead of NZ residents Lawrence and Levis.

Rindt averaged 97.05 mph, established the new 57.9 s lap record, obtained the pole position for the bit that mattered and looked favourite, particularly after his Wigram win seven days earlier.

The second heat turned out to be yet another benefit for Graham McRae with his McRae. He led from start to finish and Bert Hawthorne (1.5 Brabham), Ken Smith (1.5 Lotus) and Allan McCully (1.5 Brabham) never had a look in. All the same McRae's average of 88.5 mph looked a bit puny compared with Rindt's 97.05 mph.

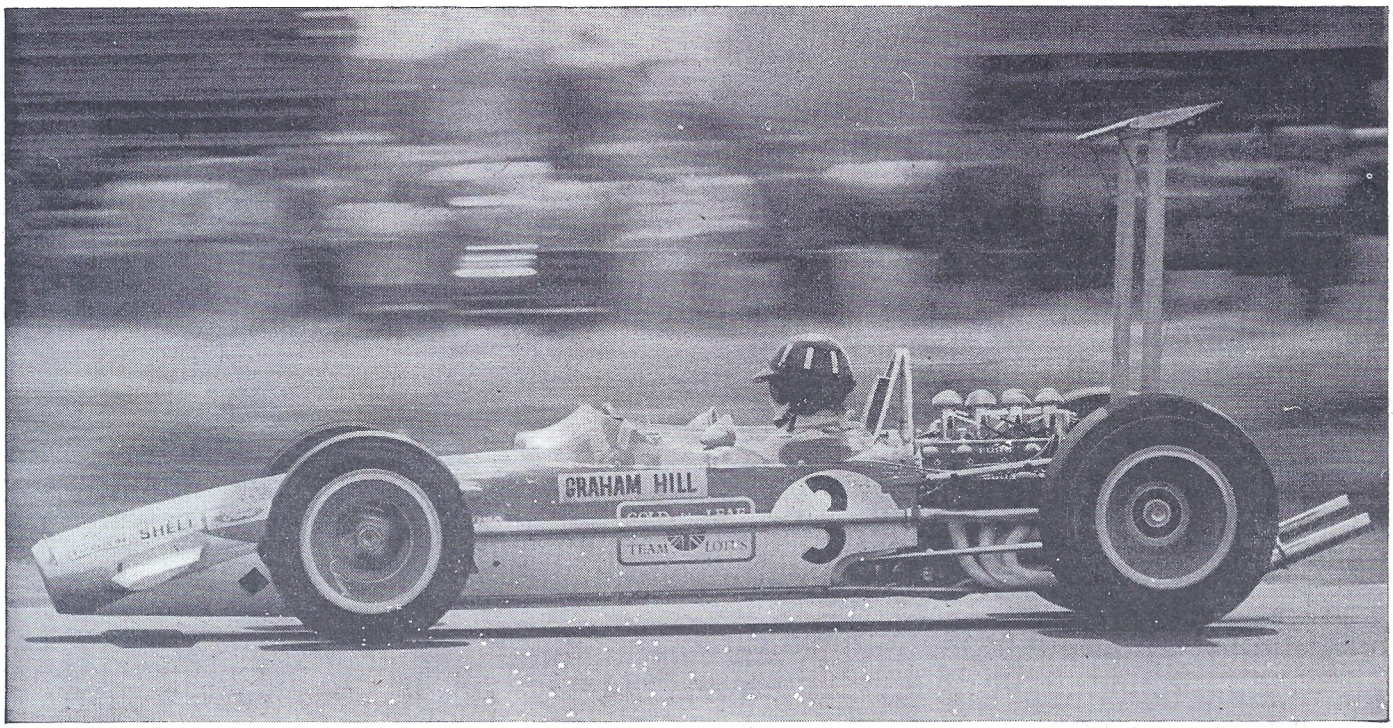
Rindt's effort had produced a new Teretonga lap record of 57.9 s—fractionally less than 100 mph. In contrast McRae's fastest lap was 64.1 s.

Rindt 9 m 53.8 s	Courage 9 m 58.3 s	Amon 9 m 58.4 s
Bell 10 m 7.4 s	Gardner 10 m 8.2 s	
Hill 10 m 9.3 s	Lawrence 10 m 41.6 s	Levis 10 m 43 s
McRae 10 m 51.7 s	Hawthorne 10 m 54.6 s	
Smith 10 m 56 s	McCully 11 m 1.2 s	Dawson —
Nicholson —	Guthrie —	
Murdoch —	Keen —	Radisich —
Oxton —	Brownlie —	

RACE

There was not much more than a convulsive shudder from Rindt's car when the flag dropped. Courage, wheels spinning, went off in a cloud of smoke, but was shadowed by Amon. Gardner was also prominent, but Bell was blocked. He hit the Gold Leaf car once, twice and then a third time, riding up over its right rear wheel with his left front and damaging the Ferrari's nose spoiler in the process. But at least Bell cleared himself a path to be last to join the race as poor Rindt, a driveshaft shattered, was pushed away.

The field rushed into the hairpin and it was Amon in front with Courage, Gardner, Hill, Levis, Lawrence, Hawthorne, Red Dawson in his elderly 2.5 Brabham-Climax, McRae, Laurence Brownlie (1.6 Brabham-FVA BT23C), McCully and then David Oxton and Malcolm Guthrie in their 1.5 Brabham-Fords. This remained the order at the end of the first tour and, as Rindt's car with its broken driveshaft was pushed back to the paddock, Bell pitted to have the damaged spoiler removed.



Graham Hill's Lotus was the only GLTL car running after Rindt's broke a driveshaft at the start—Hill worked slowly up from fourth at the start to second place just before the end, ahead of Amon.



Winner Piers restores the tissues after the action with a pull at the milk bottle.

The order did not change, but in the third lap Courage took Amon and these two began to draw away a little from Gardner, who was moderately well clear of Hill. Levis, Lawrence and the other residents were already finding the pace telling and were drifting back as the front runners forged ahead. Barry Keen in George Begg's new 1600 cc Lotus t/c-engined monocoque (the engine is secured Lotus fashion to the back of the monocoque) was in the pits after three laps.

With six laps gone the order up front remained the same, although Courage was now drawing away a little from Amon. Further back, Brownlie had forged ahead of Lawrence to be sixth, while McRae had abandoned with clutch trouble.

Courage made his ninth lap the fastest of the race at 58 s and it was then evident that the Frank Williams car was more than a match for the Ferrari as, with every round, Piers drew just a little further ahead. By the time 18 had been completed the gap between Courage and Amon had widened to 8 secs. Three laps later it was 11 secs and so it went on; meanwhile Graham Hill began to close in on Gardner, but the Australian was not giving anything away and it was not until lap 33 that the champion finally slipped into third place. In the meantime, Courage and the other front runners had begun doubling some of the better placed New Zealanders, including Brownlie who was running seventh behind Levis. Lawrence had followed in the wake of McRae with clutch troubles also.

The race had now become rather processional with Courage secure in front and obviously being the quickest and smoothest in the twisty back stretches of the course. Amon's Ferrari was not handling well and Bell's lacking the nose spoiler looked a lot worse, understeering badly in some of the turns. Nevertheless Ferrari's new boy was acquitting himself well for, from being at the tail of the field on lap 1 he worked himself up to fifth place in 16 laps and from then on kept comfortably ahead of the rest of the pack.

With 44 laps gone, Courage was 21.2 secs ahead of Amon and Hill now made his move. Under pressure Amon began to hurry up and whittle the margin to Courage away by fractions, but Hill was not to be denied and moved into the Ferrari's slipstream around lap 47. Amon held on until the end of the 53rd tour when Hill took him just beyond the start-finish line on the main straight.

There was no question of Hill catching Courage, who proceeded to lap Gardner at the end of his 58th tour. Then the order was Courage, Hill, Amon, Gardner, Bell a lap behind the Australian, Levis, now well ahead of Brownlie who had lost valuable seconds in an off-course excursion at the entrance to the main straight. Oxton headed the rest, being some way ahead of Hawthorne, who had lost ground when a bee found its way under his goggles.

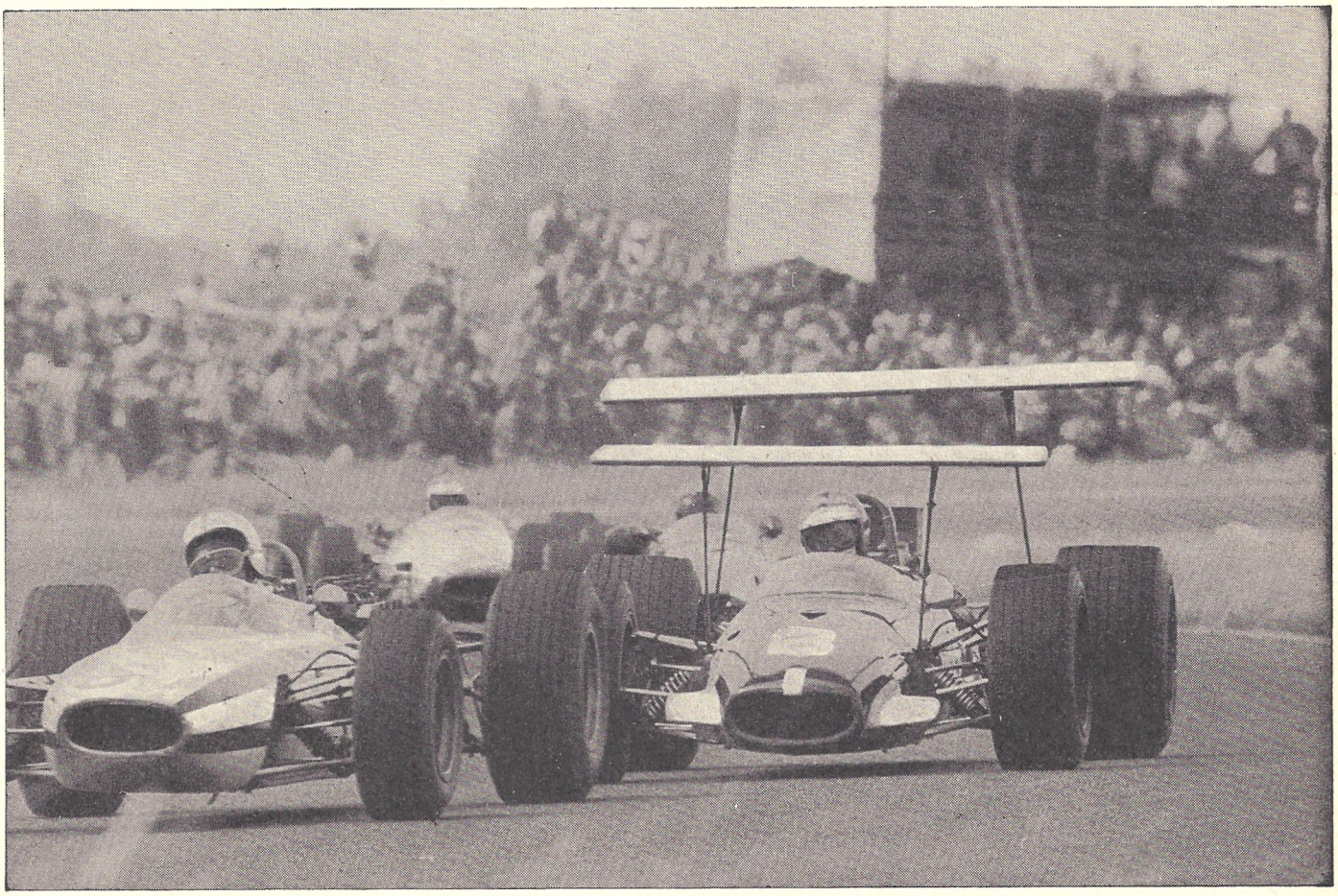
So the race ran out with Courage a most convincing winner and, indeed, a jubilant one. His nine well-earned Tasman points opened up the series to heighten interest in the final three Australian rounds.

Rothmans Teretonga International, Invercargill
Tasman Series round 4
62 laps, 99.26 miles

1, Piers Courage (2.5 Brabham-Ford BT24), 61 m 14.4 s, 97.38 mph;
2, Graham Hill (2.5 Lotus-Ford 49T), 61 m 32.8 s;
3, C. Amon (2.4 Ferrari V6), 61 m 25.8 s;
4, Frank Gardner (2.5 Mildren-Alfa Romeo), 61 laps;
5, Derek Bell (2.4 Ferrari V6), 60 laps;
6, Roly Levis (1.6 Brabham-FVA BT23C), 59 laps.

Fastest lap: Courage, 58 s, 99.39 mph. **Note:** Jochen Rindt (2.5 Lotus-Ford 49B) set a lap record of 57.9 s in preliminary heat.

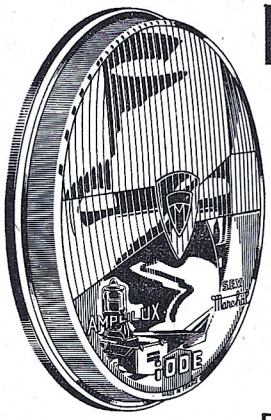
Tasman points: Amon 26, Courage 22, Rindt 15, Hill 12, Bell 7, Gardner 7, Geoghegan 5, Lawrence 3, Levis 2, McRae 1.



Red Dawson (2.5 Brabham-Climax) feels the heat of Courage's breath on his neck as Courage laps the backmarkers.

Q.I. main and dip... together in one fabulous headlamp-

MARCHAL

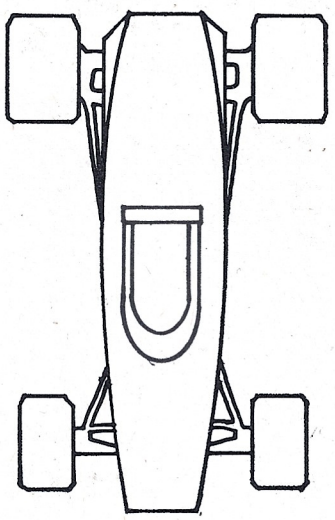


For E Types, Coopers, Sprites and Lotuses, TR's and MGB's, in fact all hot two headlamp cars. Want to know more? We'll send you details. Phone or write Marchal Distributors Ltd., Great West Road, Brentford, Middx. 01-560 2111.

£8. 9. 9. each

S.E.V. MARCHAL

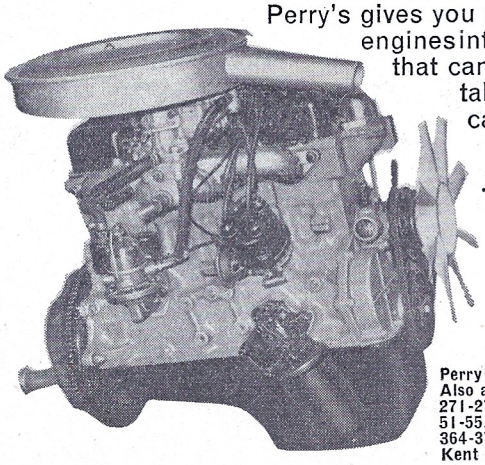
POWER BY Ford



For
FORMULA FORD, PETROL ENGINES 15-150 BHP. GEARBOXES, AXLES
and all
FORD COMPONENTS FOR YOUR SPECIAL OR PRODUCTION CAR, contact the suppliers to the SPECIAL MOTOR INDUSTRY

RUGBY AUTOCAR CO. LTD.
COVENTRY
ALLESLEY 2177

Perry's pull away power...



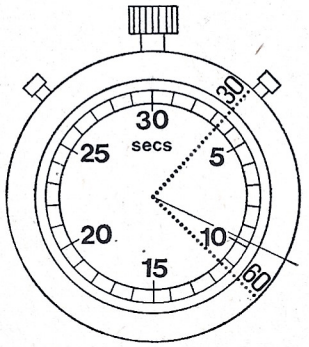
Perry's gives you pull-away power by turning *new* production engines into the powerful Steele 1600 GT—It's an engine that can be utilised in most Ford cars and is adaptable for almost any other modern production car. If you are on the Continent you'll have a top speed of over 100 m.p.h. to help you on your way.

The Steele 1600 GT gives you power. Smooth power. Obedient power. If you want to know more, write to your nearest Perry's branch. We'll be happy to send you the full specifications.

SOLE CONCESSIONAIRES:

Perry's, Cranbourne Road, Potters Bar, Herts. Tel. No. 775 9230.
Also available from Perry's at:
271-279, Ballards Lane, Finchley, N.12. Tel. No. 445 8888
51-55, High Street, Edgware, Middlesex. Tel. No. 952 2353
364-372, High Road, Harrow Weald, Middlesex. Tel. No. 427 9136
Kent Elms Corner, Southend-on-Sea, Essex. Tel. No. 0702 524501

STANDING ¼ MILE 18·0 SECS.



Figures Obtained using 1600 Gearbox







ROAD TEST
by John Bolster

Triumph 2.5 PI

Luxury and torquey performance

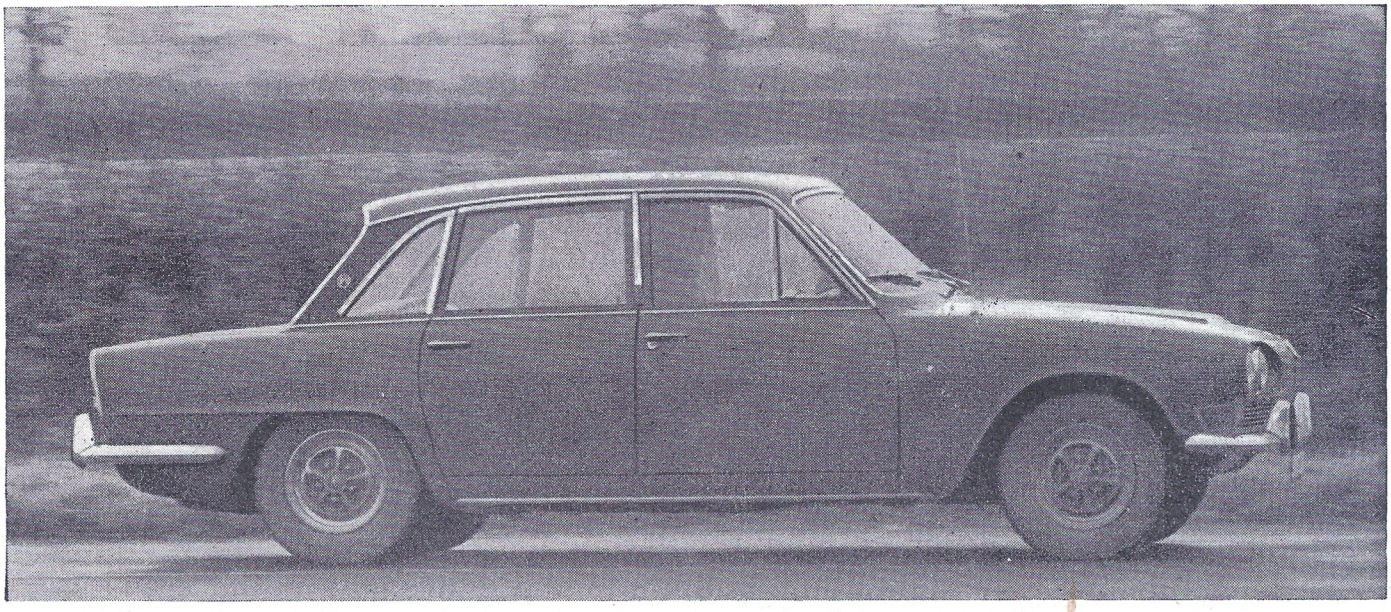
THE Triumph 2000 has been a very successful car right from its introduction more than five years ago. It would perhaps be fair to say, however, that it is more often bought for its luxurious bodywork and six-cylinder refinement than for its performance figures. Now, the same 4-door saloon, with only minor styling changes, is available as an additional model with the potent 2.5-litre fuel-injection engine of the TR5 and 6 sports cars. Obviously, the very great power increase simply transforms the car, but there is much more to it than that.

A too sporting engine becomes tiresome in a saloon, especially one already renowned for its good manners in town. Accordingly, the power unit has ben slightly detuned and even greater punch has become available at low speeds. A camshaft with 20 deg less overlap and a different exhaust manifold are the main ingredients, the fuel injection equipment also having changed settings. This "softer" engine still gives a net output of 132 bhp at 5450 rpm, but much more important is the stupendous maximum torque of 153 lb ft at only 2000 rpm.

The engine therefore operates effectively over as wide a band of revolutions as a big American V-8, but as it has a long stroke and six-cylinder crankshafts tend to "run into torsionals" when over-revved, an ignition cut-out set at 5800 rpm keeps the careless driver on the safe side of the 6000 rpm limit. With a very smooth engine such as this, and in the absence of a rev counter, this cutout is a most useful refinement which ensures long engine life. Naturally, the petrol-injection engine can pull a much higher gear than the smaller carburetter unit, and so the 4.1:1 final drive is replaced by one of 3.45:1 ratio. Thicker brake discs also look after the greater speed potential.

The rest of the car follows the 2000 specification, with MacPherson front suspension and semi-trailing arms behind. The 4-door body is well appointed and the standard of the interior would not displease the man who is used to the most costly cars. There is plenty of room for the tallest driver and the very comfortable front seats fold down to form a bed if desired. Three people can be accommodated on the rear bench when the central armrest is folded.

Cold starts are reasonably quick, but thereafter the rich mixture control must be pushed home gradually or the engine will stall. Starting with a hot engine sometimes requires



Bolster shows the car's attractive profile as he accelerates hard during performance tests.

much spinning of the starter, but there is never any doubt about it. I usually deplore the absence of a starting handle, but the PI engine is certainly not one that would start on the first pull-up every time.

The engine is very quiet indeed and idles so smoothly that one often thinks it has stopped. There is rather a lot of lost movement on the accelerator pedal before the engine picks up, and this makes really smooth driving difficult until one is used to it. Once on the move, the flexibility is almost beyond belief, the car accelerating from a crawl in top gear, but it also performs in a very lively manner when the indirect gears are used. It seems almost unnatural to be seated in such a roomy car and yet to have the responsiveness of a sports 2-seater.

The test car had the optional overdrive, which gives silent 100 mph cruising at about 4000 rpm. It also extends the range of third speed from 80 to 100 mph before the cutout discourages further excesses. Normally, the Triumph is a little faster on direct top than on the overdrive and it will just about reach an honest 110 mph. Under slightly favourable conditions, however, it will attain 112 mph or a little more on the overdrive, but this is strictly a one-way speed. Probably the average owner will never drive so fast, but he will revel in the acceleration, which is such a potent safety factor.

At first, the gearchange seems unfriendly and the synchromesh has rather an obtrusive blocking action. After a few hours of driving, however, this effect is less noticeable and very fast changes are certainly possible. It was necessary to snatch reverse on the test car, but this may not be typical. The brakes are truly excellent, even the hand lever working well.

Heavy steering

My only real criticism of this good car concerns the steering. It handles well at speed, but for low-speed manoeuvres it is definitely on the heavy side. In every other respect, the machine is perfect for women drivers, but they would not find it an ideal shopping car for this rather trivial reason. The faster driver would also notice this when pulling the car round hairpin bends, and it is probably not unconnected with the adoption of radial ply tyres.

The car handles very well with high cornering power. The adhesion is excellent, both on wet roads and dry, and though the basic characteristic tends towards understeering, there is enough power to alter that. Naturally, the tail can be kicked out on wet roads, but the traction is exceptional, very fast starts being possible on greasy surfaces, thanks to the independent rear suspension, which also works well on bumpy surfaces. On rough country lanes, the passengers feel some up and down movement, but the Triumph rides well on typical British roads.

The quiet engine is matched by silent transmission, neither the gearbox nor the hypoid being audible on the test car. The absence of road noise is also most praiseworthy. The fuel consumption may be over 25 mpg if the full torque possibilities are exploited on direct and overdrive top gear; alternatively, it can be less than 20 mpg if peak revs are habitually enjoyed on the gears. The heating is powerful and effective, with excellent ventilation which can be focused where it is wanted and which has a booster for slow speed use. In spite of the extractor arrangements, the rear window does tend to mist up and electrical heating wires would be a worthwhile extra.

The Triumph 2.5 PI closely resembles our old friend the 2000, if one ignores the rather gay wheel trim, yet its air of respectability cloaks a performance potential which places in it an entirely different class. The fuel-injection six-cylinder engine has a refinement which no "four" can approach, and the finish of the car is in keeping with its sophisticated engineering. In spite of its advanced specification it is by no means costly, and it will appeal to prospective buyers who expected to have to pay more for such a combination of speed and luxury.

Specification and performance data

Car tested: Triumph 2.5 PI 4-door saloon, price £1481 9s 9d, overdrive £65 5s 7d, including PT.

Engine: Six-cylinders 74.7 mm x 95 mm (2498 cc). Pushrod-operated overhead valves. Compression ratio 9.5:1. 132 bhp (net) at 5450 rpm. Lucas fuel injection.

Transmission: Single dry plate clutch. Four-speed all-synchromesh gearbox with central change, ratios 1.0, 1.386, 2.1 and 3.3:1. Laycock overdrive, ratio 0.82:1. Hypoid final drive, ratio 3.45:1.

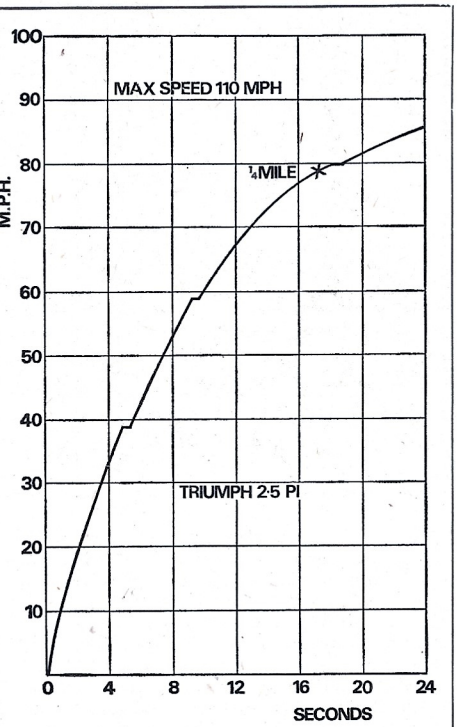
Chassis: Combined body and chassis in pressed steel. Independent front suspension by MacPherson struts and lower wishbones. Rack and pinion steering. Independent rear suspension by semi-trailing arms. Disc front and drum rear brakes with vacuum servo. Bolt-on disc wheels concealed with decorative trim, fitted 185 SR 13 ins radial ply tyres.

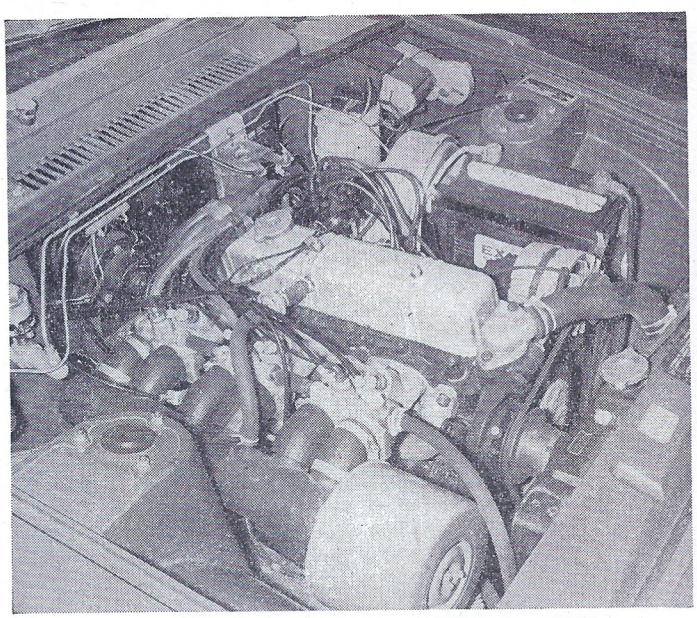
Equipment: 12-volt lighting and starting with alternator. Speedometer. Ammeter. Water temperature and fuel gauges. Clock. Heating, demisting, and ventilation system. Two-speed windscreen wipers and washers. Flashing direction indicators. Reversing lamps. Cigar lighter. Radio (extra).

Dimensions: Wheelbase, 8 ft 10½ ins. Track (front) 4 ft 4½ ins; (rear) 4 ft 1⅜ ins. Overall length, 14 ft 6⅜ ins; width, 5 ft 5½ ins. Weight, 1 ton 3 cwt 56 lbs.

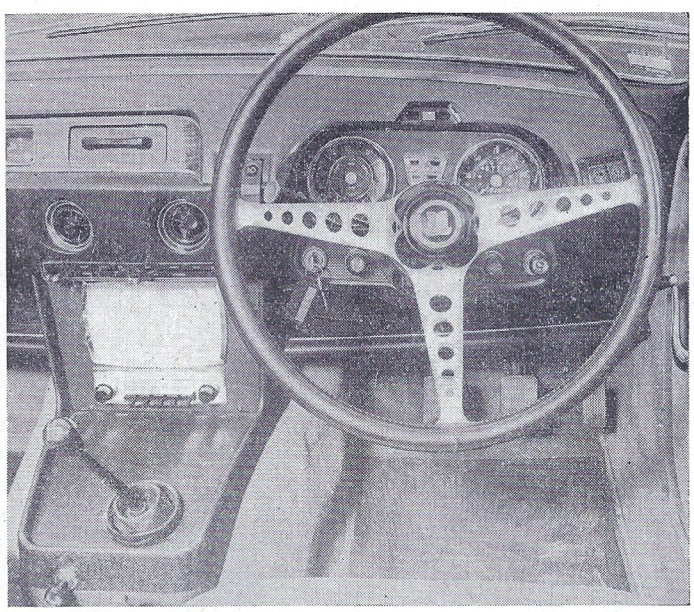
Performance: Maximum speed, 110 mph. Speeds in gears: Overdrive third, 100 mph; third, 80 mph; second, 58 mph; first, 38 mph. Standing quarter-mile: 17.5 s. Acceleration: 0-30 mph, 3.5 s; 0-50 mph, 7.2 s; 0-60 mph, 9.8 s; 0-80 mph, 18 s.

Fuel consumption: 19 to 26 mpg.

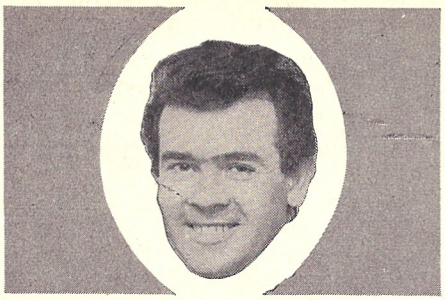




Despite changed fuel injection settings, different manifold and a "softer" cam, the detuned TR6 engine still gives 132 bhp.



Comfort and trim is good, and the front seats are fully reclining; the steering wheel has a leather rim.



COCKPIT CAMEO

CYD WILLIAMS

"There's no point in going motor racing if you're not going racing quickly."

By JUSTIN HALER

WITH so many determined young drivers chasing a mere handful of top rank works drives, it is always difficult to predict who will ultimately make the grade. However, for any driver who finishes third overall in an important national single-seater championship, there must be some hope. Cyd Williams, the Welsh-born Northern driver, came third in the Lombank F3 championship in his first season of serious racing, and one will not be at all surprised to see him achieving successful things in international F3 this year.

Small, shy Cyd Williams has always been interested in sport. In his youth he excelled at swimming and athletics and had a great liking for cars. On leaving school he joined a Ford main dealers as an apprentice mechanic. He gradually became more involved with cars, and he used to go and watch races at Oulton Park. Gradually he got more and more determined to take part himself, so at the end of 1965 he decided to take the plunge and got a brand new Lotus Cortina. He entered a high speed trial with the car in bog standard trim and then set about converting it into a proper racing car over the winter.

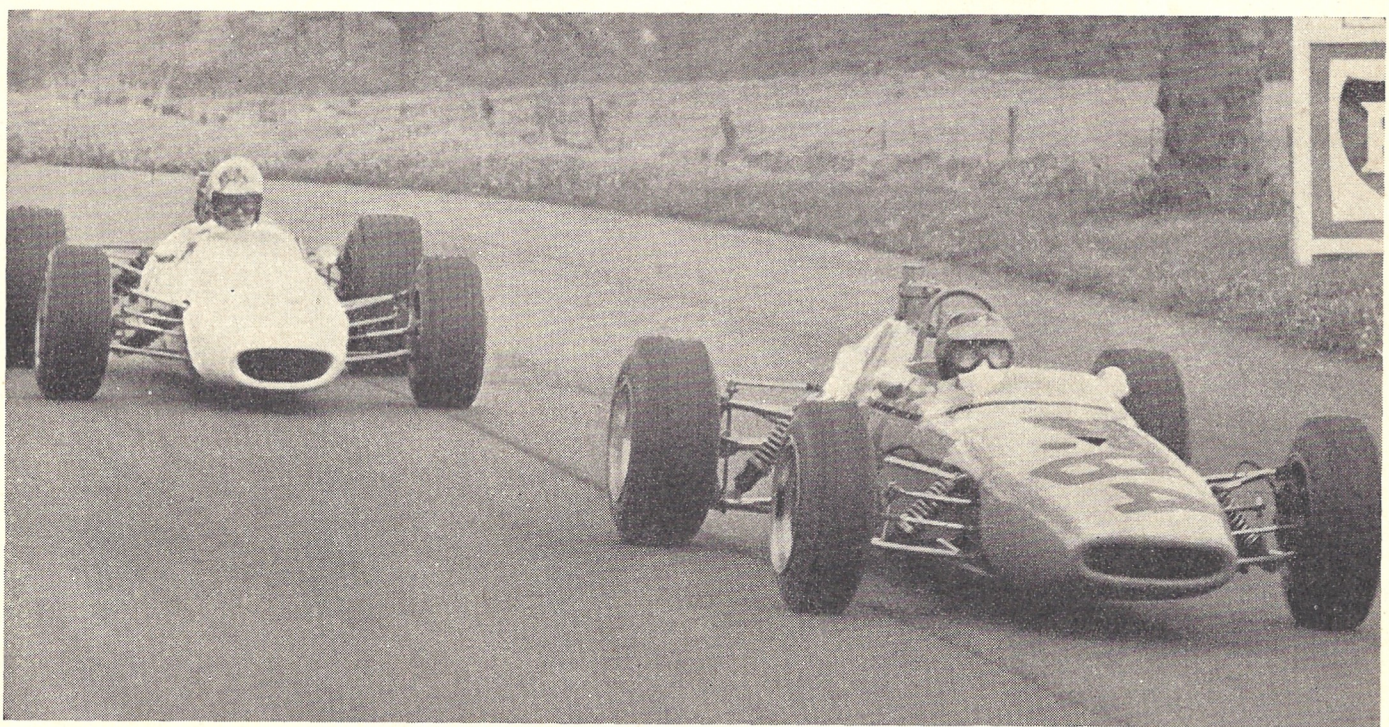
He continued to race the Cortina in moderate state of tune with modified cylinder head, and in April 1966 he met Hugh Goodwin, who was also racing a Lotus Cortina. Cyd, in his helpful way, suggested some modifications to Hugh, and the result was that Cyd started to help out Hugh and Ken Coffey with the preparation of their Lotus Cortinas. During 1966 his own racing included two wins and 11 second places, but ended rather badly in October at Brands Hatch when he wrote off the car at Clearways. Ultimately it was rebuilt by September 1967, but when it finally did reappear Cyd only did two races with it before selling it. His only other outing of any note that year was at the Spa 24 Hours, where he co-drove a Goodwin Cortina with Natalie Goodwin, finishing, but not well placed.

Natalie Goodwin, after racing an F3 Brabham BT21 in 1967, decided to field two BT21s for 1968. As Charles Chrichton Stuart had retired from racing and the Goodwin team, Cyd came to be offered the drive. His initial performances were relatively slow as he learnt the technique of F3—"it was completely different from saloon racing and I spent my time trying to learn how far I could take the car." His early races were also not helped by the fact that the car, the ex-Lythgoe BT21 which had previously been driven by Dave Berry, was very badly set-up. David Preston, who himself had quite a bit of Brabham experience, tried it and said that it was not at all right. Various mods were carried out by mechanic John Bather and then suddenly one weekend in May, Cyd Williams really arrived when he beat a full F3 field including Peter Gethin, Tony Lanfranchi and John Miles in a Lombank F3 championship round at Oulton Park. The following day he made it a double by winning the Mallory Park round. At the time he only had one set of tyres—skinny wet weather Dunlop 970s. Natalie Goodwin was abroad racing at the time and she had hardly expected that his driving would warrant full equipment yet. "I had left him at home to get some experience and I suddenly heard the news from Rodney Bloor. People were saying: 'What's happened to your driver?'" Bloor offered to lend him some proper wide tyres if he needed them, but soon he got his own set.

From then on his driving improved immensely, probably because he had established confidence in himself. He scored another Lombank win at Mallory Park and shared a new 100-plus mph Mallory lap record with Tim Schenken after a very exciting carve-up with Schenken and Tetsu Ikusawa. Throughout the rest of the year his races were hall-marked by smooth, tidy driving, and a consistent habit of keeping out of other people's way and getting on with the racing.

For 1968 Natalie Goodwin had intended to limit his activities solely to British F3 club events, but as he went so well Natalie started to enter him in all the British internationals, and in September he even ventured out to Montlhéry, where only continual bothers prevented him from putting up a creditable performance. In 1969 he will continue to drive in F3 for the Goodwin *équipe*, but with a new Brabham BT28. He will now concentrate on the major international races—and Natalie has promised him "the best of everything," which means that the team will probably buy an example of the R69 Holbay, Lucas and Felday engines. With the prospect of a co-drive in a G4 Chevron-BMW, now is the time that 28-year-old Cyd will either realise his ambition to get into F2 or even higher forms of racing, or resign himself to club racing.

Despite his quiet, unassuming manner, he has no doubts about where he is going in racing—"there's no point in going motor racing if you're not going racing quickly."



Cyd Williams holds a narrow lead over Tony Lanfranchi's Merlyn Mk 14 at a mid-season Lombank round at Oulton Park. Cyd soon got used to driving in F3 and usually his orange Goodwin Brabham was near the front.

Capri (Cāp'rī), 1. Island in Bay of Naples in Napoli province, Campania, Italy, 3·9 mi. long 1·8 mi. wide, 4 sq. mi. in area,
2. Name of new range of sporty Ford fastback saloons.

Cinturato (chĭntŭrah˘tō)n. Tyre manufactured by Pirelli Limited of the radial ply variety. Formerly only available in Italy, since produced for a number of years at Burton-on-Trent, England and now at Carlisle, England.

(When you call a car Capri what else can you call the tyres but Cinturato)

PIRELLI
CINTURATO

Omnific





Ford Capri: the car you always promised yourself.

The new Ford Capri is the kind of car you've probably been hoping someone would make ever since you first put foot to clutch pedal.

A genuine fastback. That doesn't cost a fortune. Handles like a sports car. And holds 4 people.

And when we say 4 people, we don't mean 2 grown-ups in the front and a couple of kids squashed to bits in the back.

We mean 4 adult-size adults. Sitting in comfort.

In fact, the Capri is so roomy it'll even take 5 people without too much of a squeeze.

And you don't have to worry about luggage either. The size of the boot is 12 cubic feet. Which is bigger than quite a few well-known family runabouts we could name.

Another good thing about the Capri is the driving position.

You sit low. Relaxed. Pretty much the way a Grand Prix driver sits.

So even if you've got a family to ferry around in a suitably sedate manner, you can still have a ball. Just sitting there.

On the other hand, if you've only got yourself to think about and you're looking for out-and-out performance, we can let you have it.

There are 5 engines to choose from: 1300, 1300GT, 1600, 1600GT, and 2000GT.

The last of which will perform to the tune of 0 to 60 in 10.4 seconds. And they don't come much quicker than that.

We've also devised three Capri Custom Plans. These are packs of extra equipment that you can have fitted to your car, either singly or combined, depending on the version you choose.

Which gives you a lot more say than you normally get about what you have in and on your car.

There's one thing though that we can't allow you to tamper with.

The shape. We promised ourselves we'd take the credit for that.

From £890.

Ford

Recommended retail prices including purchase tax and delivery to Ford Dealerships in the U.K. (excluding N. Ireland) 1300 £890, 1300GT £986, 1600 £936, 1600GT £1,042, 2000GT £1,088. Factory fitted seat belts in accordance with statutory regulations at extra cost. Car shown is fitted with optional Capri Custom Plan XL and sports road wheels available at extra cost.

Only Uniflo lasts longer, saves money, protects better.

Four cars – Cortina, Victor, Imp and BMC 1100 – drove for a total of 30,000 miles around the Thruxton circuit, and proved it. Each car used one of four oils in turn: Uniflo and three popular 20W/50 multigrades.

See the results here for yourself.

And Uniflo protects well, too.
Its extra-refined base-oil and its unique additive mix both see to that.

Whether you're topping up or re-filling, choose Uniflo.
Save money, get better mileage – and protection.

FINAL OVERALL RESULTS	
OIL A	642 miles per pint
OIL B	630 mpp
OIL C	620 mpp
UNIFLO	764 mpp



Esso

If it's Esso it must be good.

SEASONAL SURVEY:9

LAP RECORDS

By ROBERT FEARNALL

SINCE last year's Lap Record Survey was published, no fewer than 250 of the 481 recognised lap records have been broken and 11 equalled, due to the improvements in both racing car development and in circuits themselves.

Cadwell Park had more records broken last year than any other circuit—of the 17 records, 13 were broken. Also the largest improvement in the outright lap record time was recorded at Cadwell Park, when Davie Powell knocked 3.4 secs off the 1967 time with the Gerard Merlyn Mk 12.

Of the 20 circuits included in this survey—Thruxton and the lengthened Ingliston were used for the first time and Aintree was revived after a three-year absence—10 have records of over 100 mph and only five of the circuits did not have their outright records broken in 1968. Naturally the fastest circuit in the country is Silverstone's Grand Prix circuit with a speed of 123.82 mph, followed by the new Thruxton at 111.60 mph, the latter established by an F2 car.

Frank Gardner is credited with more lap records than any other driver with 13 records and one equalled, established at Brands Hatch (Grand Prix), Crystal Palace, Croft, Mallory Park, Oulton Park, Silverstone (Grand Prix), Snetterton and Thruxton in various cars ranging from a Brabham BT8 to the Ford F3L Prototype, via Sid Taylor's Lola-Chevrolet T70 Mk 3 and the Alan Mann Ford saloons. However, only nine of his 14 records were set up in 1968. Joint runners-up with 12 records and one equalled were Roger Nathan and Tony Dean.

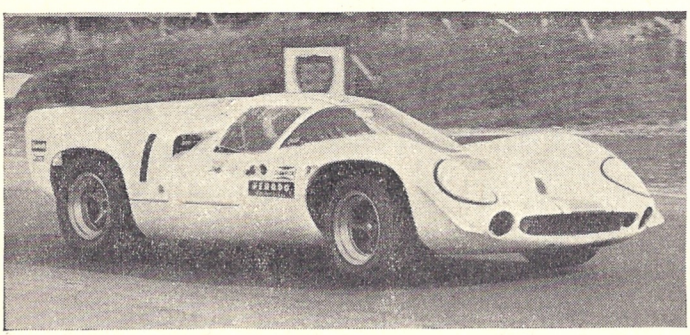
Nineteen sixty-eight has seen much discussion about which is the fastest of the cheap single-seater formulae, and by comparing the records established at the four circuits where records are established by all the five formulae (ie, Monoposto 1001 to 1500 cc, Monoposto up to 1000 cc, Formula Ford, Formula Vee and Formula 4/4), Monoposto 1001 to 1500 cc emerges the fastest on three of the four circuits, with F4/4 surprisingly ahead of FF, Monoposto up to 1000 cc and FVee. The four circuits—Brands Hatch club, Lydden Hill, Mallory Park club and Silverstone club—provide a fair comparison between the fast and the slow British circuits.

FASTEST OF THE CHEAP SINGLE-SEATER FORMULAE

Formula	Brands Hatch (Club) Time	Pos.	Lydden Hill Time	Pos.	Mallory Park (Club) Time	Pos.	Silverstone (Club) Time	Pos.
Mono 1001–1500 cc	55.4 s	3	46.8 s	1	38.0 s	1	1 m 03.4 s	1
F4/4	55.0 s	1	47.4 s	2	38.2 s	2	1 m 06.6 s	3
FF	55.2 s	2	49.8 s	5	39.6 s	3	1 m 06.6 s	3
Mono up to 1000 cc	57.8 s	5	49.2 s	3	39.8 s	4	1 m 06.4 s	2
F Vee	56.8 s	4	49.2 s	3	40.0 s	5	1 m 10.4 s	5

Unfortunately several records in this survey have had to be classed as "unofficial," as non-uniformity by circuit owners on how a lap record is established has led to several discrepancies. For instance, an F3 car may beat the F3 record in a classless *libre* race and some circuit owners class this as a record, despite there being no F3 class. In this survey such records are discounted for all circuits. Another major problem is when ineligible cars compete in production sports car races and establish records, as at Brands Hatch (Paddock Hill circuit) when Alan Fowler's Mercury-Ford GT broke the 1151 to 2000 cc prod sports record with a time of 36.6 secs, which was then stated to be a record. (Aintree even have Lotus 7s in their prod sports races!) Again, ineligible cars establishing records are ignored in this survey. However, it must be pointed out that Ingliston have different prod sports regulations and allow such cars at a Lotus Elan Plus 2 (ineligible in 1968 RAC rules) into their prod sports races.

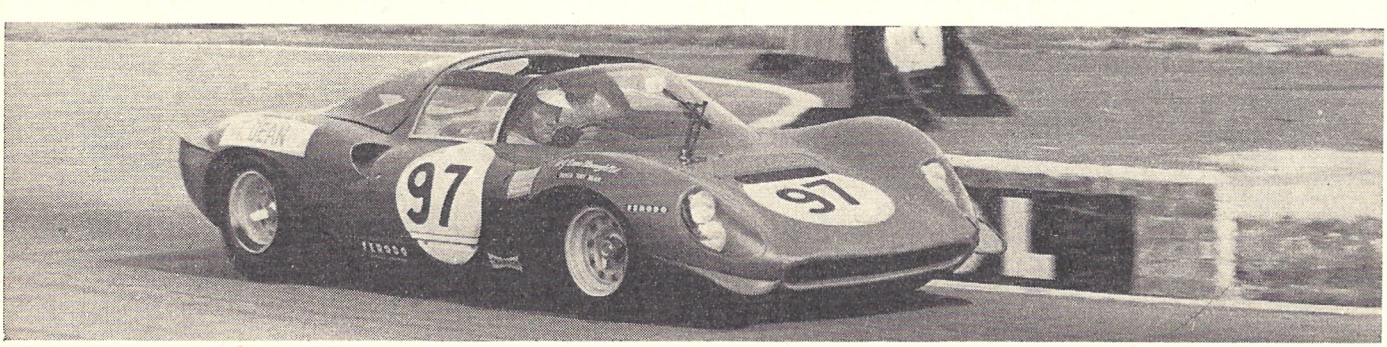
Finally, many circuits use obsolete and outdated class divisions, which are of no use to anyone except the proud holder of the record. However, for this survey all records have been compiled using the same conditions throughout, with present-day class divisions. But surely lap records are important enough for the RAC to introduce basic conditions on how a lap record is established so that each circuit *must* compile a list of lap records adhering to the conditions, and under sensible class divisions. Then and only then will we be able to compile a uniform list of official lap records throughout the country.



Frank Gardner (Lola-Chevrolet T70) at Silverstone.



John Chatham (Healey 3000) at Silverstone.



Tony Dean (Ferrari Dina 206S) at Croft.

LAP RECORDS

1

Circuit	Aintree (1.64 miles)	Brands Hatch Paddock Hill (0.65 mile)	Brands Hatch Club (1.24 miles)	Brands Hatch Grand Prix (2.65 miles)	Cadwell Park§ (2.25 miles)	Castle Combe (1.84 miles)	Croft (1.75 miles)	Crystal Palace (1.39 miles)	Ingliston (Old) (0.76 mile)	Ingliston (New) (1.03 miles)
Outright	**John Scott-Davies** (1916 Chevron-BRM B5) 1 m 00.2 s, 98.07 mph	**Bernard Unett** and **Keith Norman** (both 875 Vixen-Imps) 35.0 s, 66.45 mph	**Tony Lanfranchi** (997 Merlyn-Ford Mk 14) and **Tim Schenken** (997 Chevron-Ford B9) 50.4 s, 88.57 mph	**Jo Siffert** (2993 Lotus-Ford 49B) 1 m 29.7 s, 106.35 mph	**Davie Powell** (1594 Merlyn-Ford Mk 12) 1 m 36.0 s, 84.38 mph	**Jim Moore** (4727 Kincraft-Ford) and **Ron Fry** (4727 Ford GT40) 1 m 04.4 s, 102.86 mph	**Bruce McLaren** (5359 McLaren-Chev. M1B) 1 m 08.0 s, 95.65 mph	**Jochen Rindt** (1594 Brabham-Ford BT23C) 51.8 s, 96.60 mph	**Peter Gethin** (1598 Chevron-Ford B10) 37.0 s, 73.94 mph	**Willie Forbes** (1991 Lotus-BMW 35) and **John Miles** (997 Lotus-Ford 41X) 52.4 s, 70.76 mph
Formula 1			**Archie Scott-Brown*** (2471 Connaught B-type) 59.0 s 75.66 mph	**Jo Siffert** (2993 Lotus-Ford 49B) 1 m 29.7 s, 106.35 mph		**Harry Schell*** (2490 Vanwall) 1 m 13.6 s, 90.02 mph		**Innes Ireland‖** (1498 Lotus-BRM 24) 57.2 s, 87.46 mph		
Formula 2			**Tony Marsh†** (1475 Lotus-Climax 18) 56.4 s, 79.15 mph	**Jochen Rindt** (1594 Brabham-Ford BT23A) 1 m 32.6 s, 103.02 mph		**Bob Gerard**** (1971 Cooper-Bristol Mk 2) 1 m 16.2 s, 86.92 mph		**Jochen Rindt** (1594 Brabham-Ford BT23C) 51.8 s, 96.60 mph		
Formula 3	**Tony Dean** (997 Brabham-Ford BT15) 1 m 03.4 s, 93.12 mph		**Tim Schenken** (997 Chevron-Ford B9) 50.4 s, 88.57 mph	**Tony Lanfranchi** (997 Merlyn-Ford Mk 14A) 1 m 37.4 s, 97.95 mph	**Barrie Maskell** (997 Brabham-Ford BT21B) and **Howard Heerey** (997 Chevron-Ford B9) 1 m 40.2 s, 80.84 mph	**Peter Westbury** (997 Brabham-Ford BT21) 1 m 07.6 s, 97.00 mph	**John Miles** (997 Lotus-Ford 41X) and **Tim Schenken** (997 Chevron-Ford B9) 1 m 11.0 s, 88.73 mph	**Chris Craft** (997 Tecno-Ford) 55.4 s, 90.33 mph	**Dave Berry** (997 Chevron-Ford B9) 37.6 s, 72.76 mph	
Formule Libre	**John Scott-Davies** (1916 Chevron-BRM B5) 1 m 00.2 s, 98.07 mph	**Brian Newton** (997 Brabham-Ford BT16) 37.4 s, 62.18 mph	**Tony Lanfranchi** (997 Merlyn-Ford Mk 14) 50.4 s, 88.57 mph	**Frank Gardner** (1498 Brabham-Ford BT10) 1 m 44.0 s, 91.73 mph	**Davie Powell** (1594 Merlyn-Ford Mk 12) 1 m 36.0 s, 84.38 mph	**Jim Moore** (4727 Kincraft-Ford) 1 m 04.4 s, 102.86 mph	**Tony Dean** (1987 Ferrari Dino 206S) 1 m 11.6 s, 87.99 mph	**Frank Gardner** (1973 Brabham-Climax BT8) 58.2 s, 85.96 mph	**Peter Gethin** (1598 Chevron-Ford B10) 37.0 s, 73.94 mph	**Willie Forbes** (1991 Lotus-BMW 35) and **John Miles** (997 Lotus-Ford 41X) 52.4 s, 70.76 mph
Formula 4/4		**Bernard Unett** and **Keith Norman** (both 875 Vixen-Imps) 35.0 s, 66.45 mph	**Keith Norman** (875 Vixen-Imp) 55.0 s, 81.16 mph							
Formula Ford		**Clarke Sturdgess** (1598 Brabham-Ford BT15) 37.4 s, 62.18 mph	**Tony Trimmer** (1598 Brabham-Ford BT21) 55.2 s, 80.87 mph	**Tim Schenken** (1598 Merlyn-Ford Mk 11) 1 m 46.6 s, 89.49 mph	**David Walker** (1598 Russell Alexis Mk 14) 1 m 45.6 s, 76.70 mph	**Ian Taylor** (1598 Dulon-Ford) 1 m 12.6 s, 91.24 mph	**Keith Wilson** (1598 Russell Alexis Mk 14) 1 m 18.6 s, 80.15 mph	**Tony Trimmer** (1598 Brabham-Ford BT21) 1 m 01.0 s, 82.03 mph	**Mark Litchfield** (1598 Lotus-Ford 51) 41.4 s, 66.10 mph	**David Walker** (1598 Russell Alexis Mk 14) 57.0 s, 65.05 mph
Formula Vee	**Colin Hornby** (1300 Austro Vee) 1 m 14.6 s, 79.14 mph	**Howard Drake** (1300 Smithfield Vee) 38.2 s, 60.88 mph	**Gerry Birrell** (1300 Austro Vee) 56.8 s, 78.59 mph		**Gerry Birrell** (1300 Austro Vee) 1 m 49.6 s, 73.91 mph	**Gerry Birrell** (1300 Austro Vee) 1 m 18.0 s, 84.92 mph	**Mike Hayselden** (1285 Monaco Vee) 1 m 25.6 s, 73.60 mph	**Peter Danaher** (1285 Beach Vee) 1 m 07.8 s, 73.81 mph	**Nick Brittan** (1285 Beach Vee) 43.0 s, 63.63 mph	
Historic racing cars pre-war	**David Melville-Ross** (1500 Maserati 6C s/c) 1 m 17.2 s, 76.48 mph		**Sid Day** (1488 s/c ERA "R6B") 1 m 05.0 s, 68.68 mph	**Peter Waller** (1488 s/c ERA "R9B") 1 m 59.6 s, 79.77 mph				**Hon Patrick Lindsay** (1488 s/c ERA "R5B") 1 m 06.6 s, 75.14 mph		
Historic racing cars post-war				**Neil Corner** (2992 Aston-Martin DBR 4/250) 1 m 51.6 s, 85.48 mph		**Hon. Patrick Lindsay** and **Charles Lucas** (both 2493 Maserati 250Fs) 1 m 12.8 s, 90.99 mph		**Bill Wilks** (1971 Cooper-Bristol Mk 1) 1 m 06.4 s, 75.36 mph		
Sports-racing cars up to 1150 cc	**Rodney Bloor** (1100 Lotus-Ford 23) and **Pete Sadler** (1098 Lotus-Ford 23) 1 m 07.4 s, 87.60 mph	**John Morrison** (1098 Lotus-Climax 11) 38.8 s, 59.94 mph	**Roger Nathan** (998 Nathan-Imp) 55.4 s, 80.58 mph	**Roger Nathan** (998 Nathan-Imp) 1 m 47.8 s, 88.83 mph	**Ken Crook** (1098 Lotus-Ford 23) 1 m 47.8 s, 75.14 mph	**John Hine** (1098 Lotus-Ford 23) 1 m 12.4 s, 91.49 mph	**George Silverwood** (1148 Mercury-Ford GT) 1 m 18.6 s, 80.15 mph	**John Hine** (1098 Lotus-Ford 23) 1 m 00.2 s, 83.12 mph	**John Watson** (1098 Crosslé-Ford) **Trevor Twaites** and **John Nicholson** (both 1098 Lotus-Ford 23s) 42.0 s, 65.14 mph	
Sports-racing cars over 1150 cc	**Hugh Dibley** (2496 Brabham-Climax BT8) and **Roger Nathan** (1999 Brabham-Climax BT8) 1 m 02.8 s, 94.01 mph	**Alan Sampson** (1498 Lotus-Ford 7) 39.0 s, 59.63 mph	**Keith St. John** (4727 McLaren-Ford M1B) and **Tony Lanfranchi** (4967 Lola-Chev T70 Mk 2) 53.8 s, 82.97 mph	**Chris Amon** (5359 McLaren-Chev. M1B) 1 m 35.6 s, 99.79 mph	**Tony Dean** (1991 Crosslé-BMW) 1 m 43.0 s, 78.64 mph	**Tony Lanfranchi** (5967 Lola-Chev. T70 Mk 2) 1 m 04.8 s, 102.20 mph	**Bruce McLaren** (5359 McLaren-Chev. M1B) 1 m 08.0 s, 95.65 mph	**Tommy Hitchcock** (1973 Brabham-Climax BT8) 56.4 s, 88.72 mph	**Howard Heerey** (1498 Chevron-Ford B2) 40.2 s, 68.06 mph	
Group 6 prototypes up to 2000 cc							**Brian Redman** (1916 Chevron-BRM B5) 1 m 12.4 s, 87.02 mph	**Brian Redman** (1916 Chevron-BRM B5) 56.4 s, 88.72 mph		

Group 6 prototypes over 2000 cc							**Denis Hulme** (5459 Lola-Chev. T70 Mk 3) 1 m 09.6 s, 90.52 mph	**Mike de Udy** (5426 Lola-Chev. T70 Mk 3) 56.2 s, 89.04 mph		
Group 4 sports cars up to 1150 cc				**Jimmy Mackay** (1098 Lotus-Climax 11 GT) 1 m 54.4 s, 83.39 mph				**Richard Attwood** ‡ (1147 Triumph Spitfire) and **Jimmy Mackay** ‡ (1098 Lotus-Climax 11 GT) 1 m 06.0 s, 75.82 mph		
Group 4 sports cars 1151-1600 cc				**John Miles** (1594 Lotus-Ford 47 Europa) 1 m 41.2 s 94.27 mph				**Jack Oliver** ‡ (1594 Lotus-Elan) and **Boley Pittard** (1570 Alfa-Romeo Giulia GTZ) 1 m 02.4 s, 80.19 mph		
Group 4 sports cars 1601-2500 cc				**Chris Craft** (1991 Chevron-BMW B8) 1 m 40.0 s, 95.40 mph			**Chris Craft** (1991 Chevron-BMW B8) 1 m 10.8 s, 88.98 mph	**Tony Dean** (1991 Porsche Carrera 6) 57.2 s, 87.48 mph		
Group 4 sports cars over 2500 cc				**Paul Hawkins** (4727 Ford GT40) 1 m 39.0 s, 96.36 mph			**Frank Gardner** (4980 Lola-Chev. T70 Mk 3) 1 m 09.4 s, 90.78 mph	**Paul Hawkins** (4727 Ford GT40) and **Mike Parkes** (3286 Ferrari 250LM) 55.6 s, 90.00 mph		
Special GT cars up to 1150 cc	**Ben Moore** (1098 Lotus-Climax 11 GT) 1 m 11.6 s, 82.46 mph		**Roger Nathan** (998 Nathan-Imp GT) 55.6 s, 80.29 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 48.2 s, 88.17 mph	**George Silverwood** (1148 Mercury-Ford GT) 1 m 46.2 s, 76.27 mph	**John Burton** (998 Ginetta-Cos. G12) 1 m 12.4 s, 91.49 mph	**George Silverwood** (1098 Lotus-Climax 11 GT) 1 m 18.2 s, 80.56 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 00.6 s, 82.57 mph	**George Silverwood** (1148 Mercury-Ford GT) 41.2 s, 66.41 mph	**George Silverwood** (1148 Mercury-Ford GT) 58.8 s, 63.06 mph
Special GT cars 1151-1600 cc	**John Nicholson** (1600 Lotus-Ford 23B GT) 1 m 03.0 s, 93.71 mph	**Alan Fowler** (1594 Mercury-Ford GT) 36.6 s, 63.54 mph	**Trevor Taylor** (1594 Lotus-Ford 47 Eur.) 53.8 s, 82.97 mph	**John Miles** (1594 Lotus-Ford 47 Eur.) and **Barrie Smith** (1594 Chevron-Ford B8) 1 m 43.6 s, 92.08 mph	**John Bridges** (1594 Chevron-Ford B8) 1 m 39 6 s, 81.33 mph	**John Lepp** (1594 Chevron-Ford B3) and **Jim Morley** (1594 Lotus-Ford 47 Eur.) 1 m 08.6 s, 96.56 mph	**John Blades** (1598 Chevron-Ford B8) 1 m 11.8 s, 87.74 mph	**John Miles** (1594 Lotus-Ford 47 Eur.) 57.8 s, 86.57 mph	**John Blades** (1594 Lotus-Ford 47 Eur.) and **John Nicholson** (1600 Lotus-Ford 23B GT) 40.6 s, 67.39 mph	**John Blades** (1594 Chevron-Ford B8) 53.9 s, 68.79 mph
Special GT cars 1601-2500 cc	**Harry O'Brien** (1916 Chevron-BRM B5) 1 m 01.6 s, 95.84 mph		**Roger Nathan** (1991 Nathan-BMW GT) 53.6 s, 83.28 mph	**Chris Craft** (1991 Chevron-BMW B8) 1 m 40.6 s, 94.83 mph	**Tony Dean** (1987 Ferrari Dino 206S) 1 m 37.4 s, 83.16 mph	**Mike de Udy** (1991 Porsche Carrera 6) 1 m 07.4 s, 98.28 mph	**Tony Dean** (1987 Ferrari Dino 206S) 1 m 12.4 s, 87.02 mph	**Brian Redman** (1991 Chevron-BMW B6) 55.6 s, 90.00 mph		
Special GT cars over 2500 cc	**Brian Redman** (3781 Jaguar E) 1 m 05.2 s, 90.55 mph	**Keith Holland** (4261 GSM Delta V8) 40.2 s, 57.85 mph	**Clive Lacey** (2700 Courtenay-Brabham-Climax BT8) 53.6 s, 83.28 mph	**Ron Fry** (4727 Ford GT40) 1 m 48.2 s, 88.17 mph		**Ron Fry** (4727 Ford GT40) 1 m 04.4 s, 102.86 mph	**John Woolfe** (2996 Chevron-Repco B12) 1 m 13.6 s, 85.60 mph	**Frank Gardner** (5459 Lola-Chev. T70 Mk 3) 54.6 s, 91.65 mph		
Production sports cars up to 1150 cc		**Alan Woode** (1143 Austin-Healey Sprite) 37.6 s, 61.85 mph	**Gabriel Konig** and **Garo Nigogosian** (both 1144 MG Midgets) 57.8 s, 77.23 mph	**Garo Nigogosian** (1144 MG Midget) 1 m 52.8 s, 84.57 mph	**David Welpton** (1147 Austin-Healey Sprite) 1 m 50.4 s, 73.37 mph	**John Britten, Gabriel Konig** (both 1144 MG Midgets) and **Peter Cox** (1147 Triumph Spitfire) 1 m 16.4 s, 86.70 mph	**Pete Smith** (1098 Austin-Healey Sprite) 1 m 21.6 s, 77.21 mph	**Peter Cox** (1147 Triumph Spitfire) 1 m 05.0 s, 76.98 mph	**Bill Dryden** (818 Honda S800) 43.4 s, 65.04 mph	**Bill Dryden** (818 Honda S800) 1 m 01.2 s, 60.59 mph
Production sports cars 1151-2000 cc	**Arnie Poole** (1293 MG Midget) 1 m 09.8 s, 84.58 mph	**Geoff Daryn** (1594 Turner-Ford) 38.6 2, 60.25 mph	**John Britten** (1350 MG Midget 57.0 s, 78.32 mph	**John Britten** (1293 MG Midget) 1 m 51.2 s, 85.79 mph	**Roger Enever** (1293 MG Midget) 1 m 47.0 s, 75.70 mph	**Chris Boulter** (1980 Marcos-Volvo 1800) 1 m 13.6 s, 90.00 mph	**John Britten** (1350 MG Midget) 1 m 20.8 s, 77.97 mph	**Roger Enever** (1275 MG Midget) 1 m 03.4 s, 78.93 mph	**Andrew Cowan** (1598 Lotus Elan Plus 2) 50.8 s, 53.86 mph	
Production sports cars 2001-3000 cc		**Ian Topping** (2660 AC Ace Zephyr) 40.2 s, 57.85 mph	**John Chatham** (2912 Austin-Healey 3000) 58.2 s, 76.70 mph	**Alan House** (2138 Morgan Plus 4) 1 m 58.8 s, 80.30 mph		**John Chatham** (2912 Austin-Healey 3000) 1 m 13.2 s, 90.49 mph	**Stewart Hands** (2912 Austin-Healey 3000) 1 m 21.4 s, 77.40 mph	**John Chatham** (2912 Austin-Healey 3000) 1m 02.8 s, 79.68 mph	**Stu Robinson** (2982 Austin-Healey 3000) 46.2 s, 58.71 mph	**John Gott** (2912 Austin-Healey 3000) 1 m 01.8 s, 60.00 mph
Production sports cars over 3000 cc	**Henryk Synowiec** (3781 Jaguar E) 1 m 08.8 s, 85.81 mph		**Rob Schroeder** (3781 Jaguar E) 55.4 s, 80.58 mph	**Keith Holland** (3781 Jaguar E) 1 m 48.8 s, 87.68 mph		**Warren Pearce** (3781 Jaguar E) 1 m 11.2 s, 93.03 mph	**Ted Worswick** (3781 Jaguar E) 1 m 20.2 s, 78.55 mph	**John Quick** (3781 Jaguar E) 1 m 00.8 s, 82.30 mph	**John Lewis** (3781 Jaguar E) 43.4 s, 63.04 mph	
Clubmen's sports cars up to 1000 cc	**Derek Walker** (997 Ladybird-Ford Mk 7) 1 m 09.4 s, 85.07 mph	**Melvyn Coon** (997 Lotus-Ford 7) 38.8 s, 59.94 mph	**Barry Foley** (997 Lotus-Ford 7) 57.0 s, 78.32 mph	**Rod Mansfield** (997 Dino-Ford 4) 1 m 54.0 s, 83.68 mph	**John Edwards** (998 Lotus-BMC 7) 1 m 50.6 s, 73.24 mph	**Ken Miller** (997 U2-Ford Mk 6A) 1 m 13.6 s, 90.00 mph	**George Temple** (998 Lotus-BMC 7), **Ken Miller** (997 U2-Ford Mk 6A) and **Jack Hugh** (997 Terrier-Ford Mk 2) 1 m 23.6 s, 75.36 mph			
Clubmen's sports cars 1001-1500 cc	**Derek Bennett** (1500 Chevron-Ford B2) 1 m 05.8 s, 89.73 mph		**Jack Murrell** (1500 DRW-Ford 7C) 55.2 s, 80.87 mph	**Jack Murrell** (1500 DRW-Ford 7C) 1 m 48.2 s, 88.17 mph	**Peter Wingfield** (1500 U2-Ford Mk 5) 1 m 47.0 s, 75.70 mph	**Howard Heerey** (1498 Chevron-Ford B2) 1 m 10.6 s, 93.82 mph	**Howard Heerey** (1498 Chevron-Ford B2) 1 m 15.8 s, 83.11 mph		**Howard Heerey** (1498 Chevron-Ford B2) 41.2 s, 66.41 mph	

* 1954–1960 Formula 1. † 1957–1960 Formula 2. § Circuit has a 2-litre limit. ** 1947–1953 Formula 2. || 1961–1965 Formula 1.

‡ Record set in International GT Race (prior to Group 4).

These records stood at the end of 1968. On January 19, 1969, at Brands Hatch, the following club circuit records were set: Outright and Formule Libre by Tony Lanfranchi (4986 Lola-Chev T142), 49.2 s, 90.73 mph; Formula Ford by Ray Allen (1594 Merlyn-Ford Mk 11A), 55.0 s, 81.16 mph; and Special Saloon Cars up to 1300 cc by Peter Lague (1293 Mini-Cooper S), 56.6 s, 78.87 mph.

continued

LAP RECORDS

2

Class	Aintree (1.64 miles)	Brands Hatch Paddock Hill (0.68 miles)	Brands Hatch Club Circuit (1.24 miles)	Brands Hatch Grand Prix (2.65 miles)	Cadwell Park§ (2.25 miles)	Castle Combe (1.84 miles)	Croft (1.75 miles)	Crystal Palace (1.39 miles)	Ingliston (Old) (0.76 miles)	Ingliston (New) (1.03 miles)
Group 5 saloon cars up to 1000 cc				**Tony Lanfranchi** (998 Hillman Imp) 1 m 53.6 s, 83.97 mph			**Gordon Spice** (999 Mini-Cooper S) 1 m 24.0 s, 75.00 mph	**John Fitzpatrick** (997 Ford Anglia) 1 m 06.0 s, 75.82 mph		
Group 5 saloon cars 1001-1300 cc				**John Rhodes** (1293 Mini-Cooper S) 1 m 51.3 s, 85.64 mph			**John Rhodes** (1293 Mini-Cooper S) 1 m 21.4 s, 77.40 mph	**Mick Young** (1293 Ford Anglia) 1 m 04.8 s, 77.22 mph		
Group 5 saloon cars 1301-2000 cc				**Frank Gardner** (1594 Ford Escort t/c) 1 m 46.6 s, 89.49 mph			**Frank Gardner** (1594 Ford Escort t/c) 1 m 174. s, 81.40 mph	**Peter Arundell** (1594 Ford-Lotus Cortina) 1 m 02.8 s, 79.69 mph		
Group 5 saloon cars over 2000 cc				**Brian Muir** (4700 Ford Falcon) and **Roy Pierpoint** (4727 Ford Falcon) 1 m 47.0 s, 89.16 mph			**Brian Muir** (4700 Ford Falcon) 1 m 16.2 s, 82.68 mph	**Roy Pierpoint** (4727 Ford Falcon) 1 m 02.6 s, 79.94 mph		
Special saloon cars up to 850 cc		**Rob Mason** and **Stephen Marshall** (both 848 Minis) 40.0 s, 58.14 mph	**Keith Holland** (843 Hillman Imp) 59.8 s, 74.65 mph	**Bill McGovern** (848 Sunbeam Imp) 2 m 00.0 s, 79.50 mph	**Bob Fox** (848 Mini) 1 m 55.4 s, 70.19 mph	**John Peachey-Austing** (848 Mini) 1 m 19.8 s, 83.01 mph	**Keith Holland** (848 Hillman Imp) 1 m 26.0 s, 73.26 mph	**Ray Payne** (848 Hillman Imp) 1 m 08.8 s, 72.73 mph		**Bob Fox** (848 Mini) 1 m 01.8 s, 60.00 mph
Special saloon cars 851-1000 cc	**John Chappel** (999 Mini-Cooper S) 1 m 13.2 s, 80.66 mph	**Malcolm Leggate** (999 Mini-Cooper S) 38.4 s, 60.56 mph	**Bernard Unett** (998 Hillman Imp) 58.0 s, 76.97 mph	**Ray Calcutt** (998 Hillman Imp) 1 m 54.8 s, 83.10 mph	**Harry Ratcliffe** (999 Mini-Cooper S) 1 m 51.2 s, 72.84 mph	**Geoff Mabbs** (998 Mini-Cooper S-Cos.) 1 m 16.0 s, 87.17 mph	**Harry Ratcliffe** (999 Mini-Cooper S) 1 m 22.2 s, 76.64 mph	**Alan Peer** (997 Ford Anglia) and **Harry Ratcliffe** (999 Mini-Cooper S) 1 m 05.0 s, 76.98 mph	**Logan Morrison** (998 Singer Chamois) 42.0 s, 65.14 mph	**Bill Borrowman** (999 Mini-Cooper S) 58.9 s, 62.95 mph
Special saloon cars 1001-1300 cc	**Don Currie** (1293 Mini-Cooper S) 1 m 08.8 s, 85.81 mph	**Colin Youle** (1293 Mini-Cooper S) 38.6 s, 60.25 mph	**David Alexander** (1293 Mini-Cooper S) 57.6 s, 77.50 mph	**Alec Poole** (1293 Wolseley Hornet) 1 m 52.2 s, 85.03 mph	**Peter Hawthorne** (1293 Mini-Cooper S) 1 m 46.6 s, 75.98 mph	**Richard Longman** (1293 Mini-Cooper S) 1 m 14.4 s, 89.03 mph	**Ian Mitchell** (1293 Mini-Cooper S) 1 m 20.8 s, 77.97 mph	**Ken Costello** (1293 Mini-Cooper S) 1 m 02.4 s, 80.19 mph	**Jim Dryden** and **John Handley** (both 1293 Mini-Cooper Ss) 41.6 s, 65.77 mph	**John Handley** (1293 Mini-Cooper S) 58.5 s, 63.38 mph
Special saloon cars over 1300 cc	**John Scott-Davies** (4727 Cortina V8) 1 m 07.4 s, 87.60 mph	**Ken Dawes** (1560 Ford Anglia) 39.0 s, 59.13 mph	**Roger Taylor** (1820 Ford Anglia) 56.8 s, 78.59 mph	**Terry Sanger** (4727 Cortina V8) and **Roger Taylor** (1820 Ford Escort t/c) 1 m 51.4 s, 85.64 mph	**Graham Birrell** (1790 Ford Escort t/c) 1 m 48.4 s, 74.72 mph	**Paddy McNally** (4727 Ford Mustang) 1 m 12.8 s, 90.99 mph	**Graham Birrell** (1790 Ford Escort t/c) 1 m 18.8 s, 79.95 mph	**Keith Holland** (4727 Ford Mustang) 1 m 01.8 s, 81.23 mph	**Graham Birrell** (1790 Ford Escort t/c) 41.6 s, 65.77 mph	**Graham Birrell** (1790 Ford Escort t/c) 57.2 s, 64.83 mph
Saloon cars Mini-Se7en Formula		**Ron Mason** (848 Mini) 41.0 s, 56.72 mph	**Viv Church** (848 Mini) 1 m 04.0 s, 69.75 mph			**Ian Scott** (848 Mini) 1 m 25.8 s, 77.20 mph				
Sports cars 750 Formula	**Bill Cowley** (747 Cowley-Austin Mk 3) and **David Childs** (600 Jomo-Rel.) 1 m 19.6 s, 74.17 mph	**Richard Hartle** (600 Tristesse-Rel.) 43.0 s, 54.09 mph	**John Whitehouse** (747 Whitmor-Austin) 1 m 03.2 s, 70.63 mph			**Noel Stanbury** (600 Aftermath-Rel.) 1 m 26.8 s, 76.31 mph				
Sports cars Formula 1200	**Geoff Lomas** (1172 Lomas "K") 1 m 11.4 s, 82.69 mph	**Peter Loakman** (1200 Jenoby-Ford S/R) 40.2 s, 57.85 mph	**Arthur Mallock** (1172 U2-Ford Mk 2) 1 m 00.4 s, 73.91 mph			**John Bishop** (997 Dison-Ford 64) 1 m 17.4 s, 85.58 mph				
Sports cars Griffiths				**David Beckett** (3781 Lister-Jaguar) 1 m 57.4 s, 81.26 mph		**Peter Skidmore** (3781 Jaguar D) 1 m 11.2 s, 93.03 mph	**Neil Corner** (3781 Jaguar D) 1 m 23.8 s, 75.18 mph			
Monoposto Formula up to 1000-1172 cc			**Brian Jordan** (997 Lotus-Ford 32/35) 57.8 s, 77.23 mph			**Eddie Heasell** (997 Lotus-Ford 20) 1 m 11.8 s, 92.26 mph				
Monoposto Formula 1001-1500 cc			**Jim Yardley** (1498 Beagle-Ford) 55.4 s, 80.50 mph			**Jim Yardley** (1498 Beagle-Ford) 1 m 09.0 s, 96.00 mph				

These records stood at the end of 1968. See note on preceding page for records set on the Brands Hatch club circuit so far this year.

§ Circuit has a 2-litre limit.

Class	Llandow (1.00 mile)	Lydden Hill (1.00 mile)	Mallory Park Clubmen's (1.00 mile)	Mallory Park Full (1.35 miles)	Oulton Park (2.76 miles)	Rufforth (1.70 miles)	Silverstone Club Circuit (1.61 miles)	Silverstone Grand Prix (2.93 miles)	Snetterton (2.71 miles)	Thruxton (2.36) miles)
Outright	**Robin Darlington** (4727 Kincraft-Ford) and **John Davies** (1594 Brabham-Ford BT14) 35.6 s, 102.85 mph	**Jim Moore** (4727 Kincraft-Ford) 44.0 s, 81.82 mph	**Jim Moore** (4727 Kincraft-Ford) 35.4 s, 101.70 mph	**Denis Hulme** (5967 Lola-Chev. T70 Mk 2) 47.6 s, 102.10 mph	**Jackie Stewart** (2993 Matra-Ford MS10) and **Chris Amon** (2981 Ferrari) 1 m 30.0 s, 110.44 mph	**Brian Redman** (5967 Lola-Chev. T70 Mk 2) 1 m 12.8 s, 84.07 mph	**Max Mosley** (1594 Brabham-Ford BT23C) and **Jim Moore** (4727 Kincraft-Ford) 57.0 s, 101.56 mph	**Chris Amon** (2994 Ferrari) 1 m 25.1 s, 123.82 mph	**Jackie Stewart** (1594 Matra-Ford MS5), **Jochen Rindt** (1594 Brabham-Ford BT23) and **Graham Hill** (1594 Lotus-Ford 48) 1 m 28.2 s, 110.61 mph	**Jochen Rindt** (1594 Brabham-Ford BT23C) 1 m 16.0 s, 111.60 mph
Formula 1				**John Surtees†** (1494 Lola-Climax Mk 4) 50.8 s, 95.67 mph	**Jackie Stewart** (2993 Matra-Ford MS10) and **Chris Amon** (2989 Ferrari) 1 m 30.0 s, 110.44 mph			**Chris Amon** (2994 Ferrari) 1 m 25.1 s, 123.82 mph	**Stirling Moss*** (1500 Lotus-Climax 24) 1 m 33.6 s, 104.23 mph	
Formula 2				**Jim Clark‡** (998 Lotus-Ford 32) 52.6 s, 92.39 mph	**Jackie Stewart** (1594 Matra-Ford MS7) 1 m 32.8 s, 107.11 mph			**Jochen Rindt** (1594 Brabham-Ford BT23) and **Graham Hill** (1594 Lotus-Ford 48) 1 m 29.2 s, 118.13 mph	**Jackie Stewart** (1594 Matra-Ford MS5), **Jochen Rindt** (1594 Brabham-Ford BT23) and **Graham Hill** (1594 Lotus-Ford 48) 1 m 28.2 s, 110.61 mph	**Jochen Rindt** (1594 Brabham-Ford BT23C) 1 m 16.0 s, 111.60 mph
Formula 3		**Brian Newton** (997 Brabham-Ford BT16) 46.6 s, 77.25 mph		**Roy Pike** (997 Titan-Ford Mk 3) 48.0 s, 101.25 mph	**Bev Bond** (997 Brabham-Ford BT21) 1 m 39.2 s, 100.20 mph	**Dave Berry** (997 Brabham-Ford BT21B) 1 m 16.8 s, 76.69 mph	**Morris Nunn** (997 Lotus-Ford 41) 1 m 02.8 s, 92.18 mph	**François Cévert** (997 Tecno-Ford) 1 m 36.6 s, 109.08 mph	**Morris Nunn** (997 Lotus-Ford 41) 1 m 37.0 s, 100.58 mph	**Norman Foulds** (997 Brabham-Ford BT21) 1 m 23.8 s, 101.21 mph
Formule Libre	**Robin Darlington** (4727 Kincraft-Ford) and **John Davies** (1594 Brabham-Ford BT14) 35.6 s, 102.85 mph	**Jim Moore** (4727 Kincraft-Ford) 44.0 s, 81.82 mph	**Jim Moore** (4727 Kincraft-Ford) 35.4 s, 101.70 mph	**John Cardwell** (1594 Merlyn-Ford Mk 12) 47.8 s, 101.67 mph	**Brian Redman** (5967 Lola-Chev. T70 Mk 2) 1 m 38.2 s, 101.22 mph	**Jim Moore** (4727 Kincraft-Ford) 1 m 13.6 s, 83.15 mph	**Max Mosley** (1594 Brabham-Ford BT23C) and **Jim Moore** (4727 Kincraft-Ford) 57.0 s, 101.56 mph	**Chris Summers** (5359 Lotus-Chev. 24) 1 m 36.6 s, 109.08 mph	**Jim Moore** (4727 Kincraft-Ford) 1 m 32.8 s, 105.31 mph	**Bev Bond** (997 Brabham-Ford BT21) 1 m 27.0 s, 97.49 mph
Formula 4/4		**Johnny Walker** (850 JW4 Saab Mk 3) and **Keith Norman** (875 Vixen-Imp) 47.4 s, 75.90 mph	**Keith Norman** (875 Vixen-Imp) 38.2 s, 94.24 mph	**Johnny Walker** (850 JW4 Saab Mk 3) and **Keith Norman** (875 Vixen-Imp) 53.6 s, 90.67 mph			**Bernard Unett** (875 Vixen-Imp) 1 m 06.6 s, 86.92 mph		**Keith Norman** (875 Vixen-Imp) 1 m 44.8 s, 93.09 mph	
Formula Ford		**Jim Hunt** (1598 Russell Alexis Mk 14) and **Clarke Sturdgess** (1598 Brabham-Ford BT15) 49.8 s, 72.29 mph	**Dick Barker** (1598 Lotus-Ford 51), **John Elliott** (1598 Merlyn-Ford Mk 11) and **Richard Mallock** (1598 U2-Ford Mk 7) 39.6 s, 90.91 mph	**Tony Trimmer** 1598 Brabham-Ford BT21) 52.0 s, 93.46 mph	**Claude Bourgoignie** (1600 Lotus-Ford 51A) 1 m 47.2 s, 92.72 mph	**David Walker** (1598 Russell Alexis Mk 14) 1 m 22.6 s, 74.09 mph	**David Walker** (1598 Russell Alexis Mk 14) 1 m 06.6 s, 86.92 mph		**Tim Schenken** (1599 Merlyn-Ford Mk 11) 1 m 43.0 s, 94.72 mph	**Bryan Sharp, Ian Foster** (both Merlyn Ford Mk 11s) and **Richard Mallock** (1598 U2-Ford Mk 7) 1 m 33.4 s, 90.81 mph
Formula Vee		**Mike Haysey** (1300 Austro Vee) 49.2 s, 73.17 mph	**Nick Brittan** (1300 Austro Vee) 40.0 s, 90.00 mph			**Nick Brittan** (1285 Beach Vee) 1 m 30.4 s, 67.70 mph	**Nick Brittan** (1300 Austro Vee) 1 m 10.4 s, 82.23 mph	**Nick Brittan** (1300 Austro Vee) 1 m 53.0 s, 93.25 mph		**Gerold Pankl** and **Werner Riedl** (both 1300 Austro Vees) 1 m 34.2 s, 90.04 mph
Historic Racing Cars: Pre-war				**Sid Day** (1488 s/c ERA "R6B") 1 m 03.8 s, 76.18 mph	**Bill Moss** (1488 s/c ERA "R6B") 1 m 59.8 s, 82.97 mph		**Sandy Murray** (1498 s/c ERA "R1A") 1 m 09.8 s, 82.93 mph	**Bill Morris** (1488 s/c ERA "R12B") 1 m 54.8 s, 91.79 mph	**Colin Crabbe** (2950 s/c Maserati 8CM) 2 m 02.6 s, 79.58 mph	**Tony Merrick** 1498 s/c ERA "R1A") 1 m 41.6 s, 83.48 mph
Historic Racing Cars: Post-war					**Charles Lucas** (2493 Maserati 250F) 1 m 53.4 s, 87.65 mph		**John le Sage** (1960 Lotus-Climax 16) 1 m 05.6 s, 88.24 mph	**Charles Lucas** (2493 Maserati 250F) 1 m 44.2 s, 101.12 mph	**Neil Corner** (2992 Aston-Martin DBR4/250) 1 m 46.0 s, 92.04 mph	**Neil Corner** (2992 Aston-Martin DBR4/250) 1 m 34.6 s, 89.66 mph
Sports-Racing cars up to 1150 cc	**Sean Conn** (997 Lotus-Ford 7) 43.2 s, 83.33 mph	**Alan Woode** (1143 Austin-Healey Sprite) 49.0 s, 73.47 mph	**John Burton** (998 Ginetta-Cosworth G12) 40.2 s, 89.55 mph	**Peter Craydon** (1098 Lotus-Ford 23) 53.8 s, 90.33 mph	**Paul Hawkins** (1098 Lotus-Ford 23) 1 m 48.8 s, 91.36 mph	**Ben Moore** (1098 Lotus-Ford 23) 1 m 23.0 s, 73.74 mph	**Robin Widdows** (998 Lotus-BRM 23) 1 m 05.0 s, 89.06 mph	**Mike Beckwith** (1098 Lotus-Ford 23) 1 m 44.8 s, 100.55 mph	**John Corfield** (998 Lotus-Cosworth 23) 1 m 48.4 s, 90.00 mph	**Jeremy Griffin** (1098 AD Sportiva-Climax) 1 m 38.2 s, 86.37 mph
Sports-Racing cars over 1150 cc	**Robin Darlington** (5967 Lola-Chev. T70 Mk 2) 38.8 s, 92.78 mph	**Alan Fowler** (1594 Mercury-Ford GT) 45.2 s, 79.65 mph	**Richard Scott** (1991 Elva-BMW Mk 7S) 38.2 s, 94.24 mph	**Denis Hulme** (5967 Lola-Chev T70 Mk 2) 47.6 s, 102.10 mph	**Denis Hulme** (5967 Lola-Chev. T70 Mk 2) 1 m 37.4 s, 102.05 mph	**Brian Redman** (5967 Lola-Chev. T70 Mk 2) 1 m 12.8 s, 84.07 mph	**Robin Darlington** (5967 Lola-Chev. T70 Mk 2) 59.4 s, 97.45 mph	**Denis Hulme** (5967 Lola-Chev. T70 Mk 2) 1 m 28.8 s, 118.66 mph	**Denis Hulme** (5967 Lola-Chev. T70 Mk 2) 1 m 33.8 s, 104.01 mph	**Jack Oliver** (1594 Lotus-Ford 47 Eur.) 1 m 35.2 s, 89.09 mph
Group 6 Prototypes up to 2000 cc					**Tony Dean** (1987 Ferrari Dino 206S) 1 m 40.0 s, 99.20 mph			**Tony Dean** (1987 Ferrari Dino 206S) 1 m 35.4 s, 110.45 mph		
Group 6 Prototypes over 2000 cc					**Brian Redman** (5000 Lola-Chev. T70 Mk 3) 1 m 36.2 s, 103.54 mph			**Frank Gardner** (2998 Ford F3L Prot.) 1 m 28.6 s, 118.93 mph		

* 1961–1965 Formula 1. † 1961–1965 Formula 1. In demonstration Graham Hill (2993 Lotus-Ford 49B) and Jackie Stewart (2993 Matra-Ford MS10) both established a time of 44.8 s or 108.48 mph
‡ 1964–1967 Formula 2, 1600 cc F2 record. Jackie Ickx (1594 Matra-Ford MS5), 53.4 s, 91.69 mph)

LAP RECORDS

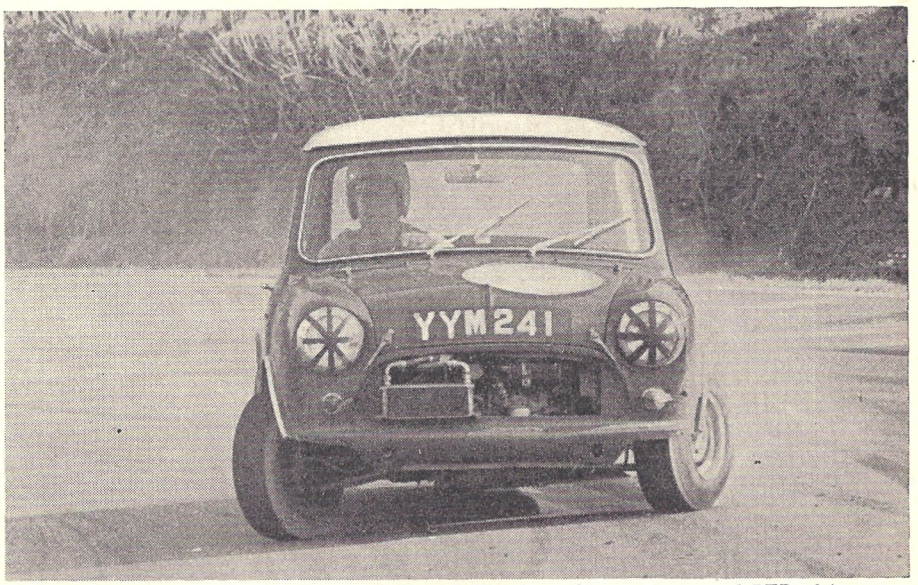
Class	Llandow (1.00 mile)	Lydden Hill (1.00 mile)	Mallory Park Clubmen's (1.00 mile)	Mallory Park Full (1.35 miles)	Oulton Park (2.76 miles)	Rufforth (1.70 miles)	Silverstone Club Circuit (1.61 miles)	Silverstone Grand Prix (2.93 miles)	Snetterton (2.71 miles)	Thruxton (2.36 miles)
Group 4 sports cars over 2500 cc				**Ben Moore** (1098 Lotus-Climax 11GT) 56.8 s, 85.56 mph	**Chris McLaren*** (997 Marcos-Ford GT) 2 m 01.2 s, 82.01 mph			**John Corfield** (1148 Diva-Ford GT10F) 1 m 53.4 s, 92.92 mph	**Sir Jon Samuel** (1148 Diva-Ford GT10F) 1 m 51.6 s, 87.42 mph	
Group 4 sports cars 1151-1600 cc				**John Miles** (1594 Lotus Elan) 54.4 s, 89.34 mph	**Jack Oliver** (1594 Lotus-Ford 47 Eur.) 1 m 42.4 s, 97.07 mph			**Keith Burnand** (1594 Lotus Elan) 1 m 43.0 s, 102.30 mph	**Bill Dryden** (1594 Lotus Elan) 1 m 44.6 s, 93.27 mph	
Group 4 sports cars 1601-2500 cc					**Tony Dean** (1991 Porsche Carrera 6) 1 m 41.2 s, 98.22 mph			**Chris Skeaping** (1991 Chevron-BMW B6) and **Roy Pike** (1991 Porsche Carrera 6) 1 m 35.8 s, 109.99 mph	**Ben Pon** and **Tony Dean** (both 1991 Porsche Carrera 6s) 1 m 37.8 s, 99.76 mph	
Group 4 sports cars over 2500 cc				**Frank Gardner** (4940 Lola-Chev. T70 Mk 3) 47.8 s, 101.67 mph	**Jo Bonnier** (4980 Lola-Chev. T70 Mk 3) and **Mike de'Udy** (4965 Lola-Chev. T70 Mk 3) 1 m 36.2 s, 103.32 mph			**Denis Hulme** (4998 Lola-Chev. T70 Mk 3) 1 m 29.2 s, 118.13 mph	**Paul Hawkins** (4727 Ford GT40) 1 m 33.8 s, 104.01 mph	
Special GT cars up to 1150 cc	**John Rich** (997 GSM Delta) 46.0 s, 72.26 mph	**Doug Mockford** (1148 Diva-Ford GT10F) 51.0 s, 70.59 mph	**Roger Nathan** (998 Nathan-Imp GT) 38.6 s, 93.27 mph	**Roger Nathan** (998 Nathan-Imp GT) 53.0 s, 91.70 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 51.8 s, 88.91 mph	**George Silverwood** (1148 Mercury-Ford GT) 1 m 22.8 s, 73.91 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 05.8 s, 88.24 mph	**Willie Green** (998 Ginetta-Cosworth G12 1 m 53.2 s, 93.08 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 45.2 s, 92.74 mph	**Roger Nathan** (998 Nathan-Imp GT) 1 m 31.4 s, 92.80 mph
Special GT cars 1151-1600 cc	**John Green** (1594 Daren-Ford t/c) 41.0 s, 87.80 mph	**Alan Fowler** (1594 Mercury-Ford GT) 46.6 s, 77.25 mph	**John Lepp** (1594 Chevron-Ford B3) 37.2 s, 94.20 mph	**Barrie Smith** (1594 Chevron-Ford B8), **Alan Fowler** (1594 Mercury-Ford GT) and **Keith Holland** (1594 Lotus-Ford 47 Eur.) 51.2 s, 94.92 mph	**John Bridges** (1594 Chevron-Ford B8) 1 m 40.8 s, 98.61 mph	**Jack Oliver** (1594 Lotus Elan) 1 m 25.0 s, 72.00 mph	**John Burton** (1594 Ginetta-Ford G16) 1 m 01.0 s, 94.90 mph	**Trevor Taylor** (1594 Lotus-Ford 47 Eur.) 1 m 38.6 s, 106.87 mph	**John Burton** (1594 Ginetta-Ford G16) 1 m 35.8 s, 101.84 mph	**Jack Oliver** (1594 Lotus-Ford 47 Eur.) 1 m 25.2 s, 99.55 mph
Special GT cars 1601-2500 cc	**Dennis Morgan** (1798 MGB) 41.6 s, 86.54 mph	**Alan Woode** (1650 Diva-Ford GT) 50.0 s, 72.00 mph	**Peter Creasey** (1960 Ginetta-Climax G12) 40.6 s, 88.60 mph	**Tony Dean** (1987 Ferrari-Dino 206S) 48.6 s, 100.00 mph	**Brian Redman** (1991 Chevron-BMW B6) 1 m 42.0 s, 97.45 mph	**Tony Dean** (1987 Ferrari-Dino 206S) 1 m 16.4 s, 80.11 mph	**Tony Dean** (1991 Porsche Carrera 6) 1 m 01.2 s, 94.59 mph	**Bob Burnard** (1946 Abarth-Simca 2000) 1 m 47.4 s, 98.11 mph	**Chris Skeaping** (1991 Chevron BMW6) 1 m 35.4 s, 102.26 mph	
Special GT cars over 2500 cc		**Rob Schroeder** and **Mike Loveday** (both 3781 Jaguar Es) 49.0 s, 73.47 mph	**Sid Taylor** (4975 Lola-Chev. T70 Mk 3) 36.6 s, 98.36 mph	**Sid Taylor** (4980 Lola-Chev. T70 Mk 3) 48.6 s, 100.00 mph	**William Green** (4727 Ford GT40) 1 m 42.0 s, 97.45 mph	**Tony Dean** (3286 Ferrari 250LM) 1 m 22.6 s, 74.09 mph	**John Woolfe** (2996 Chevron Repco B12) 58.8 s, 98.45 mph	**Ron Fry** (4727 Ford GT40) 1 m 39.6 s, 105.80 mph	**Ron Fry** (4727 Ford GT40) and **Tony Beeson** (2700 Chevron-Climax B8) 1 m 39.2 s, 98.35 mph	**Ron Fry** (4727 Ford GT40) 1 m 25.2 s, 99.55 mph
Production sports cars up to 1150 cc	**John Northcroft** (1140 MG Midget) 42.2 s, 85.31 mph	**John Britten, Gabriel Konig** (both 1144 MG Midgets) and **Alan Woode** (1143 Austin-Healey Sprite) 49.4 s, 72.87 mph	**Richard Lloyd** (1147 Triumph Spitfire) 40.8 s, 88.24 mph	**Alan Goodwin** (1138 Austin-Healey Sprite) 54.8 s, 88.69 mph	**John Britten** (1144 MG Midget) 1 m 57.8 s, 84.28 mph	**Richard Sutherland** and **David Welpton** (both 1147 Austin-Healey Sprites) 1 m 26.4 s, 70.83 mph	**Gabriel Konig** (1144 MG Midget) 1 m 09.4 s, 83.41 mph	**Alan Woode** (1143 Austin-Healey Sprite) 1 m 56.4 s, 90.53 mph	**John Britten** (1144 MG Midget) and **Alan Woode** (1143 Austin-Healey Sprite) 1 m 50.6 s, 88.21 mph	**Peter Cox** (1147 Triumph Spitfire) 1 m 35.8 s, 88.53 mph
Production sports cars 1151-2000 cc	**Chris Boulter** (1980 Marcos-Volvo 1800) 42.0 s, 85.72 mph	**John Britten** (1350 MG Midget) 49.4 s, 72.87 mph	**Chris Boulter** (1980 Marcos Volvo 1800) and **Chris Smith** (1293 Austin-Healey Sprite) 40.4 s, 89.11 mph	**John Britten** (1350 MG Midget) 55.0 s, 88.36 mph	**John Carden** (1865 Marcos-Ford 1500) 1 m 55.2 s, 86.28 mph	**Jim Hall** (1966 Porsche Carrera 2) 1 m 26.2 s, 70.99 mph	**Dickie Stoop** (1991 Porsche 911S) 1 m 08.0 s, 85.13 mph	**Roger Enever** (1293 MG Midget) 1 m 52.0 s, 94.08 mph	**John Britten** (1350 MG Midget) 1 m 47.4 s, 90.84 mph	**Roger Enever** (1293 MG Midget) 1 m 33.4 s, 90.81 mph
Production sports cars 2001-3000 cc	**John Chatham** (2912 Austin-Healey 3000) and **Brian Jenkins** (2138 Morgan +4) 42.0 s, 85.72 mph	**John Chatham** (2912 Austin-Healey 3000) 50.2 s, 71.71 mph	**John Chatham** (2912 Austin-Healey 3000) 40.2 s, 89.55 mph	**John Chatham** (2912 Austin-Healey 3000) 55.4 s, 87.73 mph	**John Chatham** (2912 Austin-Healey 3000) 1 m 56.2 s, 85.54 mph		**John Gott** (2982 Austin-Healey 3000) 1 m 07.0 s, 86.40 mph	**John Chatham** (2912 Austin-Healey 3000) 1 m 50.0 s, 95.79 mph	**John Chatham** (2912 Austin-Healey 3000) 1 m 47.8 s, 90.50 mph	**Stewart Hands** (2912 Austin-Healey 3000) 1 m 33.4 s, 90.81 mph
Production sports cars over 3000 cc	**John Lewis** (3781 Jaguar E) 42.3 s, 84.91 mph	**John Quick** (3781 Jaguar E) 49.8 s, 72.29 mph	**Tony Shaw** (3781 Jaguar E) 39.8 s, 90.45 mph	**John Lewis** and **Warren Pearce** (both 3781 Jaguar Es) 54.0 s, 90.00 mph	**John Wilson** (3781 Jaguar E) 1 m 51.6 s, 89.06 mph	**Henryk Synowiec** (3781 Jaguar E) 1 m 26.4 s, 70.83 mph	**Rob Schroeder** (3781 Jaguar E) 1 m 04.8 s, 89.33 mph		**Warren Pearce** (3781 Jaguar E) 1 m 43.8 s, 93.99 mph	**John Quick** (3781 Jaguar E) 1 m 32.4 s, 91.79 mph

Clubmen's sports cars up to 1000 cc		**Barry Foley** (998 Lotus-BMC 7) 49.8 s, 72.29 mph	**Ken Miller** (997 U2-Ford Mk 6A) 40.0 s, 90.00 mph	**Ken Miller** (997 U2-Ford Mk 6A) 56.0 s, 86.79 mph	**Derek Walker** (997 Ladybird-Ford Mk 7) 1 m 54.0 s, 87.19 mph	**Rod Mansfield** (997 Dino-Ford 4) 1 m 27.4 s, 70.02 mph	**Don Cooper** (998 Terrier-BMC Mk 2 1 m 06.8 s, 86.66 mph		**Ken Miller** (997 U2-Ford Mk 6A) and **Rod Mansfield** (997 Dino-Ford 4) 1 m 48.6 s, 89.83 mph	**Hugo Tippet** (998 U2-BMC Mk 5) 1 m 38.2 s, 86.37 mph
Clubmen's sports cars 1001-1500 cc		**Howard Heerey** (1498 Chevron-Ford B2) 47.4 s, 71.95 mph	**Tim Goss** (1498 Lotus-Ford 3/7) 38.6 s, 93.27 mph	**Howard Heerey** (1498 Chevron-Ford B2) 52.2 S, 93.10 mph	**Howard Heerey** (1498 Chevron-Ford B2) 1 m 48.4 s, 91.69 mph	**Brian Bull** (1498 Lotus-Ford 7) 1 m 22.4 s, 74.27 mph	**Joe Beavis** (1498 U2-Ford Mk 4/6) 1 m 04.0 s, 90.45 mph		**Paul Ellis** (1498 U2-Ford Mk 5/6) and **Jack Murrell** (1500 DRW-Ford 7C) 1 m 43.4 s, 94.35 mph	**Robert Robertson** (1498 Lotus-Ford 7) 1 m 33.0 s, 91.20 mph
Group 5 saloon cars up to 1000 cc				**Leslie Nash** (997 Ford Anglia) 59.0 s, 82.37 mph	**Leslie Nash** (997 Ford Anglia) 1 m 57.6 s, 84.52 mph			**John Fitzpatrick** (997 Ford Anglia) 1 m 51.6 s, 94.42 mph	**John Fitzpatrick** (997 Ford Anglia) 1 m 52.2 s, 86.95 mph	**Ab Goedemans** (982 Fiat Abarth Berlina) 1 m 36.6 s, 87.80 mph
Group 5 saloon cars 1001-1300 cc				**John Fitzpatrick** (1297 Ford Escort) 56.0 s, 86.78 mph	**Chris Craft** (1297 Ford Escort) 1 m 55.6 s, 85.98 mph			**John Fitzpatrick** (1298 Ford Escort) 1 m 49.2 s, 96.49 mph	**John Rhodes** (1293 Mini-Cooper S) 1 m 50.6 s, 88.21 mph	**Steve Neal** (1293 Mini-Cooper S) 1 m 35.8 s, 88.53 mph
Group 5 saloon cars 1301-2000 cc				**Frank Gardner** (1594 Ford Escort TC) 52.8 s, 92.05 mph	**Frank Gardner** (1594 Ford Escort TC) 1 m 50.6 s, 89.87 mph			**Frank Gardner** (1594 Ford Escort TC) 1 m 44.0 s, 101.32 mph	**Graham Hill** (1594 Ford-Lotus Cortina) 1 m 46.6 s, 91.52 mph	**Frank Gardner** (1594 Ford -Lotus Cortina) 1 m 33.2 s, 91.00 mph
Group 5 saloon cars over 2000 cc		**Brian Muir** (4727 Ford Falcon) 51.8 s, 93.82 mph	**Frank Gardner** (4986 Ford Falcon) 1 m 47.4 s, 92.55 mph					**Brian Muir** (4727 Ford Falcon) and **David Hobbs** (4727 Ford Falcon) 1 m 40.0 s, 105.37 mph	**Frank Gardner** (4986 Ford Falcon) and **Jack Oliver** (4727 Ford Mustang) 1 m 41.6 s, 96.02 mph	**Brian Muir** (4727 Ford Falcon) 1 m 28.6 s, 95.73 mph
Special saloon cars up to 850 cc	**Mick Osborne** (848 Mini) 45.2 s, 79.65 mph	**Bill McGovern** (848 Sunbeam Imp) 52.4 s, 68.70 mph	**Peter Baldwin** and **Bob Fox** (both 848 Minis) 43.6 s, 82.57 mph	**Keith Holland** (843 Hillman Imp) 58.4 s, 83.22 mph	**Stephen Marshall** and **Bob Fox** (both 848 Minis) 2 m 05.0 s, 79.52 mph	**Roger Williamson** (848 Mini) 1 m 31.6 s, 66.81 mph	**Ray Payne** (850 Hillman Imp) 1 m 13.2 s, 79.08 mph	**John Wales** (848 Mini) 2 m 26.0 s, 72.17 mph	**Bill McGovern** (848 Sunbeam Imp) 1 m 56.2 s, 83.96 mph	**Keith Holland** (843 Hillman Imp) 1 m 40.2 s, 84.65 mph
Special saloon cars 851-1000 cc	**Ken Bowen** (970 Mini-Cooper S) 40.8 s, 88.24 mph	**Martin Raymond** and **Simon Ridge** (both 998 Mini-Cooper Ss) 50.6 s, 71.15 mph	**Doug Griffiths** (975 Mini-Cooper S) 41.0 s, 87.80 mph	**Ray Calcutt** (998 Hillman Imp) and **Lawrence Hickman** (997 Ford Anglia) 55.8 s, 87.10 mph	**Bernard Unett** (998 Hillman Imp) 1 m 57.0 s, 84.95 mph	**Harry Ratcliffe** (999 Mini-Cooper S) 1 m 26.0 s, 71.16 mph	**Geoff Mabbs** (998 Mini-Cooper S) 1 m 10.4 s, 82.23 mph	**Harry Ratcliffe** (999 Mini-Cooper S) 1 m 50.8 s, 95.10 mph	**Alan Peer** (997 Ford Anglia) 1 m 50.0 s, 88.69 mph	**Peter Vann** (984 Mini-Cooper) 1 m 36.0 s, 88.35 mph
Special saloon cars 1001-1300 cc	**Jonathan Buncombe** (1293 Mini-Cooper S) 41.1 s, 87.59 mph	**Ken Costello** (1293 Mini-Cooper S) 49.8 s, 72.29 mph	**Ian Mitchell** and **Don Currie** (both 1293 Mini-Cooper Ss) 39.4 s, 91.37 mph	**John Wales, Richard Longman** and **Mike Kearon** (all 1293 Mini-Cooper Ss) 54.0 s, 90.00 mph	**Alec Poole** (1293 Wolseley Hornet) and **Ian McDougall** (1293 Mini-Cooper S) 1 m 53.4 s, 87.65 mph	**Geoff Wood** (1293 Mini-Cooper S-Cos.) 1 m 24.6 s, 72.34 mph	**Alec Poole** (1293 Wolseley Hornet) 1 m 07.6 s, 85.63 mph	**Richard Longman** (1293 Mini-Cooper S) 1 m 49.2 s, 96.49 mph	**Geoff Wood** (1293 Mini-Cooper S) 1 m 48.4 s, 90.00 mph	**Don Currie** (1293 Mini-Cooper S) 1 m 33.2 s, 91.00 mph
Special saloon cars over 1300 cc	**John Lewis** (1594 Ford Anglia) 40.4 s, 89.11 mph	**Dennis King** (2010 Hillman Californian t/c) 49.0 s, 73.47 mph	**Pat Mannion** (1800 Ford Anglia) and **John Blackburn** (1594 Ford Escort TC) 40.0 s, 90.00 mph	**George Whitehead** (1760 Ford Anglia) 54.0 s, 90.00 mph	**Brian Bolton** (4727 Cortina V8) 1 m 52.0 s, 88.75 mph	**Brian Robinson** (Ford-Lotus Cortina) 1 m 23.4 s, 73.78 mph	**Roger Taylor** (4727 Ford Mustang) 1 m 05.4 s, 88.51 mph	**Brian Bolton** (4727 Cortina V8) 1 m 47.2 s, 98.29 mph	**Roger Taylor** (4727 Ford Mustang) 1 m 45.4 s, 92.56 mph	**Mike Crabtree** (1594 Ford Escort TC) 1 m 32.8 s, 91.40 mp
Saloon cars Mini-Se7en Formula		**Clive Trickey** (848 Mini) 54.8 s, 65.68 mph	**Mick Osborne** and **Clive Trickey** (both 848 Minis) 44.0 s, 81.82 mph	**Mick Walker** (848 Mini) 1 m 03.8 s, 76.17 mph		—	**Mick Osborne** (848 Mini) 1 m 18.6 s, 73.65 mph		**Gerry Allen** (848 Mini) 2 m 01.4 s, 80.36 mph	
Sports cars 750 Formula	**Bill Cowley** (747 Cowley-Austin Mk 3) 1 m 03.1 s, 57.05 mph	**Peter Danby** (600 DC-Reliant) 53.4 s, 67.42 mph		**Lawrence Benson** (747 Jasasu-Austin) 1 m 06.6 s, 72.97 mph	**Jim Yardley** (747 Complexity-Austin) 2 m 11.6 s, 75.53 mph		**Bill Cowley** (747 Cowley-Austin Mk 3) 1 m 18.4 s, 73.84 mph	**Noel Stanbury** (642 Aftermath-Reliant) 2 m 08.8 s, 81.81 mph	**Bill Cowley** (747 Cowley-Austin Mk 3) 2 m 02.4 s, 79.71 mph	
Sports cars Formula 1200		**Jonathan Rope** (1198 Claydon-Ford) 49.4 s, 72.87 mph		**Jonathan Rope** (1198 Claydon-Ford) 58.6 s, 82.94 mph	**John Bishop** (1198 Dison-Ford) 1 m 58.2 s, 84.09 mph		**Jonathan Rope** (1198 Claydon-Ford) 1 m 10.0 s, 82.70 mph	**John Bishop** (997 Dison-Ford) 1 m 52.8 s, 93,42 mph	**Keith Norman** (1198 Terrier-Ford Mk 2) 1 m 49.4 s, 89.18 mph	
Sports cars Griffiths					**Neil Corner** (3781 Jaguar D) 2 m 00.6 s, 82.42 mph		**David Beckett** (3781 Lister-Jaguar) 1 m 08.4 s, 86.65 mph	**Mike McGrath** (3781 Jaguar D) 1 m 51.6 s, 94.42 mph	**Colin Crabbe** (1998 Maserati T60) 1 m 49.4 s, 89.18 mph	
Monoposto Formula up to 1000 cc/1172 cc	**Brian Jordan** (997 Lotus-Ford 32/35) 40.1 s, 89.78 mph	**Eddie Heasell** (997 Lotus-Ford 20) 49.2 s, 73.17 mph	**Brian Jordan** (997 Lotus-Ford 32/35) and **Eddie Heasell** (997 Lotus-Ford 20) 39.8 s, 90.45 mph		**Derrick Colvin** (997 Lotus-Ford 18) 1 m 55.2 s, 86.28 mph		**Len Gibbs** (997 Lotus-Ford 31) 1 m 06.4 s, 87.18 mph		**Norman Abbott** (997 Abbott-Ford) 1 m 46.4 s, 91.69 mph	
Monoposto Formula 1001-1500 cc	**Patrick Sumner** (1498 Lotus-Ford 22) 39.2 s, 91.84 mph	**Jim Yardley** (1498 Beagle-Ford) 46.8 s, 76.92 mph	**Jim Yardley** (1498 Beagle-Ford) 38.0 s, 94.74 mph		**Jon Derisley** (1498 Lotus-Ford 22/31) 1 m 54.2 s, 87.04 mph		**Jim Yardley** (1498 Beagle-Ford) 1 m 03.4 s, 91.31 mph		**Jim Yardley** (1498 Beagle-Ford) 1 m 41.4 s, 96.21 mph	

* Record set in International GT race (prior to Group 4).



Le Fort's freezing CCH Brands Hatch



Tony Chamings smokes his Cooper S through Druids on his way to second BTD, 6.4 secs behind Jack Le Fort.

A SMALL but enthusiastic crowd of spectators turned up at Brands on Sunday, to watch around 130 competitors brave the freezing conditions and the odd snow flurry at the annual **Circle CC/Harrow CC** sprint, which as usual was preceded by a bicycle race.

Jack Le Fort repeated his performance of last year's meeting and took BTD with his 3.0 Ferrari 250 GTO, the ideal track conditions allowing him to use all the red car's power and turn the tables on Tony Chamings' 1.3 Mini-Cooper S, which had beaten Le Fort in the recent wet sprint.

The first official timed runs were led by the standard or near standard saloons up to 1000 cc and Roger Connor (1.0 Mini) drove very well to record a 2 m 29.2 s, the other two fast looking cars, the Minis of John Salmon and Tim Dodwell, both spinning neatly at Druids but without any damage. Connor was quickest in the second runs, improving his time slightly, while Salmon and Dodwell made identical times, Dodwell getting the place with a faster first run.

The only noticeably quick car in the 1300 cc class was the John Boulden Mini-Cooper S which provided much tyre squealing, as it did with his wife Sheila, who was second fastest when she took over the car. Boulden improved by 0.2 sec on his second run to take the class while Mrs Boulden won the ladies' award. Boulden's class win would not have been so secure had not Peter Noad swapped his 1.2 NSU TT rallycross car for a Ro 80, which put him in the 2-litre class. He handled the unfamiliar car (the first Ro 80 to be used on the circuit) with daring skill, and set up the second fastest 2-litre class time with a 2 m 26.2 s, just 0.4 sec behind Brian Hills' Lotus Cortina, on the first runs.

On the second runs Hills had a very big accident coming out of Paddock Bend and put the car on its unsupported roof, which collapsed. Fortunately Hills escaped with just a slightly cut wrist, though the car was quite a mess. No doubt he will be putting in a lot of overtime at his job, which ironically is crash repairing. However, Cyril Levy (Lotus Cortina) was sufficiently quicker on his second run to keep Noad in second place.

Don Hore won the poorly supported 850 cc modified class with a 2 m 34 s on his second run, while Miss Micki Vandervell sorted the men out with her Mini-Cooper by taking the up to 1-litre class award.

The 1000 to 1300 cc modified class was well supported with K. Davis and Peter Nardizzi coming out on top in the first runs, while the favourite, Chamings, had trouble with an oiling engine. On the second runs Chamings got the car going on four cylinders and pulled out a 2 m 8.6 s to take the class win, with Davis improving to 2 m 10.4 s for second place ahead of Nardizzi.

Bill Taylor in the National Batteries sponsored 1650 cc Anglia won the over 1300 cc class, despite a slower second run, and Richard Gentry (Ford Escort TC) made two identical times to take second place, 1.4 secs behind.

Two Sprites held the first two places after the first runs of the small prod sports class and they changed positions on the second run, Ken Cook using the extra capacity of his 1275 cc Sprite to improve his time over R. Standen's 1150 model, which did not improve but was still 4 secs quicker than the next man. The only two Elva Couriers in the well supported 1301 to 2000 cc class beat all the MGBs to take the first two places, Maurice Gates being far quicker than Nigel Baker. Just two cars made up the over 2-litre class, won easily by Mike Cox's Austin-Healey 3000 from John Wood's Mercedes.

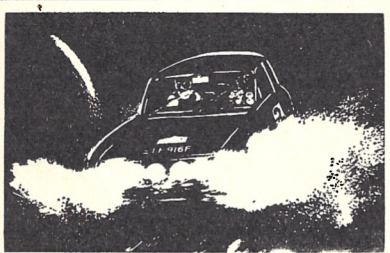
George Lamb was the only runner in the up to 1150 cc class with his 1.1 Davrian, recording a best time of 2 m 24.2 s; the four runners in the next class were easily led by C. Sabourin's Elite with a quite respectable time of 2 m 12.6 s. Le Fort did not have much trouble blowing off the two Lotus 7s in his class, the quicker being Keith Parker's with a 2 m 26 s first run.

JEFF HUTCHINSON.

BTD: A. C. Le Fort (3.0 Ferrari 250 GTO), 2 m 02.2 s.

Class winners: R. Connor (1.0 Mini-Cooper), 2 m 28.6 s; J. L. Boulden (1.3 Mini-Cooper S), 2 m 16.0 s; C. Levy (1.6 Ford-Lotus Cortina), 2 m 25.2 s; D. Hore (850 Mini), 2 m 20.6 s; Miss M. A. Vandervell (1.0 Mini-Cooper), 2 m 23.6 s; A. Chamings (1.3 Mini-Cooper S), 2 m 8.6 s; W. Taylor (1.6 Ford Anglia), 2 m 12.0 s; K. Cook (1.3 Austin-Healey Sprite), 2 m 23.2 s; M. M. Gates (1.8 Elva Courier), 2 m 18.2 s; M. D. Cox (3.0 Austin-Healey 3000), 2 m 28.4 s; G. Lamb (1.1 Davrian-Ford), 2 m 24.2 s; C. J. Sabourin (1.6 Lotus Elan), 2 m 11.8 s; J. S. Wood (1.6 Lotus-Ford 7), 2 m 35.6 s.

Ladies' award: Miss S. Boulden (1.3 Mini-Cooper S), 2 m 20.4 s.



Disappointing Northern Lights

ON JANUARY 25/26 the **Leeds UUMC** ran their well-established Northern Lights Rally. It was a rather mediocre event by any standards—a splendid route in the Dales and on the Moors of North Yorkshire was horribly fragmented and over rough.

It seems almost dishonest to record that there was a real winner as much of it was such a lottery. It was actually won by Peter Clarke and John Smith in a Ford Cortina GT with the only really outstanding drive of the night. They won by over 4 mins from John Wright and Tony Viles in a 1.3 Mini-Cooper S, who were in turn 4 mins up on third placed crew Jack Cooke and Alan Greenwood in another Cortina GT.

Starting from Leeds the rallying commenced just North of Ilkley and the first half of the event took place almost wholly in the South West corner of map 91 taking in the classic sections over Masham Moor. The first half was without doubt the better half of the rally.

The first section across Masham Moor was timed to the second and claimed favourites Philip Cooper/Phil Drury (1.3 Mini-Cooper S), who leapt out into the heather and certain retirement. The road sections throughout the rally were almost entirely cleanable and

it was the two short special stages and six selectives with penalties at the rate of 100 marks per min that really decided the rally.

At the fuel halt on the A1 Clarke was well in the lead from Wright and Eric Wilkinson/Paul Stephens (Cortina GT) though several crews were penalised for making up too much time at the rate of 1 fail per min and others had a similar penalty for making up time in heavily populated neutral sections.

In the second half of the rally the timing on the ordinary road sections was even laxer than in the first and although some crews were delayed in a traffic jam in the very deep ford at Caydall Mill, this had little bearing on the eventual results.

The opening sections in the second half were in fact very good, but as soon as the rally left the Moors the road sections became monotonous and the two special sections at Coneysthorpe and Linton Woods were rather pointless production car trial exercises along quite unrepresentative farm tracks.

The top ten positions remained unaltered to the end though a 10 min excursion on the first stage relegated Wilkinson to an also ran. We shall certainly be hearing more of Peter Clarke, and probably of Howard Brearly and David Wilde, who took their ex-Eric Jackson Lotus Cortina to sixth place in only their second ever rally.

In Yorkshire, where honesty is the prime currency, may we hope for some honest club rallies. It would be nice if next year's Northern Lights returned to truth. PAUL STEPHENS.

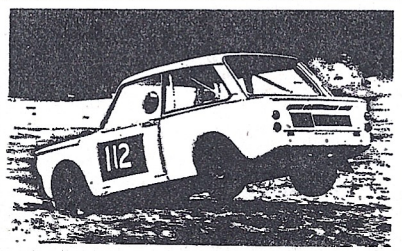
1, P. Clarke/J. Smith (Ford Cortina GT), 602; 2, J. Wright/A. Viles (Mini-Cooper S), 861; 3, J. Cooke/D. A. Greenwood (Ford Cortina GT), 924; 4, G. Grundy/P. Murray (Mini-Cooper S), 987; 5, J. Clark/D. Whitley (Ford Cortina GT), 993; 6, H. Brearly/D. Wilde (Ford-Lotus Cortina), 1301; 7, D. Fotherby/Miss U. Collier (Ford-Lotus Cortina), 1303; 8, R. Stell/E. Birtwistle (Mini-Cooper S), 1347; 9, G. Blades/M. Blackburn (Ford-Lotus Cortina), 1549; 10, N. Greenwood/J. Honeywell (Ford Cortina GT), 1621.

● Bob Bean/John Ashton (Lotus Cortina) led home three Escort TCs on last weekend's **Airedale & Pennine MC** White Horse Rally, run over very rough roads in foul weather conditions, with snow early on followed by mud. The winners missed four controls, which gives an indication of the toughness of the event. Second were Jack Tordoff/Brian Marchant, from John Heppenstall and Eric Jackson/Ken Joseph, Tony Fall/David Fawcett were leading the rally when the missed a compulsory control just before the petrol halt (because they were running short of fuel) and were excluded, and another Mini challenge failed when Phil Cooper/Phil Drury broke a tie-rod and steering arm on a rock.

● Ken Leece, navigated by Mike Castle, scored his first outright rally win for almost two years when, driving his 1.3 Cooper S, he won the **IoMVWODC** Snowdrop Rally, in the Isle of Man on the weekend of January 24/25.

The meat of the rally consisted of 15 selectives, two of which were scrubbed, and Dennis Easthope/John Stott (Cortina GT) recorded fastest on six, and cleaned four more; they would have won comfortably but for wrong-slotting and missing a passage control at the end of the Eairy Cushlin selective. They dropped 270 marks (one per second) and 1 fail, whereas the winners lost 368. Leece/Castle were the only other crew to set fastest on a selective (three in all), but Bernie Magee/Bertie Sayle in another 1.3 Cooper S also figured prominently on the selectives and eventually finished second.

1, W. K. Leece/M. H. Castle (1.3 Mini-Cooper S), 368; 2, B. Magee/B. Sayle (1.3 Mini-Cooper S), 532; 3, H. Minay/P. L. Dudley (Ford Cortina GT), 564; 4, Mr and Mrs W. Clelland (Vauxhall Brabham Viva Mk 1), 580; 5, W. E. Quine/B. Beattie (Hillman Imp), 1013; 6, D. M. Easthope/J. Stott (Ford Cortina GT), 270, 1F.



Autocross/Rallycross

Eggborough win for Jackson

PAUSING only to swap cars, Eric Jackson went straight from competing on the White Horse Rally the night before to the **De Lacy MC**'s first autocross of 1969, where he put up BTD. Jackson was not alone in taking in the two events, as Phil Cooper, John Cockerill and John Heppenstall all also appeared. The club was very lucky with the weather; although it was cold, but sunny, many other parts of Yorkshire were deep in snow. Nevertheless, one feels that the permanent nature of High Eggborough would be suitable for use in all weathers—definitely a sign of things to come in autocross venues.

The club run the same classes as in the national championship, the only difference being that cars with fibreglass body panels and other forms of lightening are required to run in class 4 with the specials. Class 1 produced the usual win for Mike Sugden (999 Cooper S), with Derek Haynes driving Phil Cooper's Mini-Cooper 1.64 secs slower in second place, and M. Barker keeping him company just a further 0.03 sec slower in his Mini-Cooper. John Brown, sharing his Sprite as usual with his brother, won class 2 from the rapid little Fairthorpe of Chris Maries, which managed only one run before the bearings gave out.

Anglia-mounted Charles Doughty of the York MC won class 3 from jumping Jeff Williamson, who was competing in his battered Viva tow car because his rallycross Cooper S was in the process of being rebuilt. The "large" Anglia of Frank Greenway took class 4 with the only time in class to break the 1 m 30 s mark; this was surprising, for on such a wide-open, fast course one would expect the specials to dominate the proceedings. Richard Judge in his Renault special, certainly the most attractive special in the northern area, took second spot.

BTD man Eric Jackson in his ex-works Escort leads the Twin Cam of John Heppenstall at Shell corner; Heppenstall has just missed his braking point for the corner and hit the bank.

Class 5 saw a repeat of last November's meeting, Geoff Walker winning by a very substantial margin from, in the absence of Geoff's brother Willie, Roger Wilkinson in another Cooper S. John Cockerill in his Californian and Alex Birkbeck in his Rallye Imp put up identical times in class 7, but Cockerill was declared class winner on aggregate; Jean Birkbeck gained the ladies' award.

With Eric Jackson in the ex-works Escort TC putting up BTD, Colin Grewer (1600 Anglia) emerged as winner in the final class from Mike Jackson (Lotus Cortina).

JOHN FODEN.

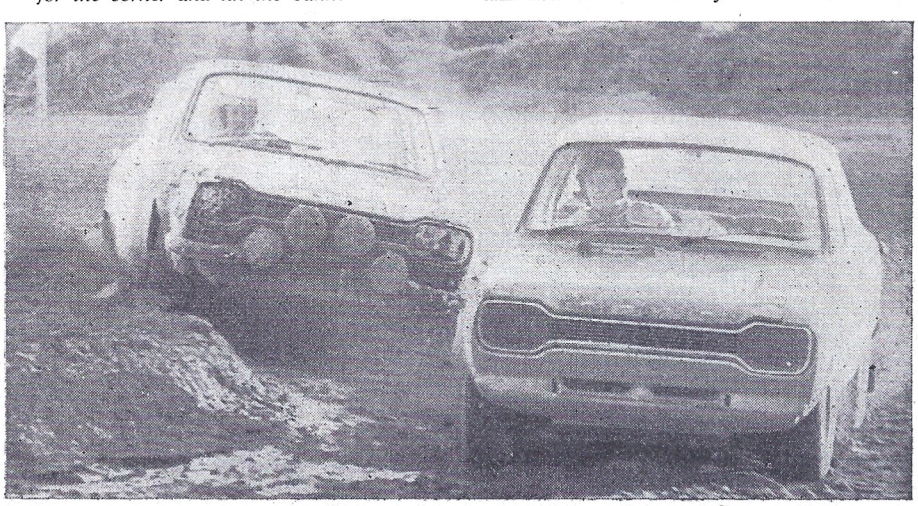
BTD: E. Jackson (1.8 Ford Escort TC), 1 m 23.24 s.

Class winners: M. Sugden (1.0 Mini-Cooper S), 1 m 30.38 s; J. Brown (1.0 Austin-Healey Sprite), 1 m 31.42 s; C. Doughty (1.3 Ford Anglia), 1 m 33.12 s; F. Greenway (1.6 Ford Anglia), 1 m 29.61 s; G. Walker (1.3 Mini-Cooper S), 1 m 24.05 s; J. Cockerill (1.0 Hillman Imp Californian), 1 m 2.78 s; C. Grewer (1.6 Ford Anglia), 1 m 25.39 s.

Ladies' award: Mrs J. Birbeck (1.0 Hillman Imp), 1 m 34.55 s.

● All the usual cars are entered for the fourth round in the BBCtv **TEAC** rallycross series at Lydden Hill tomorrow (Saturday), together with a few interesting extra runners. The entry list includes Brian Culcheth in the four-wheel-drive works (Abingdon) prepared Triumph 1300 which first made an appearance at the London MC's point-to-point last Autumn, Geoff Mabbs in a works prepared 1293 Cooper S, David Oliver in his Fraser-built Imp, Paul Kerridge, out again in his Viper special, Nick Ramus (Sprite), Eric Clegg in Leda 1, and Rod Chapman, who will be using a works-built engine and gearbox in his Escort TC. First runs at 1 pm.

At Croft, the fourth round of the ITV series is being run by the **Darlington & DMC**, and one interesting entry is that of Barry Lee in a brand-new Escort TC. The car has a 1750 cc dry-sump twin-cam built at Boreham and giving about 170 bhp, with much modded suspension and bodywork, so Lee will be a strong challenger for top honours against the other Croft regulars, most of whom will be there. Rumour has it that this meeting, which starts at 1.30 pm, will also see the competition *début* of a certain new car but recently announced.



CARS FOR SALE

ALFA ROMEO

ALFA ROMEO EXPORT CENTRE, 142 Holland Park Avenue, W11. Tel: 727 0611. (TC

1965 ALFA ROMEO 2600 Spider/hardtop, primrose. £895. 'Phone daytime 01-580 5991, night 01-398 1143. (6

GIULIETTA Sprint, 1960. RHD, (Ruddspeed converted) less engine, g/box and instruments, £100. Tel: OHE-55-2359 (East Sussex). (6

● *NEW*

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMpstead 1133. (TC

ALVIS

1932 ALVIS SPEED TWENTY, 2 seater Sports Racing car. All-alloy cigar-shaped body (similar Vanwall). £295 ono. Tel: Radstock 3285. (7

ASTON MARTIN

DB 2/4. 3.8 Jaguar engine, gearbox reconditioned, balanced, modified, exchange or £365. Tel: Jack Levy, Langham 7452, Brighton 35321 (home). (7

● *NEW*

H. W. MOTORS (George Abecassis) Ltd., Aston Martin distributors and leading retailers; demonstration car available. New Zealand Avenue. Tel: Walton-on-Thames 20404. (TC

AUSTIN-HEALEY

SPRITES

All models for sale and wanted for cash. Insurance arranged. Part exchange welcomed. HP with Third Party Insurance arranged.

Austin-Healey Sprite Mk II, 1963, 1098 cc. £295.

CATERHAM CAR SALES,
Town End. Tel: Caterham 45762, Surrey. (TC

1960 AUSTIN-HEALEY SPRITE with hard top. £250. Jeff Roberts Coachworks. Tel: Sonning 3546. (TC

SPRITE Mk I, Ashley bonnet, hard, soft, tonneau, new sidescreens, overhauled, new engine & gearbox. £285. Harvey, Tel: 01-235 6851. (6

F REG AUSTIN HEALEY 3000 III, British racing green o/drive, tonneau, wing mirrors, radio, seat belts, service record, 1090. Tel: 061-427 2532. (6

SPRITE, 1967, Mk III, 17000 miles, BRG, immaculate, radio, flashers, A/roll bars, etc, £495, evenings. Tel: Walton on Thames 22080. (6

MARRIAGE + MORTGAGE = 1275 SPRITE. Immaculate. Year-old. Basilica blue. Oil cooler, laminated screen, anti roll bar, flasher, stage 2 head, HS4s, competition exhaust. £645 ono. HP arranged. Pearson, 5 Clarence Gardens, Four Oaks, Sutton Coldfield, Warwickshire. (6

1966 AUSTIN HEALEY 3000. New, wire wheels, o/drive, tonneau cover, radials, £775. Tel: Campden (Glos) 376. (6

UNIQUE WSM SPRITE, aluminium coach work, completely finished in road trim with twin spots, reverse light, seat belts, leather steering wheel, every conceivable extra. Built in roll-bar, anti-roll bar, radio, rally seats, Halda speed pilot, wire wheels, re-built hot engine, only needs seeing. £465. P/exchange considered, HP possible. Tel: Charlton-on-Otmoor 284 Oxon) (6

AUSTIN HEALEY 100/6, 3000 cc engine, w/wheels, overdrive, servo, discs, blue black, absolutely immaculate. Must be seen. £300 ono. Tel: 01-874 8318, evenings, weekends. (6

AUTO UNION

● *NEW*

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMpstead 1133. (TC

BMW

● *NEW*

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMpstead 1133. (TC

BOND EQUIPE

BOND EQUIPE, S.A.H. Ltd, Bond Equipe Distributors for Bedfordshire, offer the 1969 Mk II 2-litre model for immediate delivery. In standard or modified form. Tel: Leighton Buzzard 3022. (TC

COX

£625 COX GTM, readvertised as prospective purchaser unable to raise cash. Unregistered full race GTM in immaculate condition with every conceivable modification. 1150 Cooper engine just overhauled and slightly detuned so now suitable for ultra-fast road as well as competition work. S box, $6\frac{1}{2}$ in x $7\frac{1}{2}$ in rims. Discs. Alloy tank. Special radiator. Twin pumps. Roll bars front and rear. Roll over bar, etc. Cost £900 plus to build. Must be the best bargain available for the enthusiast who wants a car for road and competition use. Must sell quickly. Hire purchase and insurance available. Tel: DAVID BOLER at Rochdale 33366 (daytime) and Mottram 3462 (evening). (6

DAIMLER

DAIMLER SP250, 1962, B series. Red, tonneau, extras. Excellent example, £500 ono. Tel: Oxford 65131. (6

DAIMLER SP250, 1963, "C" spec, mountain blue, nice car Tel: Codsall 2832. (6

1963 SP250, "C" spec, numerous extras. £250 spent in last 12 months on engine, gearbox, brakes and hood. Many spares. £675. Rotter, 25 Adelaide Road, Chislehurst, Kent. Tel: 01-467 6938. (6

AUTOSPORT

CLASSIFIED ADVERTISEMENTS

Press time: Monday

Tel: 01-636 7766/3600

TRADE DESCRIPTIONS ACT, 1968

Close attention should be given to the requirements of the Trade Descriptions Act, particularly regarding accurate descriptions of all goods offered for sale.

RATES

Advertisements which are received too late for a particular issue will be automatically inserted in the following issue unless accompanied by instructions to the contrary.

9d. per word. Minimum charge 9s. Semi-displayed setting £3 per single column inch. Display setting £27 per column and *pro rata.*

BOX NUMBERS: Facilities are available to private advertisers at an additional charge for two words (Box 0000) plus 2s. to defray the cost of bookings and postage. Replies should be addressed to Box 000, c/o AUTOSPORT, Gillow House, 5 Winsley Street, Oxford Circus, London, W.1.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers, if satisfactory references are provided.

The publishers reserve the right to refuse or withdraw advertisements at their discretion and do not accept liability for printers' or clerical errors although every care is taken to avoid mistakes.

YOU AND YOUR AUTOSPORT ADVERTISEMENTS

We would remind readers who wish to advertise in the classified pages of Autosport that these points should be observed to ensure insertion in the following week's edition:

(1) All display copy **must** reach us no later than 3 p.m. Monday.

(2) All classified advertisements **must** be with us no later than last post Monday.

(3) To open an account, a Banker and Traders' reference must be supplied.

(4) Should you wish to advertise with us on a "one-off" basis or only occasionally, please remember that **ALL CLASSIFIED ADVERTISEMENTS MUST BE PREPAID.**

DAMAGED CARS

£165. 1964 MORRIS MINI de luxe, vgc, but has roof damage. Drives ok. Tested until June 1969, not insurance write off. 16 Fanton Walk, Shotgate, Wickford, Essex. (6

AUSTIN HEALEY SPRITE Mk II, new Gold Seal engine, g/box, rear damage. All parts for repair plus spare shell. £110. Tel: Thanet 31749. (6

CORTINA 1963, damaged slight rear, £135. Volkswagen 1963, damaged rear, slight front, £135. Tel: 01-954 1080. (6

DELLOW

105E ENGINE, gearbox, good tyres, alum body sound, hood, sidescreens. MoT. £125 ono. 'Phone Southam 2871. (6

DIVA

GOING CHEAP. Diva rolling chassis with Mk IV Cosworth Ford, 1098 cc, twin 40DCOE carbs, spare wheels. Front suspension needs attention so a gift at £200 or offer. Good clubman's potential. Tel: P. van Landenburg at Bristol 21388 (office hours). (6

FERRARI

● *NEW*

MARANELLO CONCESSIONAIRES LTD., sole importers and concessionaires for the UK and Eire for Ferrari cars and spare parts. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 3966. (TC

FIAT

BARGAIN 1800

Ideal tow car/road smoke, 4000 miles since fitted special high torque 2300 engine. Konis Xs, new brakes, rev counter, leather wheel, etc. Outdrags almost anything or will tow a racer anywhere.

At £350 you can't afford not to buy it.

Tel: FLA 1236; Penn 2108.

(6

124 JULY 1968, 5500 miles, cinturatos, Cibie iodine spots, reclining seats, five months makers warranty £750 or P.E BMC Downton 1100, 1800 or 1275 Mini. Tel: Blundeston 604. (6

FORD

GT40, road car, hardly used since new. Excellent all round condition, £4500. Details Box ASP 570. (7

RACE PROVED **LIMITED**

JEFF UREN

FORD PERFORMANCE CENTRE

FORD PERFORMANCE

Is Our Business

177 Uxbridge Road,
Hanwell,
London, W7.
Tel: 01-579 0991
Grams: Raceproved London W7

(TC

ESCORT, 1968, F reg, 8500 miles, white, red trim, 1100 cc, has stamped log book, £550. Open to offers. Tel: 01-534 6960. (6

TONY COSGROVE offers 1966 GT Cortina £555. 1965 Lotus Cortina. £590. 1967 GT Cortina. £675. 1967 Willment GT Cortina. £695. Ring for details. HP and Px invited. Tel: VIGilant (642) 4456. (6

TONY COSGROVE offers immaculate 1966 Mustang hard top, light blue, automatic, 6 cylinder, radio, 24,000 miles, one owner, new white wall tyres, £1195 ono. Tel: Vigilant (642) 4456. (6

PERRY'S NEWS (FORD)

NEW FORD V4 AND V6.

"High Powered" conversions, etc.

All ranges of FORD DIESEL and PETROL engines available from us.

Perry's

Industrial Engine Division
Cranborne Road
Potters Bar, HERTS.
Potters Bar 53211/5, 59684, 59694, 29230.

V6

(TCAW

KINGFISHER GARAGE

120 BRIDGE ROAD, EAST MOLESEY, SURREY

Tel: 01-979 2315 or 2195

(near Hampton Court)

1968 Lotus Elan +2. Burnt sand, 4,700 miles. **£1,750**

1968 Lotus Elan F.H.C. White, k.o., radio. **£1,295**

1968 Lotus Elan D.H.C. S/E. Mist green, radio, other extras. **£1,295**

1967 Lotus Elan, D.H.C. B.R.G., radio, servo, k.o. **£1,195**

1967 Elan F.H.C. S/E. White. **£1,195**

1966 Lotus Elan D.H.C. White. **£995**

1965 Lotus Elan Convertible. White/silver, hard top, radio. **£875**

1965 Lotus Elan Convertible. Blue, radio. **£850**

"E" registration Chevrolet Corvette. £1,495

1968 Fiat 124 Sports Coupe. Red, 5-speed gearbox. **£1,350**

1967 M.G.B. Roadster. Hard/soft tops, radio, wire wheels. **£950**

1967 TR4A. Red, wire wheels, overdrive. **£895**

1967 Honda S800 Convertible. White, radio. **£675**

1965 Alfa Romeo Giulia T1. Blue, radio, 5-speed gearbox. **£595**

FORD

JEFF UREN LIMITED

We are able to offer immediate delivery of:

1968 Twin cam Escort, modified engine, long range tank, turret rear shocks, other extras £1000
1968 May Escort GT Blue Mink, wide 13 in wheels, radial tyres £765
1967 Dec Lotus Cortina, Silver Fox, one owner £950
1967 Anglia first registered December 1968, blue, 1500 GT engine, disc brakes, wide wheels, radial tyres £525
1965 Lotus Cortina, 140 bhp, prepared for racing £550
Anglia with 1600 GT engine and wide wheels, radial tyres £285

177 Uxbridge Road, Hanwell, London, W7.
Tel: 01-579 0991
Grams: Raceproved London W7

(TC

OCTOBER 1967. Fastback Ford Mustang, new body shape, radio, slot stereo. All American safety features. Immaculate in metallic turquoise, £1950. Tel: Penn 2108 or 01-352 1236. (6

GT CORTINA, 1964. Stage II engine, 3.9 diff, l/bore exhaust, X tyres, twin spots, s/belts, Selmar alarm. Immaculate throughout, £375 ono. Tel: 965 1103 (after 4 pm). (6

1962 ANGLIA. Tuned engine, 5½Js, lowered, tramp bars, good condition for year, £200 ono. Mr Lloyd, 42 Dean Rd, Hounslow. (7

1966 CORTINA GT, 4-door, red, black interior, 5½Js, Cinturatos, seat belts, low mileage, excellent condition, £525. Tel: 01-769 4564 (evening). (6

1340 cc GT ANGLIA, 80 bhp engine, low mileage, immaculate condition, G800s. Host of extras including radio, £200 ono. 34 Plawhatch Close, Bishop's Stortford. (6

ESCORT GT, 1968. One owner car, red with black trim, radio, heater, belts, £695. The Chequered Flag (Engineering) Ltd, London's Leading Sports Car Centre, 548/560 High Rd, Chiswick W4. Tel: 01-995 0022/3, 01-994 7871/2. (6

1500 cc GT ANGLIA, immaculate in white polyurethene, very fast stopping or cruising car. Innumerable extras. £375 ono. Tel: 01-670 6280 8-10 pm. (6

FORMULA FORD

RACETUNE THE FF SPECIALISTS

You can purchase a competitive engine from us for as little as £125 exchange. Racetune engines have been front runners all season. For further information, contact us at 1 North Road, Southall, Middx. Tel: 01-574 3711. (Please note new address.) (TC

FORMULA VEE

CG VEE Completely rebuilt for 1969 season. Points winner in national championship last season. Adjustable suspension, Dunlop 184s, etc. Highly competitive car in immaculate condition, complete with spares, £450. Tel: Daventry 2405. (7

GILBERN

1966 GILBERN GT, MGB engine, o/d, wire wheels, oil cooler, SP tyres, radio. In metallic blue. One owner. £850. Marshalls Motors (Worcester) Ltd, Hallow. Tel: Hallow 512/513. PX and HP arranged. (6

CORRESPONDENT sought in pending divorce proceedings between too flighty Genie—she's got everything—and elderly owner after only three months' marriage. Fee about £1450. Tel: Cleckheaton (Yorks) 3957. (6

GORDON KEEBLE

MECHANICAL AND BODY REPAIRS supervised by the designer, J. D. Keeble. Contact Keewest Developments Ltd., Solent Industrial Estate, Botley, Hants. Tel: Botley 2463 and 2170. (TC

HILLMAN

1964 HILLMAN IMP, 6½J x 13 magna wheels. Fully modified engine, suspension, close/R g/box, bucket seats. R/counter, etc. Mods too numerous to mention, large assortment spares, 998 cc block, pistons. £300 ono. Contact P. W. Lake, 228 New North Road, London, N1. Evenings 6 to 8 pm (6

HONDA

S800 COUPE, 1967 (Nov, F reg), one owner car, silver with black trim, only £595. The Chequered Flag (Engineering) Ltd London's Leading Sports Car Centre, 548/560 High Rd, Chiswick, W4. Tel: 01-995 0022/3. 01-994 7871/2. (6

● *NEW*

NEW Honda Mini and Sports now available. Moons Motors, Marylebone Road, NW1. Tel: 01-486 1927. (TC

JAGUAR

1960 XK150, FHC, excellent condition throughout, o/drive, stereo radio. £510 ono. Tel: Malcolm 061-834 2764 business hours. (6

2 + 2 SPECIAL BODIED XK JAGUAR. 135 mph, 0-100 22 secs. Modified engine and gearbox. A very exciting car. £190. Tel: Chesterfield (Nr Sheffield) 79401 any time. (6

1964. Bahama sand (competition suspension) Mini light wheels, Abarth exhaust, Mota-litre steering wheel, re-con engine, disc, pap's, steering, mechanic perfect, beautiful handling. Ideal car for enthusiast, £895. Tel: EAL 2573 day, CON 0667 evenings. (6

E-TYPE, Carmen red, CWW, SP3, heated rear window. 38000 mls, radio, 1965 reg. £850 ono. Tel: Bexleyheath 5492. (6

THE OLDEST LOTUS DEALER IN THE MIDLANDS

ASHMORE BROS.

THE MIDLANDS SPORTS CAR CENTRE
SALES SPARES SERVICE

New Lotus Elan D.H.C. Finished in Lotus yellow, k.o. wheels, SP Sports tyres, air horns. Immediate delivery.

WE ARE OFFERING THIS WEEK

New U.2 Formula Ford. Dry sump, race trim, but could be converted to road trim if desired, cost £850, offers over **£750**
1964 Lotus Elan S2. B.R.G., excellent condition throughout. **£785**
1964 Alfa Romeo Guilia Sprint F.H.C. 1600 c.c. White with radio, very clean. **£875**
1968 F regd. Jaguar E-type 2+2. White with black trim, radio, one owner, 18,000 miles. **£2,155**

PART EXCHANGES WELCOMED
COD Postal Service on LOTUS and CLIMAX Spares
(Open Sundays: 10 am-3pm. Car sales only)

Please telephone:
WEST BROMWICH 2350/3103
ROEBUCK LANE
WEST BROMWICH

JAGUAR E-type roadster. Sept. 1961. White/red trim. Fitted new tyres, radio, mirrors, etc. Excellent condition, £675. HP, part exchange considered. Tel: Kidmore End 2300 (near reading. (6

JAGUAR 3.4 Mk II. Late 1963. Dark metallic blue. Chrome W/W. Leather upholstery. Reclining seats. All usual extras. History known. £475 or part exchange for Elan or E-type. Tel: Redhill 62692. (6

FUEL INJECTED 3.8 Mk 2, fitted full E engine with lightened flywheel and spec clutch, C type C/R gearbox and short overdrive oil cooler, electric fan, six branch exhaust, works suspenion and steering, off-set wires, new radials, spec braking system, L/S diff, restall, stereo radio, woodrim, the car is absolutely mint condition in every respect and would shame a lot of '68 cars, once seen and driven, never forgotten. Tel: Exmouth 6453. (6

1968 E-TYPE DROPHEAD, red with tan upholstery, 8000 miles only, Rafiomobile, tinted windscreen, Dunlop sports, spare and tools unused, one owner from new. £1895. Part exchange considered. A. & J. Motors (Chadwell Heath) Ltd, 288-298 High Road, Chadwell Heath, Essex. Tel: 01-590 7290/1258. (6

DEREK BELL'S immaculate 1965 4.2 E-type, primrose with black hard top, record player, Motorola radio, maintained regardless of cost and in first class condition. Nyetimber Garage, Pagham, Sussex. Tel: Pagham 2008. (6

E-TYPE, FHC, July 1966. Dark blue, 26000 miles, push button radio, twin rear speakers, heated rear window, Waso steering column lock. Excellent throughout. Private sale, £1325. Tel: 01-940 0435. (6

PARADE MOTORS (MITCHAM) LTD.

BRITISH LEYLAND — AUSTIN — AUSTIN HEALEY — MG

USED CARS IN STOCK

Dates shown are registered dates

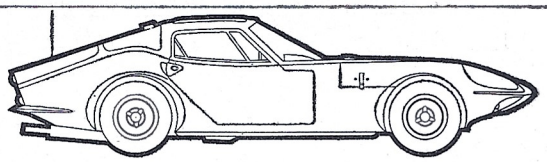
1968 (G) M.G.C. Mineral blue, overdrive, wire wheels, low mileage. Still under warranty. **£1,125**
1966 (D) M.G. Midget. Red/black, wire wheels, heater, tonneau, Pirelli's, extremely good. **£525**
1965 M.G.B. White, red interior, wire wheels, heater, excellent condition. **£655**
1964 (April) M.G.B. British Racing Green, heater, tonneau, whole history known, excellent. **£575**
1964 M.G. 1100. Beige/white, red interior, immaculate. **£385**
1963-64 M.G.B. Chelsea grey, red trim, heater, tonneau, in excellent condition. **£575**
1963 M.G.B. Iris blue, overdrive, heater, tonneau, immaculate, one owner. **£499**
1963 M.G.B. White/red, Gold Seal engine, heater, excellent. **£465**
1967 (E) Triumph Spitfire. Midnight blue, overdrive, heater, tonneau, really immaculate. **£575**
1966 (D) Triumph Spitfire. Royal blue, blue interior, heater, tonneau, one owner, superb condition. **£545**
1966 (D) Triumph Spitfire. Red, black interior, hard top, heater, excellent throughout. **£535**

NEW CARS FOR IMMEDIATE DELIVERY

M.G. Midget Mk. II. British Racing Green or red.
M.G.B. Mk. II. White, wire wheels, heater, tonneau.
M.G.B. Mk. II. Mineral blue, overdrive, wire wheels, heater, tonneau, reclining seats.
M.G.B. GT Mk. II. Choice of blue, B.R.G., primrose.
M.G.C. British Racing Green, overdrive, wire wheels.
M.G. 1300 Mk. II Saloon. Fawn/brown.
Austin Healey Sprite. White, heater, tonneau.
Austin 1300 4-door de-luxe. White, black interior.
Austin Mini Countryman 1000 c.c. Almond green.
M.G.C. GT and **M.G. 1300 Mk. II.** Demonstration models available.

H.P. and Insurances. Full After-Sales Service.
PERSONAL EXPERT ENQUIRIES WELCOMED

66/67 MONARCH PARADE, LONDON RD. MITCHAM, SURREY
01-648 3392/7188
SPARES & ACCESSORIES 01-648 5141



HEXAGON

Hexagon of Highgate Limited
26 North Hill Highgate London N6
Telephone 01-340 3431

MARCOS

JAGUAR

IMMACULATE Mk II, manual, 2.4, with overdrive, ball tow hitch, radio, burglar alarm, £575. View by appointment Tel: 01-699 5323. (6

1963 3.8 manual saloon. Selectenides, seat belts and reclining seats, new clutch, gearbox and overdrive, and pads, exhaust, etc. Rebuilt engine just run in. All metal body, rust free. Taxed and MoT. £525 guaranteed. Tel: Kings Langley 3069 (Herts). (6

WANTED n/side door frame and window. Front lights and bumpers, console boot floor, road wheel for 3.8 FHC E type. Tel: Ken, 01-858 1838. (6

E-TYPE JAGUAR, 1965. £1075. See under Racing Cars. (7

JAGUAR SJ6, 4.2 litre, in for 1st service, maroon and beige automatic, PAS, radio and short wave adaptor. £3200. Tel: Acorn 8921. (7

JENSEN

JENSEN CV8. 1963. Regal red. Beige trim. Fitted mag wheels. New tyres. Radio, etc. Full history. £1050. Terms or exchange considered. Tel: Kidmore End 2300 (near Reading). (6

LOTUS

LOTUS PARTS AVAILABLE from stock. Call or postal service available. Len Street Engineering. Tel: BAYswater 0396. (TC

LOTUS ELITE spares. Bob Morgan, Four Flags, 113 High Street, Staines. Tel: Staines 55186. (TC

LOTUS CORTINAS wanted for cash. Tel: 01-340 3431. (TC

HAVE A DRY WINTER. Lotus Elan Hardtops from £25. F.G.R., Martins Road, Shortlands, Bromley. Tel: 01-464 5445/6. (TC

A MOTOR CLUB for the Lotus owner and the motor enthusiast with direct access to Gold Leaf Team Lotus and the factory. Join Club Lotus, 128 Newmarket Road, Norwich, NOR 28D. (TC

SEVEN—SRS 1 AND SRS 11
CLUBMAN'S RACE SEVENS
Earliest delivery of the new Series 111 Seven.
Special HP facilities. SAE for details.
Lotus Sevens wanted for cash.
CATERHAM CAR SALES
Town End. Tel: Caterham 45762. Surrey. (TC

1963 LOTUS CORTINA, excellent condition, c/r box, undersealed, £445. Tel: 01-890 0160 (daytime), Longcross 237 (evenings). (TC

LOTUS OWNERS IN ILFORD AREA. First class work carried out on all Lotus and high performance cars. Personal attention to every customer. David Smith Motor Engineers, R/O 50 High Street, Barkingside, Essex. Tel: 550 2035, (evenings) 550 9928. (7

ELEVEN Series 2, MGA Brabham balanced engine, £315. Trailer available. Tel: Jack Levy, Langham 7452, Brighton 35321 (home). (7

LOTUS CORTINA, 1966 model, excellent condition, never raced or rallied, genuine 33,000 mls, maintained regardless of cost, five good Cints, Motorola, inertia belts, air horns, spot, taxed, MoT. £675 one. Tel: Welwyn 4113. (6

1967 DAMAGED LOTUS ELAN S3. Body damage only. £550. Tel: Dunmow 2045 (after 7 pm). (6

IAN WALKER LTD
Lotus Main Agents.
SALES, SERVICE, CRASH REPAIRS
ALL LOTUS SPARES
Good used Lotus and sports cars bought for cash.
236 Woodhouse Road,
London N12.
Tel: 01-368 6281/4.
OPEN ALL DAY MON-SAT. (52

1966 LOTUS CORTINA. Immaculate condition. Extras. Radio. Recent engine overhaul by Lotus dealer. £700, or exchange good BMC Renault 1100 plus cash. Tel: Penrith 3367 evenings. (6

1968 ELAN SE. FHC. Carnival red/black trim. Radio. Immaculate condition. One owner. £1355. Tel: 021-445 1932 evenings. (6

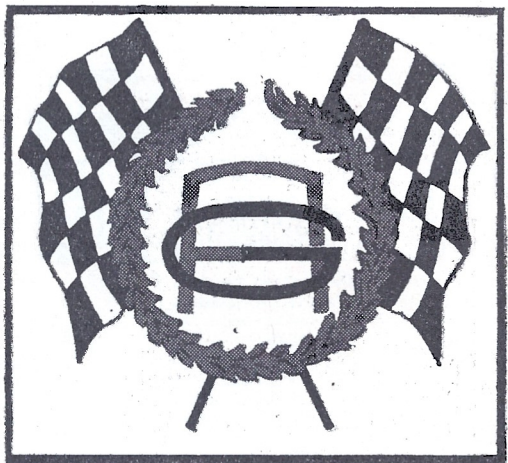
LOTUS CORTINA 1963. Excellent condition, leaf springs, traction bars. Cints. Motorola. Recent engine overhaul, resprayed. £420 ovno. Mason, 97 Amhurst Way, East Preston, Littlehampton, Sussex. (6

SEVEN SRS 1, vgc, mag wheels, hood, windscreen, etc. Spares. £300 ono. J. M. Sheard, 17 Golders Lane, Meltham, nr. Huddersfield, Yorks. (6

ELAN PLUS 2, 1968, carnival red, 5000 miles, as new, £1799. Elan, FHC, 1966, white, factory built, KO wheels, radio, absolutely unmarked, £1045. Elite Super 95 Nov 1962, engine overhauled, body and interior immaculate, £595. Elite, registered January 1969, 1500 Climax twin cam, dry sump etc, £395. David Prophet Ltd, Walker's Heath Road, Kings Norton, B'ham 30. Tel: 021-458 2405. (6

FELDAY ENGINEERING LTD
offer
1967 (F reg) Lotus Cortina, white with black trim, low mileage radio, superb order throughout. **£945**
1965 Lotus Cortina finished in white with black interior, one owner, undersealed, leaf spring conversion, well above average for year. **£595**
Written guarantees
Hire purchase and part exchange possible
Forest Green
Dorking, Surrey
Tel: Forsit Green 218 (6

1966 ELAN coupe, mint condition, low mileage, £450 in special mods and equipment. Ian Walker engine and suspension modification. 155/165 aquajet tyres, 5½J KO wheels, and flared wheel arches, radio, triple air horns, burglar alarm, electric windows special Burnt Almond colour, £1080 ono or interesting PX. Tel: Downlands 54112. 01-660 1525 (evenings). (6



SPORTS CAR CENTRE

Ancaster Garages

HAROLD G. COLE & CO. LTD.

82 ELMERS END ROAD, PENGE, S.E.20
Tel.: 01-778 4745/8981

NEW M.G. SPORTS CARS — Immediate delivery

M.G. Midget Mk. III. Wire wheels, anti-roll bar, etc., mineral blue.

M.G.B. Sports. Wire wheels, folding hood, Pirelli tyres, British Racing Green.

M.G.C. Sports. Wire wheels, overdrive, white.

M.G.B. GT. Wire wheels, overdrive, SP tyres, sandy beige.

M.G.C. GT. Overdrive, tartan red.

M.G. 1300 Mk. II. Cumulus grey.

USED SPORTS CARS — 12 months, 3-Way guarantee

1967 (F) Triumph TR4A. Soft top, Wedgewood, fitted overdrive, wire wheels, Cinturatos and radio, 18,000 miles, 1 private owner. **£895**

1967 (E) Triumph Spitfire Mk. II. Royal blue, fitted Ashley hard top in white. Full SAH tuned, including Weber carb., 5½J's and Cinturatos. **£645**

1966 Aston Martin DB6 Automatic. Californian sage, 25,000 miles, chrome wire wheels, p/b radio, heated rear window, etc., ex-director's car. **£3,250**

1966 Jaguar E-type Roadster. Opalescent maroon, radio, 5½J wheels, sheepskin seat covers, etc. **£1,499**

1966 M.G.B. Sports. B.R.G., one private owner, radio, overdrive, wire wheels, Cinturatos, etc. **£799**

1966 M.G.B. Sports. Red, Cinturatos. **£745**

1965 M.G.B. Sports. Blue, one private owner, overdrive, wire wheels, radio, Cinturatos, etc. **£695**

1965 M.G.B. Metallic lilac, wire wheels, radio, Cinturatos. **£685**

1965 Triumph Spitfire Mk. II. White/black, Pirellis, etc. **£450**

1965 Triumph TR4A. Soft top, white, fitted overdrive, wire wheels, Cinturatos, radio, etc., one private owner. **£695**

1964 Triumph TR4. Hard and soft top, pale blue, one private owner, wire wheels, overdrive, radio, etc. **£665**

1964 Triumph Spitfire. In light blue. **£425**

1961 M.G. Midget. Blue/blue interior, radio. **£275**

All vehicles are completely checked in our Crypton Diagnostic Workshop before sale

OFFICIAL MG AGENTS SPORTS CARS

All makes of good condition Sports Cars bought for cash

LOTUS

1967 Mk II Lotus Cortina, white/green flash, chrome wheels, burglar alarm, radio, spots, reverse lamp, leather s/wheel, autojets, heavy duty battery. Tel: Riverside 1858 (after 7 pm) Oxshott 3520. (6

1967 LOTUS ELAN S3, red, DHC, immaculate condition. 16,000 miles, £1050. Tel: Salisbury 4812. (6

ELAN CONVERTIBLE S/E, 1966, BRG, with yellow flash, 23000 miles, new Dunlops. Sound body and mechanics, £998 ono. Tel: 01-979 2116 (Hampton Court, London). (6

EYEBALLS IN ACCELERATION, eyeballs out braking, race tuned (Janspeed) 1000 cc Super Seven, Dec '68 rebuild, all weather and road equipment, flasher, heater, etc, 23B suspension, 5½Js, road use only, spare engine, gearbox. Tel: Copthorne 2918 (Sussex). Company car forces sale, hence £450. (6

LOTUS CORTINA, 1964, leaf spring, adjustarides, recon 2000 miles, C/R gearbox, radio, alloy panels, many extras, £440. Tel: Newport 219. (6

LOTUS SUPER SEVEN Cosworth Ford 1500 cc, recorded 29,000 5½J. Excellent Cinturatos. Full weather equipment, formidable road car, £425. Tel: Bideford 2257, wanted Zagato Abarth. (6

SUPER SEVEN, 1965, 17,000 miles only, new engine 4000 miles ago. All steel bottom end, competition clutch, cam, fully balanced. All usual extras, £495. Tel: 01-346 7647 (evenings). (6

UNREGISTERED ELAN, 90% complete. lack of funds forces reluctant sale. Offers invited. Tel: Stamford 3032. (6

ELAN 1600, 1963, immac. Sell or exchange Lotus Cortina. 73 Ripley Road, Heage, Nr Belper, Derbyshire. (6

ELAN, Series 4. Choice two, full special equipment cars, both nominal mileage only. Yellow with black trim, all extras, fixed or drop head coupes, £1435. The Chequered Flag (Engineering) Ltd, London's Leading Sports Car Centre, 548/560 High Rd, Chiswick W4. Tel: 01-995 0022/3, 01-994 7871/2. (6

MARCOS

HEXAGON OF HIGHGATE LTD.

Marcos distributors for London and Home Counties offer immediate deliveries on most colours. Demonstration car always available. 1600 prices from only £1485.

26 North Hill, Highgate, N6.
Tel: 01-340 3431 (TC

MARCOS car wanted for cash. Tel: 01-340 3431. (TC

MARCOS beautiful Marcos. See the mouth watering 1600 at John Sprinzels, London and export distributor. Free chestnuts if the man's outside. Tel: 01-723 1478. (TC

MINI 1100 cc. Immaculate. Fast. Reliable. XASs, Weber, etc. Useful. Extras. Yellow. 1966. MoT. £525 ono. Part exchange considered. Tel: Blackpool 61295 evenings. (6

1967 (E), 1500, silver with wires. Pirellis and radio. £1195. R. Park, Tel: 051-428 1331 (daytime/051-ALL 4550 (home). (6

MERCEDES-BENZ

● *NEW*

ALAN DAY LTD, 341-7 Finchley Road, Hampstead, NW3. Tel: 01-Hampstead 1133. (TC

M.G.

TOULIN MOTORS (1962) LTD.
The MG SPECIALISTS.
New and used spares. All models.
Fibreglass panels—distributors.
All trimming requisites, exchange seats.
Oil cooler sets, exhaust systems.
Exchange engines, gearboxes, axles, steering.
Official BMC Stockists.
181 London Road, Isleworth, Middx.
Tel: ISLeworth 01-560 1722 and 01-560 2288. (TC

MGB OR GT, overdrive anid wire wheels wanted for cash. Tel: 01-340 3431. (TC

1966 MGB, red/black trim. One owner. Good condition, £775. Sutton of St. Helens. Tel: St Helens 26686. (6

MGs WANTED: TOP CASH PRICES

Any models. Any condition.
Dismantling MGA, 7A, TF, TD, TC, TA, PJ.
Recon exchange engines from £49.
Available on pay as you drive plan.
Ex-Crawley Branch.

S. H. RICHARDSON & SONS LTD
Tel: Crawley 24222, Staines 55388.
(TC

HODGSONS
OF RETFORD
USED SPORTY CARS

1966 Reliant Scimitar. Radio, overdrive, 25,000 miles only. **£960**

1966 Ford Cortina. 4-door GT. White, one owner, prepared for rallying. **£495**

1966 regd. Oct. 1965. Hillman Imp. Tuned. **£365**

1965 Sunbeam Rapier. Overdrive, red and black. **£480**

FORD MAIN DEALERS

E. HODGSON & SON LTD
LONDON ROAD
RETFORD, NOTTS
Tel: 2266

MARCOS DISTRIBUTORS FOR THE SOUTH
IMMEDIATE DELIVERY IN ALL COLOURS

PORSCHE 912, 65/66 model. Dark blue, 5-speed gearbox, Blue-Spot radio, all service history, absolutely immaculate throughout. **£1,795**

JAGUAR E-TYPE, D.H.C. 67. White, radio, chrome wire wheels, 14,000 miles, immaculate throughout. **£1,775**

F.H.C. 66. Green, many extras, 29,000 miles, one owner, full service history. **£1,045**

67 (F). B.R.G., chrome wires, D.H.C., radio, as new throughout, 12,000 miles. **£1,835**

LOTUS S2 D.H.C., 65. White, two owners, 30,000 miles, radio, excellent throughout. **£895**

TRIUMPH TR5, 68 (G). Red, wire wheels, 3,000 miles, as new. **£1,175**

TRIUMPH TR4A, 67 (F). Coupe, red, wire wheels, overdrive, radio, low mileage, as new throughout. **£935**

67. Surrey top, blue, overdrive, wire wheels, almost as new, choice of two. **£895**

66. Blue, overdrive, wire wheels, one owner, 27,000 miles, excellent throughout. **£845**

66. White, overdrive, wire wheels, excellent throughout. **£795**

66. B.R.G., overdrive, one owner, low mileage. **£795**

65. White, overdrive, wire wheels, radio. Much above average condition. **£745**

67 (F). Surrey top, white, wire wheels, overdrive, radio, 14,000 miles. **£965**

67. White, overdrive, wire wheels, 13,000 miles. **£945**

63. Coupe, overdrive, wire wheels, B.R.G., immaculate throughout, new tyres. **£545**

TRIUMPH GT6, 67 (December). Blue, wire wheels, o/d, radio, 14,000 miles, undersealed, as new. **£895**

67 (Feb.). Blue, wire wheels, o/drive, one owner, low mileage. **£835**

TRIUMPH SPITFIRE. Mk. III. 67. B.R.G., 14,000 miles, one owner, almost as new. **£675**

66. Royal blue, white, soft top, choice of two. **£575**

65. White, overdrive, radio, 30,000 miles. Excellent throughout. **£465**

67 (Dec.). Mark III, royal blue, overdrive, wire wheels, hard top, radio, tonneau cover, as new. **£775**

MARCOS 1500 GT. 66. Dark blue, Minilite wheels, 27,000 miles, radio, almost in original condition. **£1,265**

TRIUMPH VITESSE, 2 litre. 67. Royal blue, supplied and serviced by us, as new throughout **£695**

M.G.B., 66. Red, wire wheels, overdrive, one owner, exceptional condition throughout. **£775**

64. B.R.G., wire wheels, overdrive, radio, record player, excellent throughout. **£595**

GT, 66. Red, wire wheels, radio, one owner, excellent throughout. **£895**

M.G.C., 68. Red, overdrive, wire wheels, radio, 2,000 miles only, as new. **£1,195**

M.G. MIDGET, 66. B.R.G., wire wheels, 21,000 miles, excellent for year, choice of two. **£525**

68. 1275 Brasilica blue, wire wheels, 8,000 miles, as new. **£675**

RELIANT SCIMITAR, 67. (E). 3 litre, sun roof, overdrive, 11,000 miles, as new throughout. **£1,195**

65. White, overdrive, wire wheels, radio, excellent throughout. **£895**

MINI-COOPER, 67 (F). 998, white/black, one owner low mileage, as new throughout. **£495**

68. Blue and white, 9,000 miles, sold by us, one elderly owner, B.M.C. bucket seats, as new. **£835**

66. Blue/white reclining seats, radio, twin tanks, new gearbox, immaculate throughout. **£595**

NEW MARCOS 1600. Choice of colours. Choice of extras in stock. **List price**

NEW TR5. Choice of two in stock. **List price**

AUSTIN HEALEY 3000. Red, wire wheels, overdrive, radio, 11,000 miles. Supplied and serviced by us, as new. **£1,095**

We also buy good, used sports cars

1-3 DORKING ROAD, EPSOM, SURREY
Tel: EPSOM 23901
OPEN SUNDAYS FOR VIEWING

Largest stocks of
MG SPARES IN THE NORTH
All available parts for 1932 onwards.
Let us know your requirements.
SAE with enquiries please

ARCHWAY ENGINEERING LTD
The MG Specialists
Collier Street, Liverpool Road,
Manchester, M3.4WL
Tel: 061-834 6455
Always a good selection of MG's in stock
(TC

MGB, 1964, overdrive, new radials, dynamo, waterpump, hood in really superb condition throughout. A genuine car not to be confused with the tatty MGBs. Undersealed, low mileage, many extras. Forced to sell, £545 ono. Tel: Reading 62492. (6

WANTED: MGB, '64-'65, around £550. Tel: 061-330 3991. (6

DOWNTON, Stage 7, MGB, 1966, 29 000, CRB, overdrive, Cinturatos, A rapid car. £750. Lt Cox, Tel: Haverfordwest 3404, ext 243, 6-9 pm. (6

1960, JUNE MGA 1600, tonneau, oil cooler, new gearbox, diff and many other components renewed. Tel: Cobham (Surrey) 2034 (pm). (6

MGB, July, 1966. Works Stage Two. White, black upholstery, undersealed. Black vinyl hardtop, folding hood, tonneau, overdrive, wire wheels, radio, steering lock, belts, etc. Superbly maintained, any trial. £765 ono. Spencer, Tel: Lutterworth (Leics) 2234, any time. (6

MIDGET Mk III. 1275 cc, 1968, one owner car in basilica blue, extras. 9000 miles, only £645. The Chequered Flag (Engineering) Ltd, London's Leading Sports Car Centre, 548/560 High Rd, Chiswick, W4. Tel: 01-995 0022/3, 01-994 7871/2. (6

MINI-CARS

"F" reg MORRIS MINI sprint stage II. £395. 'Phone daytime 01-580 5991, night 01-398 1143. (6

MINI RACER, complete, less engine and gearbox. 4 wheels, S sub-frame and discs, S rear sub frame, twin pumps. £120. Tel: 01-648 7392. (6

MINI-COOPER

COOPER AND S TYPES

All BMC special tuning parts in stock.
Official Janspeed stockists and fitting agents.

SPORTS-TUNE MOTOR CO
Longniddry,
East Lothian
Tel: Port Seton 711/712.
(TC

1967 AUSTIN COOPER "S" in red. 1½ in carbs, car only completed 16,000 miles from new. £610. Tel: Jeff Roberts, Sonning 3546. (TC

1964 1071 S, 30,000 miles, red, black, s/belts, excellent condition. Offers. Tel: St Albans 58117. (7

1275S, June, 1968. T/Tanks, 4½J wheels. Reclining seats. Rev counter. Oil cooler. W/wheel. Grey/white. £715. Box ASP 384. (6

1275 S, 1965, immaculate bodywork and engine, bucket seats, £465. Tel: Finchley 0962. (6

AUSTIN COOPER 997, 1963, engine recently balanced and rebored, gearbox, brakes reconditioned. Armstrong shocks, negative camber, silver/black, £260. Tel: Baslow 2281 (evenings). (6

1966 AUSTIN COOPER, 998 cc. Immaculate, reluctant vendor going abroad. Attractive extras. £400. Tel: Ashford 24681-2-3. (6

MORGAN

BASIL ROY LTD, main London distributors—Official spare parts stockists. Service and repair. Sales enquiries for overseas visitors or purchasers invited. 161 Gt. Portland Street, W1. Tel: 01-LANgham 7733. (TC

PHOENIX MOTORS
WOODBURY, Nr EXETER
Sales, Service & Spares. Early delivery on all models. Overseas enquiries basically catered for.
Tel: Woodbury 255 (TC

BOWMAN & ACOCK LTD, Worcester Road, Malvern, Worcs. Morgan distributors. Tel: 3262. (TC

MORGAN CARS with wire wheels wanted for cash. Tel: 01-340 3431. (TC

MORGAN PLUS 8 available for inspection. Northern Distributor for 40 years. One only for April delivery. Lifes Motors, West St, Southport. Tel: 3774. (9

MORGAN 4/4 Series V. 1963. New engine 15,000 miles ago. Weber, GT cam, Konis, Selectaride mechanically excellent. Dark blue. Rapid and economical. £395 ono. Jim Hammond. Tel: 031-225 5151 (office), 031-226 6156 (home). (6

D.R.W. DEVELOPMENTS
FOR
FORMULA FORD AND
CLUBMANS
NOW CONSTRUCTING TO SPECIAL ORDER
FORMULA FORD RACING CARS

Full details of the above and our Race Preparation Service from

3 HAMPSTEAD LANE
HIGHGATE, LONDON, N.6
01-368 8870

MORGAN

NORTH EAST DISTRIBUTORS have for immediate delivery: New Morgan +8 in orange chrome and new white, 4/4 competition model with aluminium bodywork and wire wheels. Also 1965 Morgan + 4 + coupé with radio, tuned engine, etc, dark blue. £625. And 1960 Bristol 406 in superb condition at only £735. New Morgans on short delivery. Wide rim wire wheels in stock. I & J. Macdonald (Morgan & Gilbern Distributors), Tel: Newcastle upon Tyne 57533. (6

1967 MORGAN +4, 4 seater, 13,300 miles only, white with red leather trim, radio and other extras. Excellent condition, one owner. £825. Bowman & Acock Ltd. Tel: Malvern 3262. (TC

MORGAN, 1963, 4/4 series IV, 64,000 miles, luggage rack, s/belts, heater, Westminster green. £365. Box ASP 582. (6

OPUS

1968 "G" Reg. Opus HRF Ford 1200 engine and gearbox. Very low mileage. Opalescent green/yellow. £450. Tel: Burton Latimer 3255. (6

PEUGEOT

1966 404 FARINA COUPE, white, mint condition, extras, history known since new, fabulous car. Michael Hinde, Peugeot agent, Dyserth, North Wales. Tel: Dyserth 307. (6

PORSCHE

PORSCHE CARS GREAT BRITAIN LTD invite prospective purchasers to test drive the latest 911S, 911 and 912 models. Illustrated literature on request. Falcon Works, London Road, Isleworth, Middx. Tel: ISLeworth 1011. (TC

PORSCHE 356B SUPER 90, fhc, ermine white coachwork, blue leather interior. One registered owner, regularly serviced, garaged from new. Mechanically perfect, low mileage, new radial tyres, new MoT serviced by distributors. Twin lamps, reversing lamp, Reauter reclining seats undersealed, handbook. Superb original, as new car for the connoisseur. Private sale. Exchange taken. £635. Tel: Brighton 46958. (7

£1975! Porsche 911, 1966, 18000 miles, one owner, LHD, chrome wheels, excellent throughout. HP and PX possible. Tel: Leatherhead 5894 or Ewell 5004. (6

1963 PORSCHE 356B, Super 60. Resprayed in blood orange, very good in and out, maintained by Porsches from new, £795. Tel: Penn 2108, or write Tanglewood, St John Rd, Tylers Green, Penn, Bucks. (6

PORSCHE CARRERA 6. See under Racing Cars. (7

SUPER 90, 365 B coupe. Superb car in red, Blaupunkt radio, Reuter reclining seats, special lamps, etc. £695. The Chequered Flag (Engineering) Ltd, London's Leading Sports Car Centre, 548/560 High Rd, Chiswick, W4. Tel: 01-995 0022/3, 01-994 7871/2. (6

MOTORWAY

SPORTS CARS LTD.

FROM OUR STOCK OF EXCEPTIONAL CARS

1968 F reg. Mini Marcos. A fabulous car, with various modifications and extras. £565
1965 Mini-Cooper 1275 S. Virtually immaculate. £460
1964/65 M.G.B. Roadster. This outstanding car has overdrive, wires, 5 bearing engine, radio, etc. £645
1964 M.G.B. Sports Roadster. Overdrive, radio. £595
1954 M.G.B. Sports Roadster. Superb in white. £580
1963 Lotus Elan 1600. An absolutely splendid car in Maroon and silver. £695
1963 Triumph TR4. Surrey hard top, overdrive. £545
1963 Healey 3000 Mk. II Sports Convertible. Winding windows, 2/4 str., overdrive, etc. £565
1963 Healey Sprite Mk. II 1098 c.c. Virtually immaculate in metallic dark blue, hard/soft tops. £345
1962 T.V.R. Mk. 11a. 1600 c.c. mag. wheels, crossflow head. Various other modifications. £485
1962 M.G.A. Roadster Mk. II 1622 c.c. Considered by many finest M.G. made, with 90 b.h.p. £395
1961 Healey 3000. 2/4 str. Excellent example, with hard top, overdrive, wires, etc. £415
1961/62 Alfa Romeo Giulietta Sprint. 2/4 str. G.T. 1290 c.c. engine. A superb car in white. £435
1961 Healey 3000 Mk. II. 2/4 seater. £415
1961 Austin Healey Sprite Mk. II. A very nice little car in white. £270
1960 Alfa Romeo Giulietta Sprint GT. £295
1960 Healey Sprite Mk. I. Excellent example. £265
1959 Healey Sprite Mk. I. Det. G.T. Hard top. £265
1960 Sunbeam Alpine. Detachable hard top, wire wheels, radio, etc. Most attractive. £315
1960 (model) Jaguar XK150 Roadster. Overdrive, wires. Outstanding car. £545
1960 Alfa Romeo 2000 Spyder. 2/4 seater, drop head coupe. 5-speed gearbox, outstanding car. £445
1960 Daimler SP250 Dart. Outstanding and probably the finest available at £430
1959 Triumph TR3A Sports Roadsters. Det. hard tops, overdrive, 2, 3, 4. Two very attractive cars at £325
1958 Jaguar XK150. 2/4 seater, drop head coupe, wires. A thoroughly outstanding car. £420
1958 Porsche 1600, 356A. 2/4 seater, drop head coupe. Superb example in indigo blue. £465
1956 AC Aceca F.H. Coupe. Overdrive. £435
1956 Jensen 541. 4 str. GT, superb car with wire wheels, overdrive, 3.4 litre XK Jaguar engine, etc. £425
1929 AUSTIN SEVEN Box Saloon. Fine order. £190

S/H TONNEAU COVERS, £5

Cars tested, serviced and carry our remarkable FULL PARTS AND LABOUR GUARANTEE FOR 3 MONTHS OR 3,000 MILES ON MOST CARS MADE 1962 ONWARDS

Insurance at low cost
SPORTS CARS URGENTLY WANTED

Any part exchange! H.P. from 40% deposit by tax saving plan over 2 years, T.P. insurance on balances up to £100.

Open late Thurs., Fri., Sat., until 9 p.m.
CLOSED SUNDAYS

A.2 BOUGHTON, Nr. FAVERSHAM, KENT
from end of M2 Motorway 1 mile towards Canterbury
Tel: BOUGHTON 223
In most STD areas dial OCA 775 223

FOUR FLAGS

LOTUS SPECIALISTS
113 HIGH STREET, STAINES
MIDDLESEX

FOR SALE:
SELECTION OF CARS

One Braham BT21B F3, Four races only with spare £2150
One Lotus 18, 1600 crossflow FF. £1,025
One 1968 Lotus Cortina. White, 7,000 miles, Stage II engine, radio, immaculate. £1,050
One 1967 Mini Marcos 1293 c.c. engine. £775
One F registered Elan Coupe. White, special equipment. £1,275
One Lotus full race and road equipment. £625

SELECTION OF ENGINES

One 1600 c.c. all steel, new, Cosworth bits. £750
One 1558 c.c. twin cam, Std., complete rebuild. £250
One 1558 c.c block assembly, exc. £85
One Ford 1000 c.c. engine with bits. £135

SELECTION OF SPARES FOR LOTUS

Spares for Lotus 47/Elan/Elite/Seven.
Engine spares for Lotus twin cam/Coventry Climax.
Exchange blocks, heads, cams, etc.

SELECTION OF RACING TYRES
DUNLOP/FIRESTONE/GOODYEAR

Dunlop: R6, R7, 184, 970, etc.
Firestone: 108, 112, 115, 122, etc. B10, B11 etc.
Goodyear: Set of F2s. Most sizes.

Selection of Lotus Racing Car suspensions, wish-bones, radius rods, shockers and springs, etc.

for further information write or call at:
113 HIGH STREET
STAINES, MIDDLESEX
Tel: STAINES 55186

RACING CARS

WANTED: Tony Cosgrove requires all racing and sports cars for cash. Tel: VIGilant 4456. (TC

FORD MUSTANG GP5 £1999

The ex DR Fabrications, John Ewer car. Winner 500K, Snetterton. Earnings in '67 exceed £1000. This is the best developed Mustang ever, and is capable of paying for itself in the coming season. Engine just rebuilt, 2 sets new wheels and tyres.

Ian Kohler, 297 Hornsey Road, N19. Tel: ARC 2341, FIR 1967 (evenings). (7

JEREMY RICHARDSON is still trying to sell his incredibly fast Lotus 7. This is one of the fastest clubman cars going. And could be yours for £800 ono. Downdraught engine. Full independent suspension. Contact Jeremy Richardson, Hungry Hall, Witham, Essex. Tel: Silver End 5. (6

COMPETITIVE COOPER S 1300, all the best equipment, Firestones, LSD, works head. Must sell, new car imminent. £450. Holman Blackburn, Tel: Wormley (Surrey) 3455 evenings. (6

MERLYN MK 10, rolling chassis, £850 ono. Tel: Jeff Roberts, Sonning 3546. (TC

SPRITE 100+ BHP, Tyrell motor, Weber, new C/R gears, limited slip diff, anti roll bar, etc. Trailer. Fully developed and very fast car. £350. Tel: 051-652 5298. (7

FORMULA FORD Russell Alexis, Mk II. Just sorted highly competitive car. Cris Steel engine. F3 clutch. Every mod and extra. £1250 for quick sale due to sponsorship. A. R. G. Taylor, Manor Farm, Quidenham, Eccles, Norfolk, NOR 11X. (6

EX HARRY STILLER two-car transporter, suit two F/3s or F/Fs. New engine, tyres, resprayed. £360. Tel: 01-397 2420. (6

1968 LOTUS 47

Cosworth BRM Twin-Cam, 180 bhp plus. Hewland FT200 and spare ratios. Two sets of wheels fitted with new Dunlop wet and dry tyres. This car has only completed 5 races and guaranteed unmarked from new. Total cost £3500. Sacrificed price £2500 ono.

Must be sold. All enquiries to Graham Owen.

Tel: Northampton 44522.

(7

LOTUS 17 CLIMAX. 1150 cc. Exceptional performance. Reliability appearance. Trailer. £425 ono. Also two 970 "S" engines, standard or full race. Details Tel: Brighton 27818, Worthing 8080. (6

PROJECT X racing Alexis F3, chassis, suspension, steering, hubs, brakes, new 1968 zirconium r/uprights, gearbox with new C/W and pin, Holbay Cosworth engine, both just rebuilt as new, £1025. 51 Highfields, Hasbury, Halesowen, B'ham. (6

CHAPMAN BUICK 3.5 V8 engine, 4.2 E-type box Borrani wheels, new tyres, Elan screen, hood, engine requires attention. Bargain at £275 or exchange road car. Jack Levy, Tel: Langham 7452, Brighton 35321 (home). (7

CERTAIN CLASS WINNER, DIVA 10F GT 1098 cc Ford ex Ian Alexander/Norman Lefton. Class records too numerous to list, ready to race, including trailer. £595, or £650 with reliable Ford Zodiac Automatic Tow-car. N. Lefton, 8 Black Lion St., Brighton. Tel: 28844 (9 am-5.30 pm). (8

MINI LIGHTWEIGHT, aluminium panels, complete with engine/Colotti S-speed gearbox. Dunlop R7. Trailer. Crash helmet/visor. Beautiful condition. Ready to race. £500. Tel: 01-965 2370 (London). (8

FORMULA 4 VIXEN ROLLING CHASSIS

Julian May offers for sale the above chassis which could be used as an ideal FORMULE LIBRE car. Bought mid '68. Fully sorted and never shunted. **£575.**

Complete car, with Frazer-tuned Vixen/Imp engine is available. Price on application.

Reason for sale—1969 car ordered.

Tel: Harlow 25527 (business)
Stanstead Abbotts 282 (home) (6

NEW LOTUS 41C

Lotus 41C Formula libre, 1600 cc, fuel injected, twin-cam developing 175 bhp, 5-speed Hewland FT200 gearbox, 8 in and 10 in rims. Ideal for Formula libre or hillclims. One only of these outstanding cars offered at £2825 due to a deferred order. Also one Lotus 41C rolling chassis to latest specication offered for sale at £1495.

Contact Tony Roberts,
Lotus Racing Sales,
Lotus Cars Sales Ltd,
Norwich, NOR 92W.
Tel: Wymondham 3411.

(6

U2 FORD, 1500 class winner in the 1968 championship. Ready now for the start of this year's championship. Spares and Reid trailer included. Sensible offers considered. Jeremy Lord, Tel: Bournemouth 33206 (office). Christchurch 4196 (home). (6

ANGLIA BUICK. Professionally built with $3\frac{1}{2}$ V8 aluminium Buick, mated to Alfa five speed box, Lotus comp front structs and discs. $8\frac{1}{2}$ in rims with Dunlop racing. Anti-tramp and roll bars, etc, etc. This car is murdered away at fraction of cost owing to lack of finance for '69 racing project. £450. For full spec Tel: Eaton Bray 236 (Beds). (6

FORMULA FORD MERLYN MK IIA, complete rebuild by Merlyns for 1969 season, all 1969 specifications. Ready to race. Tel: 01-668 3166 d/t, 01-657 5428 evenings. (7

PETER KAYE offers his 1330 cc BRT Mini Cooper S for sale. Many class wins and records been broken with this car. Peter Kaye, 3 Almsford Close, Harrogate. (6

DYSON 1172 FORMULA SPORTS RACING CAR. This car has been completely rebuilt at a cost of £400, the engine is sound but needs very slight attention. Must sell owing to lack of garage space. £200 or any near offer considered. Tel: Farnborough, Hants. 43149. (6

PROTOTYPE SPORTS CAR. Fibreglass body. Space frame. 6Js. CR68s. 90% complete. £150. Clarke, 546 Birmingham Rd, Lydiate Ash, Bromsgrove, Worcs. (6

JOS RANDLES

LOTUS IN STAFFS.

WHARF GARAGES

STOKE-ON-TRENT

New Cars for Early Delivery:
SCIMITAR GT E. Mexican red.
SCIMITAR 2.5 litre. White.
LOTUS ELAN. S.H.C., Bahama yellow, kit.

Used:

1967 Austin Healey 3000 Mk. III. One owner, w/wheels, o/drive, leather trim, metallic blue/white. £945
1968 Triumph GT6. Wire wheels, radials, radio, white. £795
1966 Ferrari 275 Berdinetta. 6-carb. engine, long nose body, one owner, twin-speaker radio, HR window, Borrani wheels, 18,000 miles. £3,750
1964 TR4. Hard and soft tops, Wedgewood blue, with overdrive. A clean and well looked after car. £535
1962 TR4. Surrey hard top, radio, white, red trim, clean paint, chrome and interior. £415
1966 Bond Equipe GT. A useful 4-seater with Spitfire performance, radio. £575
1966 Cooper S 1275. One lady owner, hence very clean car, with a few extras. £575
1968 Formula Ford. Ex-Dick Barker. Engine, body and frame clean. A good many successes. £795
1966 TR4A. White, black trim, o/d, wire wheels, radio, radials, very clean car. £825
1963 M.G.B. Old English white, wire wheels, other extras. £475
1967 Healey Sprite. Wire wheels, tonneau, one owner, as new. £575
1967 M.G.B. GT. Standard car with heater and radials, one owner, 18,000 miles, cheap car at £975
1964 M.G.B. Classic hardtops, o/d, wire wheels, B.R.G. Choice of cars. £595
1965 M.G.B. Oil cooler, anti-roll bar, radio, Old English white. £635
1968 (Jan.) Mini-Cooper 1275 'S'. Standard car with plenty of extras, 10,000 miles, one owner car as new. £695

SPECIALIST LOTUS DEPT. for all spares, service, repairs and accident damage with works and race-trained staff. C.O.D. Spares Service.

Top prices allowed for your family saloon against any new or used Sports Car or new or used Saloon Car.

SALES 47623 SERVICE 48361

LOTUS · VAUXHALL · SCIMITAR

Always 150 new and used cars in stock.
Open daily until 9 p.m. (Sunday inclusive).

BRABHAM RACING SERVICE

FRANK WILLIAMS

FVA ENGINES. Choice of Three.

No. 8069 New block, latest rods, two weeks' delivery. **£1,850**

No. 7033 Ex-team Surtees. Nil mileage since B. Hart rebuild. **£1,650**

No. 7032 Requires new block, all fuel injection equipment, etc. **Offers**

F2 CARS

Oct. 1968 F2 BT23C. Complete with FVA No. 8104 FT 200 box. Price includes latest Brabham bi-plane wings. This car was supplied new by ourselves for Temporada where we maintained it to 2nd place in the Championship. Colour dark blue.

1967 Lola. Ex-team Surtees with engine and gearbox to choice. **Offers**

TITAN FORMULA FORD. We can offer early delivery of the latest Mk. 4 Formula Ford car to the same specification as our Tony Trimmer car.

Details also available of our race preparation service.

Chris Dawson

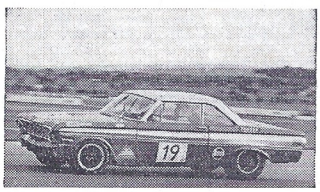
Address:

361 BATH ROAD, CIPPENHAM, SLOUGH, BUCKS

Telephone: Burnham 4646

Telegraphic Address: 'Racecars' Slough

RACING CARS



FORD FALCON, four bolt engine with Gurney heads, Indy rods, forged pistons, Sullevan cam, triple plate Borg & Beck clutch. The most modified chassis and suspension of any Falcon. For sale with many spares. Part exchange road car or offers.

Apply Roy Pierpoint,
WEYBRIDGE ENGINEERING CO,
Molesey Road,
Hersham,
Surrey.
Tel: Walton-on-Thames 25585/22968. (6

F-FORD U2, 1600 crossflow, just built. 1969 model, no expense spared, £850. Tel: Rownhams 3429. (8

LIGHTWEIGHT FORD GT 40, ex Ron Fry, 1st closed car to lap Silverstone Club under 1 min, at present stripped for rebuild after Brands mishap will sell complete with new shell and lightweight body, mags and new 122s, etc, or just complete damaged car. Price by arrangement. No time wasters. Tel: Exmouth 6453. (6

1293 S full race, new in '68, just rebuilt and ready to win again in '69, Thruxton 1:34.4, Brands 57.9, 2nd Redex championship, etc, with host spares and new high speed trailer, without a doubt one of the quickest that money can buy. Tel: Exmouth 6453. (6

FOR SALE: Ex-Rod Chapman's 1968 Autocross Champion 1967 Lotus Cortina Mk II, full race engine, works suspension, goes like hell. Ready for the 1969 autocross season or ideal basis for very fast rally car. Sensible offers only. Details Tel: 01-303 7337 day, Dartford (Kent) 20385 evenings. (6

FULLY SORTED MINI 7. As raced 1968. C/r box R7s, 649, etc, £340. Tel: Welwyn Garden 23219. (6

MOTOR RACING ENTERPRISES

Principal Agents for all Merlyn Cars. Sales, Spares and Service Facilities.

1969 Merlyn Mk. 11A. Formula Ford. **List price**
1969 Merlyn Mk. 14A. Formula 3 cars. **List price**

ENGINES

Cosworth F.V.A. Completely rebuilt. **£1,850**
Nova Motor Formula 3 engine. Rebuilt since last used. **£575**
1968 Broadspeed F3 engine. Completely rebuilt, high speed distributor. **£550**
1967 Holbay engine. Completely rebuilt. **£475**

WANTED

BT21B Spares, Mk. VI Hewland Gear Ratios.

St. John's Road, Tylers Green, Penn, Bucks.

Tel: Penn 2108

OUTRIGHT WINNER for £645. U2 1500 cc dry sump Cosworth with downdraught head. Low profile tyres. Tel: Orpington 23983. (6

1674 CC. Pushrod Anglia with 16R calipers, 8 in rims and firestones. Ultra-close gearbox. Competition struts. Range of locked diffs, £425 ono. Will spray to choice of colour. Tel: Richard, PAD 5872 (office), 866-7192 (home). (6

U2 MK 6, complete, but damaged rear end, will repair. No parts required, alloy Lotus gearbox, Holbay 1498 cc engine, nearly new Dunlop 184s, discs, mag front wheels. £250. Wood Lane Garage, Sheffield 6. Tel: 349582. (6

ELVA COURIER. In full race trim. Stage 6 MGB unit with c/r gearbox. Whole car in excellent order. Could also be used as an exciting road car with a little de-tuning. Weather equipment available. Must be sold. Marvellous value for £375. Tel: Redhill 63326. (6

BRABHAM, Wanted, BT21B spares, suspension, steering, radiator, oil tank, nose cone, etc. Tel: RIV 3175. (6

PORSCHE CARRERA 6

A superb example is offered for sale ready to race, complete with spare wheels, etc., tyres, gear ratios, etc.

An ex-works car with an excellent history for staying the distance. We are willing to haggle for the equipe around **£3350.**

JAGUAR E-TYPE, 4.2, 1965

My personal road car offered for sale due to addition to family forcing purchase of 2 plus 2. Car finished in red, chrome wire wheels, white walls, radio. Excellent performance, taxed. Delivery of new car imminent. So for quick sale, **£1075.**

Tel, call or write, to Martin Horne or John Morris,

Mefco Racing, Opposite Lock Club,

Gas St, Birmingham 1.

Tel: 021-643 2573, 021-744 1039, 021-VIC 5291. (6

ELVA BMC blown 1000 cc front engine single seater, attractive car, hardly used since complete rebuild, trailer available. £195 ono. Kent, High St. Chalgrove, Oxon. Tel: Stadhampton 506 after 6 pm weekdays. (6

U2 Mk 6B in as new condition, complete less engine. Offers invited or would exchange for road car. McKenzie, Tel: 950 4288/9. (6

RACING OR AUTOCROSS Mini, brand new 998 Cooper engine. Cooper gearbox. Mendham head. 45DCOE Weber. Comp distributor. Lowered suspension. Oil cooler. Rev counter. Fibreglass bonnet. BMC works exhaust manifold. Cooper disc brakes. Perspex windows. New suspension parts. Wheel arch extensions. Just completely resprayed. First class condition. Needs wheels and tyres. Bargain price, £185. Tel: Gerrards Cross 85468. (6

LIGHTWEIGHT SPRITE 1 body/chassis, minus eng/box, wheels and bonnet, £85. B. Buskell, Brook Bend, Weston-sub-Edge, Chipping Camden, Glos. Tel: Campden 328. (6

McLAREN M4A two 1968 F2 monocoque rolling chassis. Fully modified and updated. Ideal F2/FB/FC/F3 or F5000. Half cost at £1250 each. Tel: 01-995 0022/3, 01-994 7871/2. (6

LOTUS 7. Very reliable and neat. Holds lap record Croft plus many wins. 1000 cc BMC engine just completely checked and complete car ready for a full season. £400. Offers. Tel: Geoff Temple, Morpeth 2329. (6

RACING HILLMAN IMP, 998 cc, lowered all round, F3 front shockers and springs, Dunlop racing tyres, twin Webers Janspeed manifold, front radiator, oil cooler, engine originally prepared by Hartwell but main work done by H. Heerey at the Midland Garage, H/Grove, serious enquiries only please. Tel: (day) Blackfriars 3207 (Manchr), evenings: Chapel-en-le Frith 2158. Ask for Richard. 6

LOLA CLIMAX sports racer with trailer, spare engine, fuel injection, etc. £500 ono. 16 Holly Grove, Wath-on-Dearne, Nr Rotherham. Tel: Wath 2405. (6

LOTUS CHEVROLET V8. Ideal hillclimb, F5000 or libre car, excellent condition 8 in and 10 in alloy rims. Goodyears, Porsche gears, four Barrel carb, plus trailer. £650 ono. Bracey. Tel: Ewell 8212. (6

LOTUS 47, Jim Morley's sucessful Lotus Europa offered for sale at £2350 or offers. Tel: Chalfont St Giles 3734. (8

FULL RACE 1650 ANGLIA

Fully balanced engine, big valve head with 40 DCOEs, ultra close ratio gearbox (all synchro), locked diff, discs, tramp bars, full instrumentation, roll cage, full harness, oil cooler, lightened body panels, R7s with steel non-banded wheels, etc, etc. Recent complete overhaul and repaint (oven baked process). Many awards including overall wins. Without doubt one of the most immaculate Anglias racing today and at the very low price of £350.

Tel: Ian Forester at Chester 24378 (after 6 pm). (6

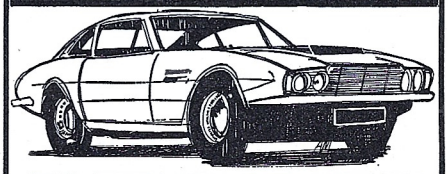
1300 FAIRSPEED MIDGET

112 bhp, Fairspeed engine, L/S diff 4.75 x 10.000 (184's) or 8½ in mag wheels, re-designed front and rear suspension by "Dastle." Numerous wins and places last season including Amasco championship. As driven by Rob Cox. Cost £1800 to build in 1968 and completely rebuilt for '69 season. £795. HP/Part exchange possible. Tel: Rob Cox, day Woking 5966, ext 28, evenings 01-398 6035. (6

EX-WORKS LOTUS 21, fitted 3½ Buick Colotti 32 box (5-speed and reverse), starter, almost new tyres. Suitable racing or hillclimbing. Has been most reliable car. £950. Mickel, 8 Bruce Road, Glasgow, S1. Tel: 041-429 0174 (evenings). (7

CHEAP RACING. Absolutely immaculate ready to race 850 Mini preparation cost £400. £325 ono part exchange. Tel: Scothern, Lincs 378. Converted road use if required (6

HUGE SELECTION



SPORTS CARS

1967 M.G.C. Powerful, really powerful. This new 6-cylinder model is superbly finished in white with black trim and hood. One owner, low mileage, o/drive, wire wheels and radio supplied with this car. Positively as new. **£969**

1967 Honda S800, F.H.C. Opalescent silver with black trim. Can only be described as new. One owner, 9,000 recorded miles. Drive this car and you will immediately strike an inseparable relationship. Great road holding, plenty of punch, marvellous economy. **£679**

1963 Alpine Mk. III. Pale blue with matching detachable hard top, black trim. Abundance of extras throughout. So see is to buy. Well I'm hoping so anyway. Our price. **£469**

1965 model Jaguar 4.2 E-type F.H.C. As displayed at Earls Court Racing Car show. Brand new special fuel-injected engine fitted. You will have to ring for more precise details. Finished in white with beige trim. Fitted with radio, rear heated screen, set of new Cinturato tyres. This car is without a doubt a one-in-a-million proposition. You'll love it. On show now. Realistically priced. **£1,295**

1966 Lotus Cortina. Definitely without a doubt this model was the finest combination Ford and Lotus produced. One owner, 13,000 recorded mileage, with condition to match. Extras include push-button radio and racing wheel. Very impressive car at a very realistic price. **£699**

1967 M.G.B. GT. Mineral blue with black trim. We've triumphed again. One owner, low mileage, a very rare vehicle to find, even better to find as this one has all the extras bestowed upon it. For example, overdrive, wire wheels, twin spots, racing mirrors, push-button radio, racing wheels, reversing light. Need I say more! No, certainly not. Except if you are looking for a GT. Search no more, this is the tops. **£969**

1963 Triumph Spitfire. Just once in a while we manage to obtain one of these sought-after models and we find at the price we can offer a '63 at, they sell like hot crumpets. Finished in red with black trim and white hood, only **£379**

1963 Austin Healey 3000. Finished in pure brilliant white with black trim and hood. Extras almost too numerous to mention, but I will have a go. Push-button radiomobile, o/d, w/w, chrome luggage rack and even a locking petrol-cap, twin spots. All lights have chrome protection guards. All this and more for only **£549**

1963 Daimler SP250. This car is most definitely and without a shadow of a doubt the cleanest, smartest SP you could hope or wish to find. Finished completely in B.R.G. with tan trim. Supplied with detachable h/top and chrome wire wheels. To find a SP250 is hard, to find one like this is virtually impossible, seeing is believing and it's on show now. Priced at **£599**

1968 Bond Equipe 2 litre. Has covered only 6,000 miles. One owner, this vehicle is finished in white with black trim and fitted with wire wheels. This car costs new just over £1,200. Now offered to you, still as new, hardly soiled at a saving of over £300. Our price **£869**

1967 Spitfire Triumph, Mk. III. New, improved big engine Spit. All the desirable extras including overdrive, push-button radio, leather steering glove, reversing lights and seat belts, finished in B.R.G. with black trim and hood. Offered at a great saving from new. **£699**

1967 Triumph GT6. Hurry! Hurry! We have been fortunate enough to obtain one of these great versatile cars, finished completely in red, with black trim. Overdrive, wire wheels, G800s. Racing mirror and steering wheel have been fitted giving this car knock-out performance and appearance. Please don't hesitate. Ring today to save any disappointment. Competitively priced at **£799**

1966 Triumph Spitfire Mk II. Goodies plus on this popular, sought-after model, finished completely in white, with black trim and hood, fitted with white matching hard top, wire wheels, seat belts, extras which I think you will agree absolutely make a sports car. Offered at **£599**

STANBOROUGH MOTORS

740-765 ST. ALBANS ROAD
GARSTON, WATFORD, HERTS
Tel: Now Garston Herts 72246-73166
From London Dial GR7 2246/3166

COOPER F5000

F1 Cooper chassis. Fitted with full race Ford V8 engine, Hewland L.G.500 gearbox. 59 secs. Silverstone in the damp last week. Fully set up ready to race. Immaculate. **£1,850**

Part Exchanges considered

Telephone: 051-526 1189

RACING CARS



1967 ABARTH GT
Fitted Abarth 2-litre engine.
Price and application to:
CURFEW GARAGES LTD.
Tel: Moreton-in-Marsh 323 Glos (6

RALLY CARS

IMMACULATE GROUP 2 COOPER S, prepared to full works specification. Ready for club/international rallies. Tel: 01-574 0558. (6

COOPER S, group two 1275 cc. Downton race head, 649 cam, 1½ in SUs, fully balanced, oil cooler, straight cut close ratio gearbox, 4.1 differential, twin tanks, alternator, sump/battery/pipe guards, competition hydrolastics, reclining seats, SP44s, Cibie headlights, roof light, etc. £550 ono. Tel: 01-670 3759. (6

RILEY

1966 RILEY KESTREL, fitted Speedwell Sportsman conversion, 1 owner, radio, belts, wing mirrors, perfect condition, £555. Tel: Downlands 54112. (6

RELIANT

SCIMITAR 3-litre GT, 1968 (G Reg). Choice of 2 6000 mile cars. Bahama yellow or Zircon blue. Both overdrive, radio, heater, etc. £1469. Scimitar 2½-litre GT, 1968 (G reg), white with black trim, also 6000 miles, overdrive, radio, etc., £1385. Scimitar 3-litre GT, choice of 3 fine cars. All with overdrive, radio, etc. From £1185. The Chequered Flag (Engineering) Ltd, London's Leading Sports Car Centre, 548-560 High Rd, Chiswick, W4. Tel: 01-995 0022/3, 01-994 7871/2. (6

SAAB

S.A.H. ACCESSORIES LTD. Distributors for Bedfordshire. Leighton Buzzard, Beds. Tel: 3022. (TC

SPECIALS

ONE OF THE NORTHS leading Autocross Specials, rebuilt 1275S modified, 45 Weber, S/C box. No 6 finalist, many awards. £250 complete with good trailer. 'Phone Aughton Green (Lancs) 2608. (6

AUTOCROSS special, partly built with either Ford engine, 2.4 Jaguar. Engine and auto gearbox, independent suspension. All round hydraulic brakes. Price £35, or offers. Will deliver. Tel: Bourne End 23576. (6

SPORTS CARS

NORTH STREET MOTORS LIMITED

CHELTENHAM

have the following new cars available for immediate delivery:

MG C sports roadster. Mineral blue with black leather trim. Overdrive. Wire wheels. Tonneau cover. **£1305**

MG B Sports. British Racing Green with black leather trim. Overdrive. Reclining seats. Tonneau cover. SPs. **£1143**

MG Midget, Mk III British Racing Green with black trim. Wire wheels. SPs. Tonneau cover. Anti-roll bar, etc. **£816**

MG 1300 Mk II. 2-door saloon. Trafalgar blue with reef blue trim. **£930**

MG 1300 Mk I. 2-door saloon. Twin carbs. Smoke grey with reef blue trim. **£845**

Austin Mini Cooper, Mk II. White with black roof. Black trim. **£709**

Riley Kestrel 1300, Mk II. Choice of colours available.

Tel: CHELTENHAM 55301

Open weekdays and Saturdays to 7 pm

(6

TOWING VEHICLES

See **UNDER FIAT.** (6

TRAILERS



RACING CAR TRAILERS and Transporters made in all capacities from 8 cwt upwards. Halston Engineering Ltd. Tel: New 237/1181. (TC

RACING CAR and transport trailers, components, accessories, towing brackets. Don Parker Motors Showrooms: 113 St Johns Hill, SW11. Tel: BATtersea 7327. (TC

BATESON CAR TRANSPORTER TRAILERS. All sizes available, solid deck recovery trailers, low loaders, etc. Bateson Trailers, Doodfield Works, Marple, Cheshire. Tel: 061-427 2663. (8

FORMULA 3 purpose made steel trailer. £55. Tel: Jeff Roberts, Sonning 3546. (TC

TRAILERS—Camping boat, farm, car, horseboxes, accident recovery trailers, in fact trailers of every description for sale or for hire. We can build to your specification. Thameside Trailers, 18 Wood Street, Kingston, Surrey. Tel: 01-546 4020. (7

BARGAIN, almost new 4-wheel trailer, lights, brakes. Suit Mustang, E-type, etc. Must sell, £95 ono. Tel: AMB 3754 (evenings). (6

MINI, FF, trials trailer, brand new, cost £65, accept £58 ono. Tel: Manchester 061-980 3298. (6

TRAILER, nearly new, 12 ft x 6 ft. Cost new £100. Take £60 ono. Tel: ACO 2904 after 7 pm. (6

TRANSPORTERS

AUSTIN J2, 1957, MoT, fitted ramps, fit Mini, £40. Tel: 01-560 8021 (day). (7

THAMES, open deck, long chassis, 15 cwt, fitted double rear axle, Zephyr engine & box, 5-seat cab, air brakes, spares, lockers, and spare engine compartment. Carrying F3 to GT40, £295. David Prophet Ltd, Walkers Heath Road, Kings Norton, B'ham 30. Tel: 021-458 2405. (6

FORD 15 cwt-1 ton car transporter. Excellent condition. £135. Tel: Radstock 3285. (6

TRIUMPH

TR4A with overdrive and wire wheels wanted for cash. Tel: 01-340 3431. (TC

Sunday, 16th March

N.S.C.C. Silverstone Race Meeting

20 Lap Formula 3 race - awards total £250.

Regulations from:

BETTY K. SHAW
7 Radcliffe Road, West Bridgford, Nottingham, NG2 5FF.

VITESSE 2-litre convertible, 1966 (Nov), white, black interior, not raced or rallied, 18,000 since new warranty engine and gearbox, SAH exhaust manifold, 100 bhp, SAH rear spring, Konis, Clints, radio, tonneau cover, £575 ono for cash sale due to impending arrival second child. Tel: Hest Bank 2546 (home). (6

1964 SPITFIRE, hardtop, anti-roll bar, modified rear suspension, oil cooler, etc, red. MoT, taxed. £295. 'Phone 01-360 3851. (6

TR4, 1962, excellent condition, 43000, radio, radials, MoT, offers. Tel: Weald 263 (evenings). (6

NOV 1967 F. Registered Triumph GT6 Coupe. White/black. Fitted many extras including over-drive. Kenlow fan, Power brakes, Koni shock absorbers, Michelin XAS tyres. One owner. Full history available. Exceptionally nice car, £870. Puttocks Ltd. Tel: Guildford 60751. (6

1967 TR4A, light blue, wire wheels, radio, spot lamps very clean car, £800 for quick sale. Tel: 01-534 6960. (6

ENTHUSIASTS TR3A, SAH, tuned and balanced engine gleaming, BRG bodywork, black interior, w/ steel hardtop, sof top, tonneau, o/drive wires. £295. Tel: Gravesend 3597. (6

HERALD CLIMAX, 1220 cc, resprayed, belts, £80 engine overhaul 3000 miles ago, very fast and in excellent condition, £150. Pagham Service Station, Pagham, Sussex. Tel: Pagham 2943. (6

SPITFIRE, Mk III, 1967, F reg, immaculate condition. 1400 miles, red, with black interior, taxed, £650 ono. Tel Batley 4120. (6

SPITFIRE, overdrive, Ashley h/top, SAH head, camshaft, 40DCOE, Weber, oil cooler, lowered 4½J wheels, adjustable dampers, black with red trim, 30,000 miles, £425. Tel: Bennett 567 3040, ext 48 (business). (6

GT6 for sale. This car was raced last season and is fitted with racing tyres, modified engine, etc. 2500 miles from new. Engine rebuilt and axle renewed since. Will convert back to road use if required. £850 ono. Tel: Huby 253 (nr Leeds). (6

SRG (BIGGLESWADE)

Tel: Biggleswade 3082/2687

ask for Martin Thomas

McLaren Mark III Sports just finished being constructed. Less engine and gearbox and finished in primer.

McLaren Formula One M2B2 fitted wheels and tyres. Less engine. Ready for Formula One or Formula 5000.

Chevrolet Camaro, brought in recently from the United States (tax paid), fully tuned and many modifications. A definite serious contender for International Group 5 Saloon Events.

Formula Vee Beach fitted aerofoils, engine imported from Austria. In the right hands a car with obvious potential.

Ford Escort Pirana 100 miles only, fitted 1600 engine, Stage 2 tune, modified carbs, suspension. Finished in aquatic jade with gold coach line and pvc roof. A car finished to the highest standards.

1966 Morris Mini-Cooper 1275S. Red/black. Well maintained and in excellent order. **£575**

1965 Austin Cooper 1275S. White/black, fitted out for rallying. Extras too numerous to mention. **£485**

New Honda N.600 being prepared for racing. Enquiries welcomed.

DISTRIBUTORS for all **LES LESTON** Racing Goods in East Anglia. See our Racing Shop. Trade enquiries in East Anglia invited. Engine and Suspension modifications undertaken at reasonable costs.

SAFFRON ROAD GARAGES LIMITED
SAFFRON ROAD
BIGGLESWADE

CLARKS GARAGE (NARBOROUGH) LTD

OFFER FOR SALE

NEW CARS

for

IMMEDIATE DELIVERY

Ford Escort Twin Cam

Ford Cortina 1600E

Renault R8S

Renault R16TS

Lotus Elan Coupe S/E in Kit Form

SECONDHAND CARS INCLUDE

1967 Renault R8 Gordini 1300 c.c. Five-speed gearbox. **£795**

1966 Ford Cortina GT Mk. II. 4-door. In red. **£680**

1963 M.G.B. Sports Roadster. In white, wire wheels. radio. **£495**

Clarks Garage (Narborough) Ltd.
St. Johns, Narborough
Leicester

Tel: Narborough 3638

TRIUMPH

TRIUMPH GT6, April 1968, white, blue, 6500 miles, superb example. £825. Tel: 01-529 4741, evening. (6

● *NEW*

S.A.H. LTD, Triumphtune Specialists and dealers, early delivery current models, standard or modified to specification. Tel: Leighton Buzzard 3022. (TC

TURNER

1200 cc FORD, cream, black interior, w/wheels, discs, Cints, tonneau, Sept '62, £230 ono. Tel: Blackpool 61295 (evenings). (6

TVR

MAYFIELD MOTORS (TVR Distributors for the North-West) OFFER: Early delivery on current models. Best allowances and credit facilities. Demonstrations a pleasure. Mayfield Motors, 106 Wallasey Village, Wallasey, Cheshire. Tel: 051-638 6905. (7

1964 GRIFFITH V8 special high performance engine flown from USA and fitted 1965, genuine 16,500 mls. 7½ ins Minilites Firestone R125s, extended wheel arches, resprayed red, roll cage. Shattering performance, must be seen. £995. Would consider part exchange. HP arranged. 'Phone Mike, Pevensey Bay 424. (6

1961 GRANTURA IIA, 1600, 45DCOE, c/r g/box, recond. engine being fitted at present. Twelve months guarantee MoT, £300. Evans, "Camelot", Underhill Crescent, Knighton, Rads. (6

UNCLASSIFIED

. . . in a class " on their own "

SAAB — VOLKSWAGEN — VOLVO — ALL AT

C.C. Cricklewood Automobile Co.

Shoot-up Hill, London, NW2. Tel: GLA 4803-9.

DISTRIBUTORS OF QUALITY

In London, Middlesex, Hertfordshire. (TC

DOWNTON ENGINEERING WORKS LTD., Morris, Austin and MG retail dealers offer early delivery on the Austin and Morris 1800s modified for fast touring or to customer's requirements. BMC Minis, 11s, Sprite and Midgets also supplied in standard form or equipped with our own conversions. Write for details. Downton, Salisbury, Wilts. Tel: Downton 312 or 351. (TC

UNIPOWER GT

UNIPOWER GT, Scaglietti, red, late 1966, 1 litre, 11000 miles, lovely condition, rebuilt at works, December 1968, completely. First offer secures over £700. Unipower Cars, Cumberland Av., London NW10. Tel: 01-965 2370. (7

VAUXHALL

VIVA SL90, 1966, power brakes, Niki carb, racing green, black interior, belts, spotlamps, towing attachment, one owner, full Webasto roof, £415. HP deposit £166. Part exchange possible. Tel: Walton-on-Thames 23818. (6

VOLKSWAGEN

61/62 BEETLE, 10 gal autocross, 66 1500 cc transporter engine, 7 wheels/tyres, spares. Lowered. Very quick. £245. Tel: Worplesdon 2880. (6

VOLVO

1966 VOLVO 121 2-door, Ruddspeed, radio, carpets. Immaculate condition throughout. Tel: 01-722 5291. (8

BALANCING

HILLTHORNE for balancing cranks, rods and pistons. Reboring crank grinding, surface grinding. Steel caps for Fords. All pistons, rings, bearings and gaskets in stock. 188 Uxbridge Road, Hanwell, W7. Tel: Ealing 0878. (TC

ANTHONY CRISP LTD.

OFFER YOU

1964 Sunbeam Alpine. White, wire wheels, overdrive, radio, hardtop, wooden steering wheel, soft top never used. £485

1964 M.G.B. Black, overdrive, wire wheels, fully serviced, new Pirelli tyres, newish hood. £595

1967 M.G.B. GT. Mineral blue, wire wheels, one owner, 15,000 miles, seat belts. £1,050

1959 Austin Healey Sprite Mk. I. White, retrimmed 4½J wheels, new Pirelli tyres, Lenham bonnet, super condition. £295

1967 Elan S3. Fixed head, ochre as new, electric windows, radio, new Short engine being fitted. £1,225

30 FAMILY CARS ALWAYS IN STOCK

540 8180

PHONE NOW! 399 3245

542 2657

SALES AND SERVICE

PERSONAL ATTENTION GUARANTEED

FOR SALE



Complete with all "know-how" and all extras including four extra Minilite wheels and tyres

ARCHIE PHILLIPS' ULTRA LIGHTWEIGHT

RILEY ELF

Professionally built regardless of cost, immaculate, white, must be the fastest car in Britain

28 Firsts in 31 Races

First, Oulton Park, October

Many Lap and Hill-climb Records

A host of special engineering features too numerous to mention

For more details, contact J. A. Phillips, 226 York Street, Belfast 15. Tel: Belfast 747133

The

MIDLANDS

BALANCING SERVICE

CONTACT

GORDON SMITH ENGINEERING LTD.

Tel: Halesowen 3211/12.

FOR ✱✱✱✱✱ SERVICE

- ✱ Same Day Service
- ✱ Latest Avery Electronic Equipment
- ✱ Competitive Balancing at Competitive Prices
- ✱ Fully Skilled Operator
- ✱ Crank/Flywheel/Rods/Pistons

AT

BROMSGROVE ROAD, HALESOWEN

NR BIRMINGHAM (TC

BRABHAM FOR BALANCING

When only the best will do.

For full details of direct express service or your local agent's address contact:

JACK BRABHAM (MOTORS) LTD,

248 Hook Road, Chessington, Surrey.

Tel: LOWer Hook 4343/4/5. (TC

BUSINESS

PROPERTY FOR SALE. Enthusiast's home at Highgate, N.6. Modern style corner property on private estate. In excellent condition. 5 bedrooms, 3 reception, 2 bathrooms, cloakroom. Large luxuriously appointed kitchen, Gas central heating. Garage for 4 to six cars and workshop, and not too large a garden. Price £28,500 Freehold. Apply Mr W. H. Ellis, Messrs Prickett & Ellis, 27 Highgate High St., N6. Tel: 01-340 2934. (6

CAMSHAFTS

RACE, RALLY, ROAD cams for all Fords, BMC, Imp, Viva, etc. From £5 exchange or outright. Jeff Howe Exhausts, Main Road, West Kingsdown, Kent. Tel: 2347. (One minute from Brands Hatch). (TC

£4. CAMSHAFTS REPROFILED for all makes of cars for Racing, Autocross, Rallying, Sports and Sprinting. Profiles for British, Continental and American engines. Prices from £4, plus postage. Specialists in repairing and reprofiling worn, vintage and obsolete cams. McIntosh Eng., 71 Steohen Street, Newcastle upon Tyne. NE6 1JX. (TC

CAMSHAFTS. Special one-off or quantity. To pattern, drawings of our design. Ruddspeed Ford Aerodrome. Tel: Littlehampton 4381. (TCAW

GEOFFERIES full race RSF cam, £8 Tel: 01-458 3692 (evenings Mr Cole). (6

CARBURETTERS

DON'T WASTE YOUR MONEY!!

Our **WEBER POWER** Kits are individually jetted for YOUR car.

RADBOURNE

The Official Distributors

8 Bramber Road, London W.14

Tel: 01-385 4374 (TC

45DCOE WEBERS, on manifolds, jetted for 1000 cc plus 1300 cc Minis, £20 each. Tel: Murray 051-628 6893. (6

V.W. DERRINGTON LTD.

FOR ALL

WEBER CARBURETTERS

SALES AND SPARES

Manifolds, Air Trumpets, Air Cleaners, Gaskets, 'O' Rings, etc.

159-161 London Road, Kingston 5621/2, Surrey. (TC

Reece fish carburettors

&

PRECISION GROUND CAMSHAFTS

Beeches Avenue, Carshalton, Surrey

Wallington 3646

(TCAW

CHRIS MONTAGUE CARBURETTER CO.

OFFICIAL WEBER AGENTS

AGENTS FOR TIMAVO INLET MANIFOLDS

Air Filters, Ram-Pipes, Gaskets.

"O" Rings and Spares.

(Dept. A), 364 Cricklewood Lane, London, NW2

Tel: 01-455 3039.

(TC

CAR SEATS

ALL TYPES high-class bucket and reclining seats also rallying seat covers. Distributors: Motortune Ltd. 250 Crompton Road, London SW3. Tel: KENsington 1166

CORBEAU GT SEATS. Complete range, suit all makes and models. Send stamp for leaflet to Corbeau Equipe Ltd., 76 Mount Pleasant Road, Hastings, Sussex. Tel: Hastings 3524/6360. (14 (TC

BOB HOWLINGS RACING OFFER

1962 E-type D.H.C. White, spots, air horns, well above average. £650

1962 E-type F.H.C. Radio, record player, latest shade primrose. £650

1964 T.R. IV Convertible. White, wires, radio, chrome rack, very clean. £495

1962 Lotus Elite Super 95. Low mileage, immaculate condition. £650

Rallye Cooper "S" 1275. Every rally extra, ready for use immediately, a fantastic car. Must be seen. £475

SPORTS AND RACING CARS

BOUGHT, SOLD, EXCHANGED

Tel: 061-437 2817

SPACE WANTED — MUST CLEAR

★ **Nathan Imp Group 6 Car.** Innumerable lap records and tremendously successful. Ready to race immediately.

* * * * * *

★ **Works Nathan B.M.W. Group 6.** Fitted long-range tanks. Monza Caps. Hewland F.T. 200 gearbox. Holds outright Sports Car and G.T. lap record at Brands Hatch. Just completely rebuilt and ready to race.

* * * * * *

★ **Works Nathan Imp Special Saloon Car.** Fitted full downdraught engine. Close ratio gearbox. Fully adjustable tubular suspension. Fibre glass panels, discs all round, etc. Just rebuilt and ready to race.

* * * * * *

★ Several B.M.W. racing engine parts. A number of Hillman Imp racing engines. Must be cleared!

* * * * * *

ANY ROAD CAR TAKEN IN PART EXCHANGE

ROGER NATHAN RACING LTD

Lynton Garage, Fortis Green, London, N.2

Highgate Wood 9757

CHASSIS

LOTUS 23B chassis, suspension, brake, everything modified to take up to 300 bhp. Whole assembly and body in immaculate condition. £550. Jos Randles, Wharf Garages, Stoke-on-Trent. Tel: 48361. (TC

FOR SALE: Two Lotus 33 chassis and gearboxes, ideal for Formula A cars, £1250 each. Reg Parnell (Racing) Ltd. Tel: Derby 23691. (7

CONVERSIONS

FELDAY ENGINEERING LTD. officially appointed suppliers and fitting agents for Jamspeed conversions. Forest Green, Nr Dorking Surrey. Tel: Forest Green 218. (TC

DYNAMOMETERS

DYNAMOMETER engine test facilities by Allard. You want more horse power, we can give it to you. Tel: John Hume, at Bolney 475 (Sussex). (TCAW

ENGINEERING SERVICES

WELDING SPECIALISTS

Don't scrap it, let us weld it.
Casting repairs, ferrous, non-ferrous, hard surfacing.

HAYWARD & KIMBERLEY LTD,
12 St Luke's Mews, London W11.
Tel: 01-727 9149 (TC

FELDAY ENGINEERING LTD offer: MAE side draught cylinder heads converted to downdraught from £140. F3 engine rebuild service and bench testing. Dynamometer testing. 400 bhp and 10,500 rpm for F3, F2, Ford V8, Minis, etc. Aerofoils for formula cars ready to fit from £50. Forest Green, nr. Dorking, Surrey. Tel: Forest Green 282. (TC

LOTUS

NORTH BRETONS

SALES AND SERVICE

DEMONSTRATION CARS AVAILABLE

1968 Lotus Elan +2 Special equipment Coupé. French blue, radio and all other extras. 13,000 miles, one owner. **£1,660**

1968 Lotus Elan S.E. Fixed Head Coupé. RR silver with black, radio, extras. Carefully maintained, one owner. **£1,350**

1967 (Nov. F regd.) Elan S.E. Drophead. Primrose yellow, radio and all usual extras, one owner. **£1,275**

1967 (Oct. F regd.) Elan S.E. Drophead. Silver blue, radio, one owner. **£1,250**

1966 M.G.B. GT. Tartan red, radio. **£850**

1963 M.G.B. Roadster. Black, radio, seat belts, new tyres, sound throughout. **£480**

1968 Lotus Formula Ford 51. Tweaked engine 1600, well placed throughout season. **£800**

SPORTS-TUNE MOTOR COMPANY
LONGNIDDRY
Nr. EDINBURGH
Port Seton 711 & 712

DOWNTON

Conversions for BMC Cars
Conversions to A Series, MGB & C & 1800 engines
Accessories. BMC Competition parts
RICHARD MILES (DOWNTON, LONDON) LTD
29 Elvaston Mews, London, S.W.7
01-589 4821

ALLOY WELDING. Specialised repairs to Blocks, Heads, Crankcases, Camshafts and Rockers. Hard-faced Alloy tanks made to order. Liselett Welding Services, 9A Broadway, Bexleyheath. Tel: 9831. (52

J. H. G. ENGINEERING

For all engine chassis and transmission rebuilds. Cars and engines built to order. Stove enamelling, metal plating, chrome, nickel, zinc.

Tel: 0C03 62024. (6

ENGINE BALANCING

ENGINE BALANCING

SPEEDWELL offer DYNAMIC BALANCING on Crankshafts, Flywheel Assemblies, Conrods, Pistons, etc. Crack Testing, Fly Wheels lightened, Block Boring, Head Surfacing and Polishing to all stages including Race Specification. Complete engine rebuilding.

Trade and Retail. Collection in certain districts.

All work done by experts on latest machinery.

SPEEDWELL PERFORMANCE CONVERSIONS LTD.
260-300 Berkhamsted Road,
Chesham, Bucks.
Tel: 02-405 6961
(12AW

ENGINES

COVENTRY CLIMAX
LOTUS-FORD

Competition or race preparation and road tuning, etc.

BOB MORGAN
Four Flags, 113 High Street, Staines
Tel: 55186. (TC

BRM V8 1500 cc, 190 bhp, unused since complete BRM rebuild, very suitable for long distance racing. £1250. M. Konig, 34 St Peters Square, London, W6. Tel: 01-748 4973. (6

NOVAMOTOR 1968, F3 120 bhp. Two races from new. Just checked by Nova. Any inspection. £575. Tel: Burnham 2843. (6

VEGANTUNE 1600 cc twin-cam engine, as new, £675. Apply Daren Cars. Tel: Leighton Buzzard 2049. (6

WANTED: Ford 1 litre or 1100 cc racing engine complete. Tel: Luton 23292. (7

SPRITE ENGINE complete with head carbs, clutch everything. 60 lb pressure, as new. £40. Tel: Colchester 5026. (6

CHRIS STEELE FF 1500, the ultimate with dry sump. Complete except for exhaust system. 3 races only in '68. £100 for quick sale. Tel: 995 0765. (6

TWO LUCAS D/D engines. Offers. Owen, Fairwinds, Stanley Avenue, Bebington, Cheshire. Tel: 051-608 2035. (7

FORD 1500, unmodified. Brake use only. Completely rebuilt, £55. Mitcham, Hessett, Bury St. Edmunds. Tel: Beyton 291. (6

FIAT 850, complete rebuild, modified pistons, Abarth camshaft, balanced, with works rebuilt transaxle and most ancillaries. £85. Tel: Worplesdon 2880. (6

PH. 4.2 LITRE 1930 cc BRM Ford. All steel. Dry sump. Twin cam 185 bhp. Seven races only since developed. £450 ono. Tel: Radstock 3285. (6

160 bhp approx. 1500 full race Climax twin cam. Dry sump. Coupled to Cooper Knight HD gearbox. £275. Would exchange for Hewland Mk 5 or FT 200 (cash adjustment). Tel: Radstock 3285. (6

DOWNTON "A" SERIES, 1098 cc, short stroke "S" based XSP engine, dry or wet sump equipment, Weber "S" head, diaphragm clutch. Completely rebuilt. All ancillaries. Suitable production sports Sprite. £225 ono. Tel: Redditch 5461 (daytime, Friday, Saturday, Sunday). Droitwich 2064 (evenings). (6

FVA, 2 fuel injected Cosworth units. One race since rebuild. Cost £2,500 each. Now £1700 each. Tel: 01-995 0022/3. 01-994 7871/2. (6

COSWORTH Mk XI 1098 cc, 112 bhp, MAE timing gears, stripped for inspection, £175 including carbs, Porsche clutch. Tel: Bell, 01-253 8816 days, 01-883 9476 evenings. (6

SAAB 2 stroke 850 cc 3 cylinder engine, highly tuned as raced by Johnny Walker in his JW4 last year, also BSA A65 high-tuned engines. Johnny Walker Developments, Vortex Works, Tetbury. Tel: Tetbury 262. (6

COOPER S engine and gearbox, fully balanced engine fitted with Downton special head, 1½ SU full Downton exhaust, complete. This is suitable for a very rapid road car, £85. Tel: (day) 435 0832. Evenings: 340 1929. (6

BMW RACING ENGINES. £345 and £465. Both rebuilt. Now surplus to our requirements, near offers or part-exchange. Rob York Racing Organisation, Tel: Burgess Hill 2855. Also pair Dunlop 184's 7.00L x 13. £18. (6

FORD TWIN CAM, ex-Elan, rebuilt and perfect, complete with all ancillary components. Also spare front cover and racing head (bare), £155 the lot for quick sale. Tel: Cardiff 36364. (6

SPRITE MK I engine and box, complete with all ancillaries. £10. Tel: Ruislip 72908. (6

TWIN CAM L. ONES EE HEAD, dry sump, steel bottom end, ex-Elan, £350 Cheale, Tel: Romford 40289. (6

FELDAY ENGINEERING LTD offer 1275 Cooper S engine, brand new. Tel: Forset Green 218. (6

FLAMEPROOF COATING

SPEREX FLAMEPROOF COATING for exhaust systems and industrial equipment, 13 colours, cans and aerosols. Accessory shops, garages or direct. All European agents enquiries welcomed. Sperex Sales, 307B Cricklewood Broadway, London, NW2. Tel: 01-452 6500. (TC

GEARBOXES

ALL HEWLAND gearboxes, spares, services, Cortina limited-slip differentials, obtainable from Hewland Engineering Ltd, Boyn Valley Industrial Estate, Boyn Valley Road, Maidenhead, Berks. Tel: 20696. (TC

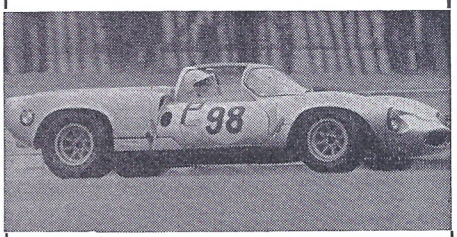
CLOSE RATIO 105E, rebuilt for 1969. £32 10s. Mitcham, see under Engines. (6

LOTUS 22/Renault ultra, CR box, also standard Dauphine box, both dismantled, hence £25 the lot. Tel: 061-790 4116 (evenings). (6

COLOTTI-37, suitable F5000, American cut gears, as new: £100 ono. 19 Manor Road, Ruislip, Tel: 32839. (6

WORCESTERSHIRE RACING ASSOCIATION

OFFER FOR SALE



Ginetta G16. Fully sorted Group 6 car. Only four short races since new. Complies fully with 1969 Group 6 Prototype Regulations. International race entries guaranteed with this fabulous car. Would make terrific hill climb or Formule Libre car. Fitted with V8 engine!! Now offered at only **£1,500** o.n.o., less engine and gearbox.

Ginetta G12. Few races since new. Immaculate throughout. Give away price **£725,** less engine and gearbox, but including set of new tyres.

Much sought after collector's vehicle—**1958 R.R.A. Aston-Martin Jaguar.** Fully eligible for new historic car club events (Griffiths Formula). Fitted bored and stroked Jaguar engine, 3.2 litres, 'D' type head and triple Webers. Tremendous history—can be used on road or track and still an overall winner. Fitted Dunlop racing tyres and Borrani wire wheels. **£1,250** o.n.o. Will consider part exchange.

Contact:

John Bamford
Day: Kidderminster 4764
Evenings: Chaddesley Gorbett 208
David Mead or Michael Jefferson
Day: 021-705 6877

GEARBOXES

SPRITE MK III, straight cut close ratio gearbox, rebuilt, £35. Mk I Lotus close ratio, £25. Mk I Standard, good, £10. Tel: Redditch 5461 (daytime, Friday, Saturday, Sunday). Droitwich 2064 (evenings). (6

20 Mk 6 RATIOS nearly new (including 12.38) in Lucas ratio box, £125. Also F3 rev counter. Tel: Camberley 3972. (6

NEW. 5 speed Hewland Mk II C/R for Lotus Cortina or racing Anglia. £110. Tel: ACO 2904 after 7 pm. (6

GLASSFIBRE

DIAL PLASTICS

Specialists in Glassfibre Mouldings

Bonnets, boots and doors of all popular makes in stock, but any panel can be made to order.

Seat shells can also be supplied, three basic shapes being used. These can be varied on a weight strength basis to customers' requirements.

Any vehicle race prepared or customised to order. Instant body repairs to race damaged cars. Telephone requirements for immediate service.

Deep gloss eight-coat respray, average £30.

DIAL PLASTICS

Dial Wharf, Thames Road, Grays, Essex.

Grays. Tel: Thurrock 3205. (TC

TEAM MOSPEED

Sprite replica bonnets £22 10s

Replica Mini front sections £15 10s

Sprite I, II, DIY shell hard tops £12 10s

Telephone for full price list

01-788 5821

(6

RICHARD SCANTLEBARY RACING

are expanding their range of fibreglass panels to cover from E-type bonnet complete with brackets in factory colours at £50 to Mini dashboards in black leather cloth finish at £3.

Phone, write or call for price list.

Richard Scantlebury,
9 Praed Mews,
(off Norfolk Place),
Paddington W2. (9

HARD TOPS

JAGUAR "E"-TYPE HARDTOP, black, excellent condition. Offers to John Brindley, Tel: 01-629 5420 (business) or 01-748 7070 (home). (7

FAST MEN NEED
FAST CARS
FOR FAST WOMEN

SPORTS CARS

READ THIS!

New T.V.R. Vixens, S.2 1600 c.c. **List £1,150**
Have you ever thought about a T.V.R.—"Yes", you reply, "It's a load of old rubbish". But, T.V.R. Engineering have since built up a reputation for their cars being **T**ough, **V**igorous and **R**eliable. Have you tried the latest Vixen S.2? Break away from the common or garden, mass-produced sports-car, and get a load of Blackpool Rock . . . Come and try our demonstrator—OR we can demonstrate this fabulous hand-built sportscar at your residence, any time, if you've got the money!

USED SPORTS CARS

1967 (July) Aston Martin DB6 (Automatic). Metallic olive green with beige interior, all extras. **£3,450**
1968 (F) T.V.R. Vixen 1600. Silver fox, low mileage, wires and radio. Excellent value. **£1,045**
1968 (F) Cortina Lotus. White, low mileage, radio, air-horns, and taxed. Still as new. **£959**
1967 (July) Triumph GT6. Blue with wire wheels, overdrive and radio. Regularly maintained in tip-top order with one owner. **£785**
1966 T.V.R. 1800 S Coupe. Tudor metallic-grey, upholstered in black leather. Extras include 5K wire wheels, overdrive, c/r gearbox and 4.33 diff. Extremely quick transport...just overhauled by our workshops. Replaced by Vixen S.2 **£875**
1966 Lotus Cortina. White with stripe, little bit below average mileage, engine just completely overhauled. Not bad condition. **£725**
1965 Lotus Cosworth Super 7, 1500 c.c., new tyres and full weather equipment. **£525**
1964 Daimler SP250 'C' Dart. Metallic silver, h/s tops, complete with Continental touring kit, two charming lady owners, overcome by 'V8 burble'. **£685**

Usual Guarantee
WANTED: Lotus Elans and Tuscan V8's
any year
PART EXCHANGE — H.P. ARRANGED
Contact SIMON DALGLISH,
your sports-car enthusiast

LOCKHART SPORTSCARS

TVR DISTRIBUTOR

THE CROFT, CHITHURST
PETERSFIELD, SUSSEX
Tel: MIDHURST 3658
7 days a week / *24 ansfhrs*

1966 SUNBEAM IMP SPORT 875 c.c.

Ex-Monte Carlo Rally Car, Works Prepared, Full grp 2 spec. Complete with all instruments and lights and six spare wheels, a sacrifice at

£465

ERIC HASSELL

Phone: Working Hours: 01-464 3661
Home: 01-464 2843

E-TYPE JAGUAR works hardtop. Black. Excellent. Cost £83, accept £50. Tel: Rustington 6826. (6

E-TYPE, ex-works, as new, silver blue. £50. No offers, spray colour of choice. Tel: Rustington 4443, Sussex. (6

INSURANCE

FOR SPORTS and all cars, competitive premiums. Also life assurance. North London Reliance (Insurances) Ltd., 158 High Road, East Finchley, N2. Tel: 01-883 1198. (TC

FOR ALL SPORTS AND SALOON CARS at reasonable premiums. Any age of driver insured. J. Law, Insurance Brokers, 50 Great Hampton Street, Birmingham 18. Tel: Northern 4540. (TC

COMPETITIVE rates for all drivers. Young drivers and sports car owners given every aid. Contact: Secure Insurance Brokers, 343 Green Lane, Harringay, N4. Tel: 01-800 1349. (TC

MISCELLANEOUS

STEEL TUBES, round and square, for all types of construction. List on application. C. S. Harbour Ltd, Ellison Gardens, Whitley Gardens. Southall, Middlesex. Tel: SOUthall 6166, 6123, 6145. (TC

PERSONAL

THE ASHLEY MARRIAGE BUREAU, 10 Corporation Street, Manchester 4 (Est 1953). Sucessful introductions arranged throughout the country for those seeking a happy marriage. A reliable confidential service. Featured on TV and radio. (TC

INTERNATIONAL. Correspondence. Friendship/Marriage Bureau. All ages, Jean, Queen Street, Exeter, England. (TC

WORKS DRIVER WANTED. For details of trials send 2s 6d and stamped addressed envelope. Lomas Racing (A), Mere, Knutsford, Cheshire. (TC

SLOT STEREO all types of unit and 400 tapes in stock at William Green Garages Ltd., Uttoxeter Road, Derby. Tel: 42760. (TC

WHY NOT A SYLVIA SMITH PAINTING of your car in action? Pictures created to customer's personal requirements. Water colour or oils. The Anchorage, Vicarage Road, Potten End, Berkhamsted, Herts. Tel.: Berkhamsted 5297. (TC/AW

IF IT'S CONTINENTAL MOTOR RACING that you wish to see, Page Tours is the organisation that can offer you the biggest programme backed by the most operational exeperience. 26 different tours are detailed in an informative 40-page brochure. Prices are from 13½ gns. Send for it now—it's free. Page Tours (Page & Moy Ltd), 221/223 Belgrave Gate, Leicester. Tel: 24181. (TC

MONACO GRAND PRIX—Do you long to see this most exciting of all GPs? What holds you back? Cost perhaps! It need not do so. Page Tours can offer a 6-day holiday by air including all accommodation from the unbelievable price of 39 gns. Prop-jet Britannia or Boeing 707 jet. Air/coach tour prices from 20 gns. Send now for free 40-page brochure and give yourself a few days in the sun—you probably deserve it. Page Tours (Page & Moy Ltd), 211/223 Belgrave Gate, Leicester. Tel: 24181. (TC

YOUNG MAN, experienced mechanic, offers services to private entrant, Southern England, knowledge only required in exchange. Box ASP 579. (6

GRAND PRIX POSTER SERVICE. From 3s. sae for lists. 254 High Street, Uxbridge. (TC

AUTO RACING TOURS offer another great programme of visits to the Continental Motor Racing events and Grand Prix. Bigger and better than ever before this year with many added features, including Monaco with two nights in Nice and a choice of three tours to Le Mans, etc, etc, etc. Send for our illustrated brochure to Auto Racing Tours (Homerton Coaches Ltd), 144 Homerton High St, E9. Tel: 01-985 6789. (6

PHOTOGRAPHS

35 MM COLOUR SLIDES. Top drivers in F1, F2, sports & saloons. D. Oliver, 36 Barnet Gate Lane, Arkley, Herts. Tel: 449 8607 (evenings). (6

POWER BOATS

WE HAVE IN STOCK several power boats which we will exchange for cars. Lynton Racing, Fortis Green, London, N2. Tel: 01-883 4036. (6

PUBLICATIONS

ROAD TEST REPORT published by "Sporting Motorist" features road tests of high-performance British and foreign saloon, GT and sports cars. Latest edition just published. Send 5s 6d (p and p incl) to: Circulation Manager, Haymarket Publishing Group, 9 Harrow Road, London, W2. (TC

RACING DEVELOPMENTS

CHAS. BEATTIE'S PROJECTS have ranged from four-wheel-drive conversions to Spridget panhard rods. We can do the same for you. Tel: 01-890 4894 for details. (TC

NEW RACING SERVICE. Ex F1 constructor/designer, now available for all racing work. Designs, construction, modifications, preparation. Tel: Burgh Heath 52678 (Surrey). (6

SAFETY GLASS

D. W. PRICE FIT TRIPLEX while you wait. Neasden Lane, NW10. Tel: DOLlis Hill 7222 (10 lines), 2a New Cross Road, Peckham. Tel: NEW Cross 7671/3. (TC

LAMINATED windscreens, sensible prices, any car. Mini, £6. Wallace Windscreens, Webber Street, SE1. Tel: WATerloo 5228. (TC

SHOCK ABSORBERS

KONI SHOCK ABSORBERS are available for practically every car and commercial made. Obtainable from your usual garage or in case of difficulty sole UK Concessionaires J. W. E. Banks & Sons Ltd (Dept K14), Crowland, Peterborough. Tel: Crowland 316-7-8. London Depot: Motortune Ltd, 250 Brompton Road, London, SW3. Tel: KENsington 1166. (TC

SITUATIONS VACANT

WANTED: First-class racing mechanic for Formula 1 racing team, must be prepared to travel and be away for long periods. Reg Pannell (Racing) Ltd. Tel: Derby 23691. (7

FULLY SKILLED MECHANIC required with Chevron BMW experience for 1969 season of International and Continental events. Good salary for the right man. Write giving full details of qualifications, etc, to Box ASP 580. (6

DAVID PROPHET require enthusiastic and capable mechanic for McLaren M6 GT. Tel: 021-458 2405. (6

EXPERIENCED STAFF required for manufacture and assembly of Piper sports cars. Also frame and engine fitters for race shop. Write to: Piper Cars Ltd., 127 Reading Road, Wokingham, Berks. (6

INTERESTING BUSINESS proposition with top money guaranteed for first-class man with an intimate knowledge of the building and repair of space frames. Tel: Harlow 24442. (6

IAN WALKER LTD, Lotus Main Agents, require qualified Lotus mechanic, ability to operate Sun tester an advantage, apply to Mr Hextall, 236 Woodhouse Rd, N12. Tel: 01-368 6281. (6

EXPERIENCED, adaptable mechanic with good welding ability urgently required. John Aley Racing Ltd, 63 Ditton Walk, Cambridge. Tel: Teversham 3293. (6

YOUNG HARD WORKING MECHANIC required for new establishment. Very good working conditions and pay for the right man. Tel: 01-657 0121. (6

SITUATIONS WANTED

QUALIFIED MECHANICAL ENGINEER requires challenging position in motor racing or development engineering. Machining, planning and DO experience. Box ASP 571. (6

I WISH TO CONTACT any firm or individual in the Birmingham area requiring full or part-time assistance with racing cars. Details of experience supplied. Box ASP 581. (6

YOUNG ENTHUSIAST, 22, wishes to help private entrant, South London area, to prepare racer evenings and weekends. Tel: TUL 5420, Peter. (6

the finest tyre service...
the most comprehensive stock of radial ply tyres...
IN THE NORTH

We only sell LEADING MAKES nothing of remould quality

MINIMUM DISCOUNT – 25% – 30% on
GOODYEAR G800
MICHELIN ZX DUNLOP SP

example: 145.10 G800 or SP41 tubeless only £4.19.0

OPEN 7 DAYS A WEEK

Dynamic on the car wheel balancing while-u-wait

WIDE RIM WHEELS

We stock the complete range of Dunlop Steel and Magnesium wheels.

Dunlop Steel Wheels:

4½J Mini	£2.15.0
4½J reversed	£2.15.0
with aluminium finish:	
5½J Cortina/Corsair	£2.19.6
5½J M.G.B.	£3.15.0

Dunlop Magnesium Alloy, black with polished rims:

5J Mini	£5.9.6
5½J Escort/Viva/Imp	£6.19.6
5½J Cortina/Corsair/Rootes	£7.9.6

MOSTON MOTORS LTD
396 Hollinwood Avenue, Manchester 10.
Telephone: 061-681 3091/6829

BECKSTONE TYRES LTD
210/216 Drake Street, Rochdale.
Telephone: 31077

DUBRA TYRES LIMITED
512/514 Manchester Road, Hollinwood, Oldham.
Telephone: 061-681 7610

Rathbone Tuning Centre

Peters Lane, Liverpool, L1 3DQ. Proprietor: Mike Cohen. Telephone 051–709 8520. 24 hour telephone answering service.
OPEN 6 DAYS A WEEK CALL, PHONE OR WRITE. GOODS SENT C.O.D. CARRIAGE EXTRA.

WE HAVE FOR YOU A COMPREHENSIVE STOCK OF MINI, COOPER, AND COOPER 'S' PARTS.

WE URGENTLY REQUIRE FROM YOU MINI-COOPER AND COOPER 'S' ENGINES AND GEARBOXES, FROM STANDARD TO FULL RACE.

CONTACT US NOW FOR AN OFFER, ANYTHING CONSIDERED

SPACE FRAMES

NICHOLLS ENGINEERING, 35 Meddon Street, Bideford, Devon. Manufacture and repair of space frames. Can collect and deliver. Manufacturers of Formulae Ford. Tel: Bideford 2991. (18

SPARES & ACCESSORIES

STEWART & ARDEN LTD, London Road, Staines, Middlesex. Main parts stockists of BMC special tuning parts. Tuftrided crankshafts for 850 and 948 A Series engines, camshafts, clutches, close ratio gears, limited slip differentials, manifolds, hydrolastic displacer units, anti surge oil pipes, negative camber kits, etc. Also all BMC Stage One tuning kits. Tel: Mr Winzer at Staines 55288. (TC

LOTUS PARTS

For all Lotus parts and accessories, engine, gearbox, chassis/suspension parts, ex-stock delivery.

SPORTS-TUNE MOTOR CO,
Longniddry,
East Lothian.
Tel: Port Seton 711/712.
(TC

NALDI S/WHEEL, £10. 4 Fergat o/set, 5½J x 14 steel wheels fitted 165 x 14 Cinturatos. £35. All parts suitable 1964/68 Alfa Guilias. Tel: 01-735 2414 (days). (6

CLIMAX FWA 1098 cc, spares, cylinder head, stage 3, complete with camshaft, etc. Competition clutch, flywheel, dynamo, starter, distributor, Derrington, Weber manifolds, oil pump, coil gearbox adaptor plate, water pump. Tel: Pinner 6144. (6

THREE SETS Formula 1 driveshafts, many F1 McLaren discs, rubber fuel bags, uprights, wheels, Lola T70 discs, calipers, Lotus F1 uprights. Tel: Maidenhead 28511. (6

FORD, Mustang, Falcon, Galaxie, Cobra,
SPARES for engine, gearbox, chassis, suspension and body.
All types of work and servicing carried out on the above cars, including modifications.
Apply Roy Pierpoint
THE WEYBRIDGE ENGINEERING CO
Molesey Road
Hersham, Surrey
Tel: Walton-on-Thames 25585/22968
(6

WEBER 42DCOE carbs and HRG manifolds for MGA, etc, as new, £35. Tel: Colchester 5026. (6

MINI ENGINE, less head, complete with gearbox. Suitable rebuilding. Surrey area. Box ASP 577.

28/36 WEBER AND MANIFOLD, Rootes 1600, as new, £18. Twin 1¼ SUs and manifold, Mini, £8. Tel: Colchester 5026. (6

COOPER 998 engine, gearbox, head, carbs, exhaust, in fact everything sold, complete or will split. Tel: Colchester 5026. (6

Have you thought about your four wheel drive?

Chas has

Chas Beattie Projects
01-890 4894

BALDYNE DYNAMIC BALANCING

While-u-wait

Crank, flywheel, clutch, rods, pistons balanced

BALDYNE ENGINEERING
Cray Avenue, Orpington (22145), Kent

COOPER & S TYPES

1275 S and 970 S engines ex-stock.
Replacement Cooper & S type gearboxes.

All parts, crankshafts, cylinder blocks/heads, primary gears, con-rods, pistons, all valve and timing gear parts, flywheel, brake calipers, brake discs, driveshafts, inlet/exhaust manifolds.

BMC SPECIAL TUNING PARTS

AEA648/731, etc, camshafts, clutch plates/covers, straight-cut gears, new type comp primary gears and gearbox mounting kits, comp valve springs, lightweight alloy comp pistons, comp inlet/exhaust manifolds. Mag alloy wheels, comp shock absorbers, oil coolers, comp disc pads and brake linings, comp modified cylinder heads.

A small selection of used Cooper engines/gearboxes/transmissions in stock.

Officially appointed stockists and fitting agents for all Janspeed conversions.

SPORTS-TUNE MOTOR CO,
LONGNIDDRY,
EAST LOTHIAN.
Tel: Port Seton 711/712.
(TC

FIRESTONES 108s, set, £30. 6 Goodyear wet, £30. Bendix pumps, £12 10s. Varley batteries, £12 10s (splitproof). 4 Hewland Mk VI ratios, £10. Tel: 061-330 3991 evngs. (6

TWO ROVER 3.5-litre V8 heads less valves and studs, complete with guides and seats unused. Offers. Box ASP 578. (6

1293 S FRONT END comprising balanced engine, 649 competition clutch, c/drilled crank, rebuilt s/cut. Gearbox, s/frame, disc brakes, H/Spicer shafts, servo, R/control, Janspeed manifold. 1½ carbs. £225. Will split for reasonable prices. Tel: Sawston 3477. (6

NEW FORD 1500 competition crankshaft. £20. Good balanced solid 997 crankshaft, £7 10s. Pair Lotus 6-stud hubs, £5 10s. New Elite diff housing, £3. New Gemini diff housing with drive-shafts, £5. New Gemini uprights/driveshafts, £10. Mitcham, see under Engines. (6

DUNLOP R7 TYRES. Part worn 154s. 552 x 13. 600 x 13. 2-speed wiper motor. MGB Regn No UPN68 with log book. Offers. Tel: Horam 2309 (Sussex). (6

SUPERSPEED SRA6 racing camshaft. £15. Tel: Upminster 24058. (6

WANTED, "A" type, f/j crank—set 4½ in x 13 Cosmic wheels, c/w. 2 450m 2 500L. £22. Tel: Silchester 485. (6

970 S ENGINE and gearbox, 9000 miles, ready to run. £130. Tel: 01-648 7392. (6

LOTUS CORTINA SPARES. Front suspension, complete, discs, hubs, springs, torsion bar, £25. Steering box, £5. Block assembly, good, £30. Mk II gearbox, uprated 1, 2, 3, £28. GT Cortina Spares: brake callpers plus rear wheel cyl, £10. Hubs and discs for above, £5. Gearbox, £20, record. GT block assembly 1500 record., new pistons, £35. 1300 PRE crossflow block assembly, record. new pistons, £35. 8000 rev counter, Smiths, £6. 105E engine, complete, new, £40. Tel: Headley Down 3313. (6

LOTUS 7 FRONT long wings, new, £12 pair. Rear Wings £6 pair. Lotus 23 tail £20. Twin-cam front cover £12. Cam cover £7. A6 cam £12. Set BRM rods £70. 1600 cc pistons twin-cam £15. 1558 cc Mk II pistons £12. Set L rods £6. F3 MAE crank, clutch, £100. Set Lotus 41 wheels 7 in-9 in. £80. 1000 cc Imp full race engine, twin Webers, R. Nathan tuned, £225. C/ratio Imp Box £60. Pair Lotus 41-23 rear mag uprights £20. Dry sump and timing cover, C/W rev counter drive, 1600 cc F Ford, £20. B/new BMC 90 ton crank £25. B/new GT 40 rear and front uprights £60. GT 40 discs and brake pads, new, £10. Ford 4.7 V8, plus cross member to fit Cortina, £180. B/new black bucket seasts £7 10s. Lotus steering wheel, new, £4 10s. Daimler V8 2½ litre, £90. Mustang works f/glass bonnet £20. 1600 cc crossflow exhaust, new, £5 each. Weber 28/36 manifold £4 10s. Pair 40 Webers, C/W cold air box twin-cam, £35. 1300 cc 5 bearing block, crank, rods, pistons, £25. B/new BRM twin-cam 170 bhp £750. 2 litre V8 BRM, fuel injection engine and 6 speed gearbox, £1600. Lotus Cortina 5½ wheels, new, £2 15s each. TR3 and TR4 f/glass wings £5 each. D & A Sheils, 247 High Street, Stratford, E15. Tel: 01-534 6960. (6

109E BLOCK bored 0.60 thou, Jeffrey cam timing gear, special main bearings, £30. Balanced Cosworth rods. 8500 rpm, safe, £35. 105E race head polished double springs MAE exhaust valves, complete, £25. Balanced lightened, flywheel, £10. Tel: Otterham Station 218. (6

SPECIAL COOPER-TYPE PISTONS. Std. and overbore. All other types manufactured. B & C Pearson, Wilson Works, Warwick Rd, Knowle, Birmingham. Tel: Knowle 2102. (7

SPRITE Mk I lightweight Frogeye bonnet, £15. Lightweight hardtop, £20. Two Eni 7 halfshafts, £10. ZF differential 4.9 ratio, new, £50. Laminated windscreen and frame, £10. Two 7 in Minilites and spacers, new, £42. Two 6½ in Brabham, used, £15. Oil cooler, £5. Mk IV radiator, £7. 10,000 rpm chronometric rev counter and cable, new, £8. 12 in Intertech wheel, new, £5 10s. Sprite Mk I chassis, twin wishbones, coil springs, adjustable dampers, front, trailing arms coil springs rear, roll over bar. Very light, about £125. Further information, offers considered for whole including engine and gearbox advertised elsewhere. Tel: Redditch 5461 (Friday, Saturday, Sunday, daytime), Droitwich 2064 (evenings). (6

"S" FRONT BRAKES, suspension assembly, complete with subframe, perfect, £35. 48 IDA Weber on manifold for "S", new, £35. 40DCOE Weber, perfect, £12. 1000 cc Cosworth block assembly, perfect, 20 A3 cam, perfect, £8. 1000 cc Cosworth head, complete, £15. Cosworth flat sump, £2. Ford 1500 GT head, complete, new, £12. Ford 1500 4-speed synchro gearbox, perfect, £8. Nikki carb and manifold for Ford, perfect, £8. MGB camshaft, perfect, £3. 1½ in Strombergs and manifolds for "B" series, as new, £14. 1½ in SU carbs on Janspeed inlet, Cooper "S", perfect, £12. 1100 front subframe, complete and good, £10. "S" rocker gear, complete, £3. Mini straight cut 4.1 diff, perfect, £10. "S" diaphragm flywheel, new, £4. "S" rods and pistons, new, £8 set. Pair very low Imp rear springs, £2. Many other parts. Neptune Racing, Tel: 01-520 6812. (6

E-TYPE close ratio box, needs 1st gear, £20. E-type aluminium alloy new boot lid, £12. Tel: (day) 425 0832. Evenings: 340 1929. (6

FORD COSWORTH rocker gear, £8. Tel: (evenings) 01-458 3692 (Mr Cole). (6

COTSWOLD GARAGES

FOWEY, CORNWALL
'Phones: Fowey 3393 & 3468

OFFER THE FOLLOWING EXOTIC SPORTS CARS

1968 (F) Alfa Romeo GTA F/H Coupé. In yellow ochre, black trim, unraced, German SP tyres, servo, negligible mileage, cost over £3,000. **£2,250**

1966 (D) Alfa Romeo 2.6 Sprint Coupé. In Alfa-red, Ruddspeed engine, 1,000 miles since recondition, recently re-sprayed, radio and immaculate. **£1,495**

1964 (B) Fiat 2300 S Coupé. In metallic midnight blue, radio, electric windows, radial tyres, 35,000 recorded miles and spotless. **£1,095**

Part Exchanges on any of the above accepted
Distance no object

SPARES & ACCESSORIES

COSWORTH full race head 105E £25. RSC cam £8. Exhaust £8. Cortina—Mk II towbar £4. Mk 1 white boot lid, etc. Mr Cocks, 01-670 7115. (6

970 S EQUIPMENT, etc, one full race 999 block assembly, £95; one standard 970 block assembly £65; full race 13-1 head complete £40; straight cut CR gearbox 4.35 diff £40; flywheel/clutch assembly £5; set lightened pushrods £3; 649 cam £10. Two twin choke 38DCO3 Webers on 105E, etc, inlet manifolds, £20; Mini Smiths fresh air heater £8; all in VGC and good buys, full details David George, Tel: Bristol 664071 ext 212, or home: Churchill 347. (6

WORKED COOPER HEAD, complete rockers, valves, S springs, etc, with twin 1¼ in SUs, manifold linkages assembled, £22 10s. Tel: Portsmouth 36447. (6

LOTUS T/C SHORT MOTOR, block, L/crank, competition rods and pistons, all fully balanced, £40 Lotus T/C head, fully ported, etc. Complete with valves and springs, less cams and carbs. 22 Steel Street, Warrington, Lancs. £55. (6

LIGHTWEIGHT, 59-MINI BODYSHELL, glass, etc. Ideal basis racer. £28. 5 in x 10 in Dunlop mag wheels (four), de luxe type, nuts, etc. £20 Tel: 01-363 1223. (6

CHRIS CRAMER offers key components from his 999 Cooper "S" engine. Used hillclimbs only. Fourth overall BARC Hillclimb Championship—1st 1000 cc saloon. Full race cylinder head, £30. Special twin 1½ in SUs on manifold, £15. Brake tested exhaust manifold/system, £15. 649 camshaft as new, £10. Or £65 the lot. Tel: J. Speed at Painswick 3171 (evenings only). (6

PAIR 40DCOEs, £25, Good condition. Tel: ACO 2904 after 7 pm. (6

TWO 7 x 13 LOTUS 47 MAGNESIUM WHEELS, 4 stud BMC centres, £25. Wanted, Spridget close ratio gearbox, magnesium wheels, frogeye fibreglass bonnet and standard spare top 10,000 rpm Tacho, oil cooler, radiator. Please Tel: Southend-on-Sea 44079 after 8 pm. (6

SINGLE SEATER COMPONENTS: 2 7½ Cooper F111 mag wheels, Dunlop red spots, £35. 2-8½, as above, £45. Cooper F111 front and rear uprights disc calipers, rose jointed wishbones, radius arms, heavy duty half shafts, complete, £95. Cooper side, nose panels, £30. Single seater space frame chassis, instruments, steering, £80. BMC 1098 cc Formula Junior manifolds, 45 Weber, close ratio gearbox, complete, £80. 1965 Lotus 7 chassis, frontal damage, repairable, complete or parts price by negotiation. BMC 1098 cc block, unused, £20. 2 Lotus 7 springs, £3. Clutch assembly. Flywheel alloy ring for Lotus t/cam, £15 Big bore t/cam block drilled for dry sump, £25. 1500 selected crank, £10. 1600 unused crank, £15. GT camshaft, £6. BMC "B" series Weber manifold, £8 10s. "A" series, £8 10s. A35 engine, gearbox, £15. Ford 15 cwt transporter, £150. Don Harris, Tel: Cottenham (Cambs) 208. (6

SPRAYING

RESPRAYING FACILITIES available in hygienic conditions. First class highly trained staff to produce immaculate finishes in any colour, metallescent, cellulose and synthetics all available. U.W.F. Automative Engineering, Ace Works, Cumberland Avenue, London NW10. Tel: 01-965 2370. (TC

STEERING WHEELS

MOTOLITA (Simon Green), all sizes, all cars. Road and Racing Accessories (Holborn) Ltd., 8 Procter Street WC1. Tel: 01-242 3080. (TC

SUPERCHARGERS

LITTLE USED SHORROCKS to fit BMC "A" complete with instructions, etc, £25. Tel: 01-560 8021 (day). (6

TYRES

CONTINENTAL TYRES for BMW, Mercedes-Benz, NSU, Porsche, Volkswagen and all British models. Radial or cross-ply tyres in all sizes. Wheel balancing. Free fitting. Continental Tyre Sales, 26 Upper Richmond Road, London, SW15. Tel: 01-874 7370. And at John W. Brain (Garages) Ltd, 34 Pitlake, West Croydon, Surrey. Tel: 01-688 5650. (TC

WANTED. Five MicheMin X 5.50 x 16, good condition. Williams, 27 Sloane Court West, SW3. (6

WANTED. Dunlop 500 L x 13 mix 184 tyres. Part worn. Steve Grainger. Tel: Kidderminster 2086 (day), 61546 (night). (8

DUNLOP 2 5.50M x 13, 4 5.25M v 13, 184 compound. 2 5.50L x 13, 2 6.00L x 13, all slightly worn. 4 660L x 13 tubes. Tel: Chris St Quintin, 01-623 7500, ext 281. 01-788 8052. (6

TWO DUNLOP 5.50M x 13 in. Tel: 01-458 3692 (evenings Mr Cole). (6

GOODYEAR racing tyres, 2 each 550/13, 500/13, also 4 new 6J Anglia steel wheels. What offers? Kershaw, 5 Badbury Close, Broadstone, Dorset. Tel: 4507. (6

WANTED

LOTUS TWIN-CAM engine, complete or ports, also dry-sump bits to suit. Cash waiting. Will also buy damaged heads. Tel: 01-534 6960. (TC

SPORTS AND VINTAGE CARS wanted any year or make. JK Sports. Tel: 01-340 7487. (TC

LEN STREET (ENG.) LTD
67/69 Drayton Gardens
Chelsea, S.W.10

require

TWO SKILLED PERFORMANCE CAR MECHANICS

Starting wage 12 shillings per hour, increasing according to ability. L.V's.

Write in first instance, giving full details of previous experience.

We are seeking a

QUALIFIED ENGINEER

who would become an intricate and key member of a newly-formed design team. The projects are directly related to the design and development of high performance racing cars. Applicants should possess a sound and proven background in modern racing car or similar construction, or have an established record in aeronautical engineering.

The position is a senior appointment. Pension Scheme and moving allowance would be available to the successful applicant. Salary would be in accordance with experience.

Applications will be guaranteed the strictest confidence.

Write Box E.12773, c/o Kingscott Ltd., 18–20 St. Andrew Street, London, E.C.4.

HIGHEST CASH PRICES PAID. We require all makes, models, years, sports, GT saloons. Almost anything. Condition not important. HP settled, also exchanges. Tel: 01-578 1345. (TC

PERFORMANCE CARS LTD. need 50 sports cars now. Trade offers invited. Tel: 01-560 7011. (TC

BASIL ROY LTD. require Morgan Plus Four models for cash or part exchange for any make. 161 Gt Portland Street, W1. Tel: LANgham 7733. (TC

WANTED LIGHTWEIGHT ELAN bodyshell and chassis. Tel: Aughton Green (Lancs) 2608. (6

REGISTRATION NUMBER FLC or FC and any low number wanted, with or without car. Tel: Chester 23286. (7

BMC/A DIFF. 3.5/3.7, 8-cyl. rev counter, 40DCOE Webers. Crossley, 6 Carr Head Lane, Poulton-le-Fylde, Lancs. Tel: Poulton 3390. (7

TWO NEW or near new Dunlop 184 13 5.50m. Tel: Burton 66953. (6

FIRESTONES or CR81s Mini racing tyres, used, four required. Tel: 01-363 1223 (Middx). (6

WHEELS

WEST LONDON REPAIR Co Ltd., 5 Lancaster Road, Wimbledon Common. Tel: WIMbledon 6316/7. Specialist repairers for over 40 years of wire and easi-clean wheels. Stove enamelling. Replacements. (TC

SET of wide Merlyn Formula 3 wheels. 10½ in and 8½ in fitted with Firestone 122 racing covers. £150. Jeff Roberts. Tel: Sonning 3546. (TC

WHEEL SERVICE. Wire and easi-clean wheels repaired. All makes in stock for exchange or outright sale. Motor Wheel Service, 71 Becklow Road, London, W12. Tel: SHEpherds Bush 3532. (TC

FIVE JAGUAR 15 ins wire wheels (painted) £15. Also four SP41s. Tel: 01-977 2962. (6

PAIR 8 ins x 13 ins Magna, Herald centres. Used once, £24. Mitcham, see under Engines. (6

LOTUS CORTINA, 5½ in J wheels, new, £2 15s each. Set Minilites 5 in for Imp, C/W nuts, spacers £35. Lotus 41, 7 in, 9 in, £80. Ford 5½ alloy Dunlop, new, £45. Mini S 4½, £3 each. All types of wheels can be supplied. D & A Shells, Tel: 01-534 6960. (6

WHEELS & TYRES

QUANTITY McLAREN WHEELS, 13 and 15 ins, 6 to 14 ins. Prices from £15. Also several sets Goodyear racing tyres. Tel: Maidenhead 28511 evenings. (6

MINILITE Mag wheels, 4—6 in x 13 in (2D 359 type), plus nuts and caps. Just been checked, stripped, re-enamelled by manufacturers. Perfact condition. Also four new, unused Goodyear G800 185 x 13 tyres and tubes: £90 the lot. Tel: Sheffield 302879 (evenings). (6

STOP PRESS CLASSIFIEDS

AC

2-LITRE (1991 cc) cylinder head, complete with new springs, etc. Tel: 051-STO 4560. (6x

ACE-BRISTOL, 100 D2, wanted in first class condition with overdrive. Tel: 01-794 4293. (6x

ALFA ROMEO

2600 SPRINT, grey, electric windows, £595 or Px. Tel: Speedwell 7975. (6x

ASTON MARTIN

ASTON MARTIN DB2/4, 1954. Black, 6000 miles since professional engine rebuild. Reupholstered Chartreuse Wilton. Rechromed. New tyres, battery. Fantastic performance. Maintained regardless of expense as physician's fun car, £550. Appointments Tel: Bridgend (Glam) 3138. (6x

AUSTIN-HEALEY

£80, SPRITE, '61. Damaged back, not bad. Tel: 01-478 8473 10.30 am/6 pm, otherwise 01-554 4736. (6x

FERRARI

£2995

1964 Berlinetta Lusso, 1 titled owner, absolutely as new in every respect. Consider exchange.

Tel: 061-445 5142. (6x

FERRARI 250 GT, lightweight, RHD, 1960, one of the finest avail., history, taxed, radio, stereo tape, red black trim, 18,000 miles since engine rebuild, immac in every respect, extremely hairy performer. £1850 ono. Terms and exchanges For further exhilliarating info Tel: Staines (Middx) 55377. (7x

FORD

CORTINA GT Nov 1965. 100 bhp engine, recently rebuilt, £200 of extras, vgc, £480. Tel: Reading 52345 (weekdays), Maldon 3136 (weekends). Nicholson. (6x

107E, 65 bhp, 105E engine, lowered 5½Js, fully instrumented, r/seat, l/rim, A1, 6000 miles, all essential extras, £200. Ask John Newton, Tel: Imperial 4261 (evenings). (6x

1500 GT ANGLIA. Extensively modified. Anyone interested please Tel: 01-660 0816 for details. (6x

1959 105E ANGLIA, slight damaged rear, £45. Tel: Romford 65465. (6x

GINETTA

GINETTA G4, 1500 cc, 1966 (Aug), modified Cortina engine, Weber, Kenlowe, rally seats, SPs, 19000 miles, leather wheel, full eequipment instruments. Immaculate. Arctic white, £525. D. C. Cutcliffe, 52 Beechwood Rd., Caterham, Surrey. Tel: Caterham 44383 (evenings). (6x

JAGUAR

JAGUAR XK140, C-type head, 1956, red, w/wheels, good tyres, radio, luggage rack wing mirrors, excellent condition. £220 ono. Tel: 01-459 2417 after 6 pm. (6x

SPORTSMAN'S SPECIAL!



Diver's watch with automatic date change

SIX MONTH GUARANTEE

Only 6 GNS. P.P. 3/6

New, 100% Swiss-made SICURA. Stainless steel screwback case, waterproof to 200 ft. Anti-magnetic and shockproof, 23-jewel movement. Black face with 24-hour inner dial. Luminous hands and markers, with sweep seconds. Rotating bezel locks in any position. Last quarter hour tri-coloured for easy 15 sec./min. countdown. Complete with quality TROPIC sports strap. Seven days money-back guarantee.

EXCHANGE & MART OF BOSCOMBE
33 Curzon Road, Bournemouth, Hants

david wood | david wood
engineering ltd.

SPECIALISTS IN RALLY AND RACE PREPARATION

OFFER FOR SALE:

Ford Escort GT, 1968. Dragoon red, 9,500 miles, maintained and serviced by us. **£720**

Lancia Fulvia 1300 Rallye, 1967. Red, competition alloy wheels, L.H.D., 15,000 miles. In excellent condition. Will sell with radio and seat belts fitted.

Ring or call at:
01-584 3552
22 Queensgate Place Mews
Kensington
London, S.W.7

JAGUAR

JAGUAR, E Type, 1966, red, 2 plus 2 automatic, sliding roof, 14,000 miles, radio, chrome wire wheels, latest type head lights. HP arranged. £1650. Tel: Romford 40997. (6x

JAGUAR, E type, 4.2 roadster, 1965, dark blue, hard-top, C W/W, undersealed, Motorola, leather wheel musical horns, luggage rack, numerous other extras, £1285. HP possible, part exchange considered. Tel: Guildford 63881. (7x

JENSEN

£1195, 1965 model Jensen CV8, Webasto, Motorola, Selectande, 1 owner, low mileage, absolutely as new. Consider exchange. Tel: 061-445 5142. (6x

LOTUS

LOTUS 47

Ready to race.

Less engine and gearbox.

£1495.

G. LEWIS, Tel: (weekday) 01-902 8887

(weekends) Northampton 51915.

(6x

ELAN, 1963, Minilite, w/rims, r/over bar, fully rose jointed by Mike Spence. Comp box. Must be seen to appreciate. Immac. cond. £600. Edwards, Tel: 01-594 0391. (6x

1963 LOTUS CORTINA. Mostly new mechanics, good body, MoT, taxed, £395. Tel: 01-648 7993. (6x

LOTUS CORTINA

1968. Rally prepared, ready for '69 season. Super-sport uprated and wedged front struts, neg camber, Armstrong 22's rear, choice of diff, H/D track rod and engine mounting, full length Dural sump shield, SP 44's with two spares, four Lucas QI lamps. Cibie 22 headlights plus many other mods. The need for capital forces sale. Must go. First sensible offer will secure, HP arr.

JON ANGELL
Tel: Bletchley 2438 (day),
Buckingham 3558 (evenings)

(6x

£1150

1967 (June) Elan, S/E, D/head. 14,000 miles, special Mike Spence car, sprayed light poly-silver, charcoal bumpers and wheels, L2 cams, K/O wheels, Motorola, etc. Exchange considered.

Tel: 061-445 5142.

(6x

1966 LOTUS CORTINA, radio, leather wheel, oil cooler, etc, £675. Tel: Romford 65465. (6x

FIVE LOTUS mag KO's wheels with good Dunlop race tyres, swop for road twin cam engine plus cash either way or sell. Tel: Potters Bar 50546 (evenings). (6x

M.G.

MIDGET, 1962, Ashley hardtop, blue, radio, new hood, tonneau, £325. Tel: Farnborough (Kent) 54825. (6x

1967 MIDGET MK III, 17,000 miles, white/black trim, tonneau, undersealed, w/wheels, new cints, oil cooler, anti roll bar, truly immaculate £645 ono. Tel: Maidenhead 28218. (6x

AUTOSPORT

Classified Advertisements bring FAST RESULTS

Buy or sell your car or accessory equipment by filling in the CLASSIFIED ORDER FORM BELOW

CLASSIFIED ADVERTISEMENTS

To: AUTOSPORT Classified Advertisement Department, Gillow House, 5 Winsley Street, Oxford Circus, London W.1.
Tel: 636–7766 3600

PLEASE INSERT THE ADVERTISEMENT INDICATED ON FORM BELOW

All advertisements must be pre-paid to ensure insertion in the same week's issue, unless prior arrangements for credit facilities have been agreed.
Rates 9d. per word. Box No. 2/- extra.
Press day: Last post Monday for same week's issue.

NAME .....

ADDRESS .....

.....

.....

Classification →

MINIMUM CHARGE 9/-

						9/-
						13/6
						18/-
						22/6
						27/-
						31/6

Cheque/P.O. value.....enclosed for.....insertions

6

NEW LOTUS TWIN-CAM ENGINE
(delivery mileage only)
Complete with Ancillaries



ONLY £295
Also: Lotus Cortina gearbox (delivery mileage) **£30**
SUPERSPEED CONVERSIONS LTD
482 Ley Street, Ilford, Essex
Tel: 01-554 8307

MG

MGB GT, 1966, mineral blue, overdrive, w/wheels, cinturatos, radio, heater. £850. Tel: Rayleigh 6091 (6x

1966 (JULY) MGB GT, BRG 24000 miles, overdrive, radio, excellent condition, £875 ono. Tel: Caterham 43461 (Surrey). (7x

MINI-COOPER

998 MORRIS, white/black, 1966, 17000 miles, l/rim, r/counter, alarm, 4½Js. spots, £425 ono. Tel: Farnborough (Kent) 54187 (evenings). (6x

RACING CARS

BODY DESIGN. Young stylist requires participation in design project, anything considered from wheels to hardtops. Examples of work available. Many ideas on mid-engined GT's, etc. Drawings undertaken for display only. Crook, 36 Spencer Rd. West, Beech Hill, Wigan, Lancs. (6x

LOTUS 23 EATER WRA sports racing car (rear engine), Cosworth Mk IV, 1100 cc Ford, dry sump, Lotus mag wheels, fully adjustable suspension, ride-right shockers, "970" Dunlops, Lotus Renault gearbox. Rebuild supervised by George Whitehead, WRA Engineering (all spares readily available). New: undertray, side panels, lightweight radiator, battery. Built for 1969 special GT championship. Works offer forces sale. £645 ovno. Tel: FIN 4394. (6x

RACING CARS

WANTED: Experienced driver to share Chevron-FVA in Group 6 International events. Preferably with a half share. Tel: Torquay 27455 (evenings). (6x

BFM ROLLING CHASSIS, sister car to the Anco. Raced successfully, ideal monoposto or hillclimb car. R7's, trailer, gearbox, spares, £320 ono. Tel: Llandudno 75281. (6x

RENAULT

1963 registered Renault Gordini, £35. Tel: 65465. (6x

TRAILERS

LIGHTWEIGHT TWO WHEEL TRAILER, £40 ono. Tel: Toddington (Beds) 653 after 7 or weekends for full specification. (6x

TWO-WHEELED TRAILER, brakes, loading ramps, as new, suit Mini £55. Two-wheeled 25 cwt trailer, 12 ft long, brakes, jockey wheel, loading ramps, as new, £85. Tel: 01-804 1561. (6x

TRANSPORTERS

1961 THAMES flat-back with tarpaulin. New Zephyr 6 engine/gearbox/overdrive. Carry any formula car. Tel: Goodman, Gerrards Cross 82521. (6x

TRIUMPH

SPITFIRE, 1966, l/mileage, faultless throughout, radio, etc. Might exchange or HP, £515. Tel: 686 3200. (6x

1962 E-Type roadster, mechanically sound, radio, Cints, £695, or resprayed in your choice of colour with hard top, £790. Chequeres Garage, Bough Beech, Edenbridge, Kent. Tel: Four Elms 238. (6x

ENGINES

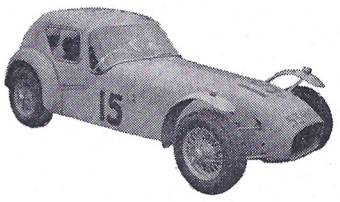
998 CC RALLYE IMP engine, complete, just built, wet liner block, balanced crank, racing springs, twin Strombergs with manifolds, etc. Will fit all Imps. £155. Tel: 051-STO 4560. (6x

EXCHANGE

EXCELLENT 1963 MGB, oil cooler, Selmar, steering lock, Cints, folding hood, tonneau, Motorola, heater, tax, woodrim, washers, etc. Sell or swop with cash for similar model with overdrive, W.H.Y.? Also 1963 Zephyr 4, good condition, tax, MoT, best cash offer. R. Fulker, 79 Bradstock Road, Stoneleigh, Epsom, Surrey. Tel: 01-393 5186. (6x

GEARBOXES

IMP CLOSE-RATIO, brand new (hand built by Rootes staff), with lower and closer 3rd and 4th gears. Bargain, £95. Tel: 051-STO 4560. (6x



LOTUS 7 GT

Full Race 1000 cc BMC 'A'. Adjustable front suspension. 4.55 and 4.9 diffs. Ten Dunlop R7 tyres. Bulkhead and Aeroscreen for Clubman's Formula. Trailer, etc.

Would convert to fantastic road car. **£450**

Or sell, less spares.

For further details:

01- 868 5212

PERSONAL

MECHANIC for two FF cars needed by Anglo-German Racing Association. Part or full time. Must be prepared to work Fridays to Mondays and to travel extensively in England and on the continent. Tel: Ingatestone 535, or write The Oaks, Willow Green, Essex. (6x

RACING DEVELOPMENTS

FOLLOWING A RECENT FIRE at our works, several outstanding orders and enquiries for our Aerofoils went missing. Would any customers who have not received their foils please contact us. Fibreglass foils measure 45 in x 12 in and are metalescent silver. £12 5s plus 15s carriage Drumry Engineering Ltd. Cairnsmore Road, Glasgow, W5. (6x

SPARES & ACCESSORIES

IMP BITS—Crankshaft, 4 connecting rods, 4 pistons, rocker cover, gearbox bellhousing and centre castings; Sunbeam Imp Sport, perfect low mileage block plus pistons, silencer and road springs for same; water pump with fan and bracket, 0.31 camshaft and distributor, 3 Rotoflex couplings. Tel: 051-STO 4560. (6x

PBTS

FANTASTIC DISCOUNTS

Up to 25% off all new and remould car tyres. PLUS FREE FITTING AND BALANCING!

	CINTS Tubed	ALL TUBELESS G800	SP3 SP41	XAS Tubed
145 × 10	4. 7. 0	5. 0. 2	5. 6. 9	5. 6. 9
145 × 12	4.15. 3	5. 9. 2	5.16. 5	
155 × 12		5.11. 9	5.19. 3	5.18. 0
145 × 13	4.17. 1	5.10. 8	5.18. 0	5.19. 7
155 × 13	5. 3. 1	5.16. 3	6. 4. 5	6.10. 5
165 × 13	5. 9.10	6. 2. 9	6.10.10	7. 1. 7
175 × 13	6. 6. 0	6.18. 5	7. 7. 8	7.12. 5
185 × 13		8. 1. 8		
205 × 13			10. 4. 5	(SP41
145 × 14			6. 2. 5	only)
155 × 14	5.10. 3	6. 2. 9	6.11. 8	
165 × 14	5.17. 0	6. 9. 9	6.18. 5	7. 5. 9
185 × 14	8. 8. 0	9. 5. 8	9.18. 0	
205 × 14			9.18. 0	(tubed)
155 × 15	5.16. 3	6. 9. 9	6.18. 5	7. 3. 2
165 × 15	6. 4.10	6.17. 3	7. 6. 5	7.15. 7
175 × 15	7. 4. 5			
185 × 15	7.16. 9	7.17. 6	7.14. 0	9. 7. 7
175 × 16	7.14. 1		(tubed)	
185 × 16	9. 5. 3			

SPECIAL SAFETY BELT OFFER
25% discount on Irvin, Kangol, Britax and Winguard belts. All plus 4s p & p.
PBTS SAFETY BELTS — our own brand. Only 35s plus 4s p & p.
A SQUARE DEAL ON ROUND TYRES
PBTS Cranbourne Parade, Potters Bar, Herts. Tel 57077/55088.

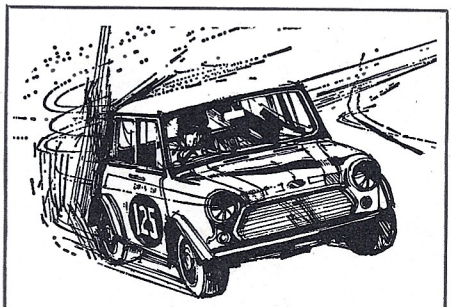
Selling Your Car?

AUTOSPORT

CLASSIFIED ADS.

Are carefully read each week by many thousands of prospective buyers.

It pays to advertise!



SPECIAL FEBRUARY OFFER

50% REDUCTION

MINI WINDOW VENTS
28/9 plus 3/- for P & P
usual price £2.17.6

LEATHER BONNET STRAP
7/6 plus 1/- P & P
usual price 15s.

Also available: Rallye Seat Covers for Minis (red only) £3.3.0 for BMC 1100s (red and black) £3.15.0, Benelite Grill £6.6.0, Selectaview Mirror £1.5.0, Anti-Roll Bar £19.9.6, Cooper Magnesium Racing Wheels 4½"×10" £12.10.0, studs, nuts and washer set £1.0.0 per wheel extra, Wheel Spacers £2.5.0 each, Wing Spats £8.0.0 as used by the Works Team.
Write for complete list of components and accessories available for your Mini. Also, the special BMC Tuning Booklet Part No. C-AKD 5096 price 2s. 6d. + 6d. post. Book in your car today for types of 'works' mods.

THE COOPER CAR COMPANY LTD

Dept. Stores, Canada Road, Oyster Lane, Byfleet, Tel: Byfleet 44221.

To buy your new or used standard or "special" Mini contact:
THE COOPER CAR COMPANY SALES LTD 142 The Broadway, Tolworth, Surbiton Surrey. Tel: 399 2254

ROAD RALLY RACING

WHEEL CONVERSION

MOTOR WHEEL SERVICE

PHONE 01 743 3532

71 BECKLOW RD., SHEPHERDS BUSH, LONDON W.12

EXCHANGE PRICES

Cooper S 5 in., **52/6**. Cooper Mini 4½, **37/6**.
Cooper S 5½, **62/6**. Cooper Mini 5½, **62/6**.
Cooper S 4½ Competition Wheel, **45/–**.
Cooper S 4½ reversed rim, fits all Standard Minis, **45/–**.
Escort, Viva, Imp, 1100, 5½, **60/–**. All Vauxhall 13 in. by 5½, **52/6**.
Spitfire, Herald, GT6, Lotus Super 7, 4½ and 5½, **50/–**.
Elan K.O. and B.O., 5½, **57/6**.
Cortina, Classic, etc., Zephyr, 100E, 105E, 4½ & 5½, **50/–**.
Alpine, Tiger and all 13 in. Rootes 5½, **50/–**.
Spridgets, 4½ and 5½, **50/–**.
Minor 1000, Wolseley 1500, Riley 1.5, 4½ & 5½, **70/–**.
Jaguar 5 in., **70/–**. VW's 5 in., **70/–**. Healey 3000 5 in., **70/–**
M.G.B. 5½, **70/–**. TR's 5 in., **70/–**.
Wire Wheels: Spridgets, 5½ by 13, **130/–**.
h.p. M.G.B. 5½ by 14, **117/6**.

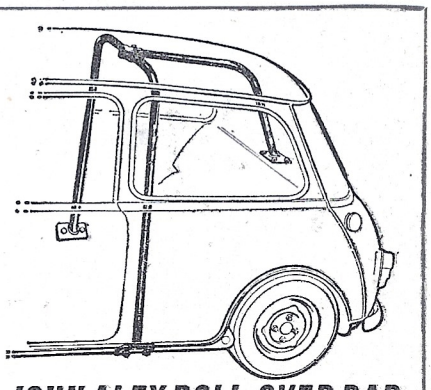
All wheels wider than those mentioned above are available to order and built with our own specialised methods (prices on request). We are also specialists in all repairs and conversions to both wire and disc wheels and hold a stock of standard wire and discs for exchange or outright Sale. For your convenience we have a tyre fitting and balancing service and can supply all popular makes of tyres, both radials and crossply, at competitive prices. Our hours of business are from 9 a.m. until 5 p.m. weekdays, closing for lunch at 1 p.m. until 2 p.m. Saturdays 9 a.m. until 1 p.m. only.

Suppliers of all Dunlop light alloy, steel and wire wheels.

PHONE 01-743 3532

DISCOUNTS

20 PER CENT OFF YAZAKI INSTRUMENTS, SEBRING RACING MIRRORS AND CIBIÉ SPOT AND FOG LAMPS. WRITE AT ONCE FOR PRICE LIST AND ORDER FORM. GMO A, 28 GRANGE ROAD, EALING, W.5.



JOHN ALEY ROLL-OVER BAR

Proved and Guaranteed

Models now available for all types of open and saloon cars

£10 15s. 0d. + 10s. carriage

From:

JOHN ALEY RACING LTD., 63 DITTON WALK, CAMBRIDGE
Teversham 3293 or London distributors:
COBURN IMPROVEMENTS LTD., NETHERHALL GARDENS N.W.3. HAM 6743

SPARES & ACCESSORIES

LOTUS CORTINA, rear Armstrong adjustable shock absorbers, new, £6 pr. New drive shaft, complete, £7. A frame bracket, springs, arms, £3. Jaguar spares: 3.4 engine, complete, £35. 3.4 cylinder head, £15. 2 Mk 2 carburetters, £8. Gearbox and o/drive, £15. Tel: 534-1352. (6x

105E, D/S door, P/S door, boot, roof all finest in primer offers. 32 Old Heath Road, Colchester, Essex. (6x

TR3 SPARES, Works engine (7000), all ancillaries, £60. Gearbox/overdrive (7000), £25. Complete front/grille/lights, £16. Chassis F/susp (discs), unbbent, £25. "Riverside," Carwinnen, Camborne, Cornwall. (6x

FOR SALE: Yazaki tachometers, new £9 17s 6d, cowl 15s extra. New Weber carbs with trumpets 40 DCOE £20. 45 DCOE £21. Tel: 0373-3433. (7x

FOR SALE: Conversion kit for TR4: Two Weber 45 DCOE, manifold, installation kit, new, £60. Tel: 0373 3433. (7x

1966 1275S engine, complete with g/box and extension. All perfect. Offers are invited for whole or split Other 1275S bits available. Tel: Leamington Spa 28148. (6x

MINI BODYSHELL, £35. Cooper front sub frame with brakes, £30. Lots more too numerous to mention, call, write or Tel: Reg Gubbins Racing, 57 London Road, Romford, Essex. Romford 65465. (6x

A-D SPORTIVE CLIMAX

1098 cc sports-racing car. Nearly new Dunlop 184's. Brabham 7 in x 9 in wheels. Class record holder, Thruxton. Now eligible for Group 6.

£600 ono

Must sell.

Tel: Ropley 3392 (Hants)

(6x

Final Press date for all

CLASSIFIED ADVERTISEMENTS

11 A.M. MONDAY

PRECEDING PUBLICATION

TYRES

WANTED. Dunlop two 4.25/9.50-13 and two 4.75/10.00-13. Volklandt, 43 Craven Terr., London W2. (6x

WANTED

TWO BRABHAM WHEELS, 6½ x 13. Giles Garage, Tel: Daventry 2576. (6x

WILL ANYONE hand over HP payments on their fast car. Transport urgently needed. Would prefer high powered sports. Box ASP 583. (6x

WHEELS

RIDICULOUS price five 5½J x 13 wires needing paint, plus splines nuts, £10 lot. Tel: Crayford 22027. (6x

CLASSIFIED ADVERTISEMENTS

To: AUTOSPORT Classified Advertisement Department, Gillow House, 5 Winsley Street, Oxford Circus, London W.1.
Tel: 636-7766/3600

PLEASE INSERT THE ADVERTISEMENT INDICATED ON FORM BELOW

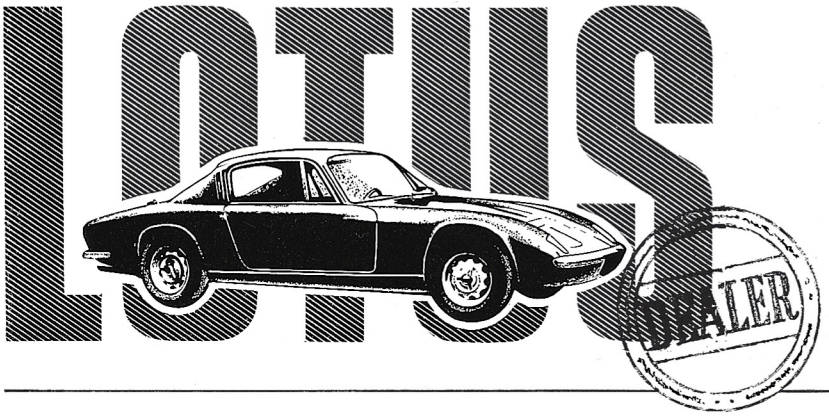
All advertisements must be pre-paid to ensure insertion in the same week's issue, unless prior arrangements for credit facilities have been agreed.
Rates 9d. per word. Box No. 2/- extra.
Press day: Last post Monday for same week's issue.

NAME.....
ADDRESS.....
.....
.....

Classification → | **Minimum charge 9/-**

						9/-
						13/6
						18/-
						22/6
						27/-
						31/6
						36/-

Cheque/P.O. value.....enclosed for.....insertions **6**



Your Lotus dealer is equipped to service your new car, take your current vehicle in part exchange and arrange specially negotiated insurance and finance facilities.

LONDON & SOUTH

London Sports Car Centre, Gemini House, High Street, Edgware, Middlesex. **Edgware 6171.**

Len Street Engineering Ltd., 67/69 Drayton Gardens, London, S.W.10. **01-370 4114** (Sales & Service—Main Office.

Hammonds & Oakwood, 270/272 High Street, Bromley, Kent. **01-460 3282.**

Buckland Garage (Dover) Ltd., 138 London Road, Dover, Kent. **Dover 1898.**

Andrew Parkes Performance Cars, Central Garage, Zetland Road, Redland, Bristol 6. **Bristol 45561.**

Kingfisher Motors Ltd., 120 Bridge Road, East Molesey, Surrey. **Molesey 2195.**

Purley Performance Cars Ltd., Foxley Hill Road, Purley, Surrey. **Bywood 1117.**

Caterham Car Sales, 38/40 Town End, Caterham-on-the-Hill, Surrey. **Caterham 45762** (Lotus Seven only).

New Cross Motor Co. (Gold Seal), 253 New Cross Road, London, S.E.14. **New Cross 3204.**

Westleigh Garages Ltd., 1339 London Road, Leigh-on-Sea, Essex. **Southend-on-Sea 77789.**

Tollgate Engineering (Rye) Ltd., Rye, Sussex. **Rye 3105.**

Normand Garages Ltd., Reigate Road, Horley, Surrey. **Horley 2257/8/9.**

Rob Walker, Huxhams Garage, Penn Hill, Parkstone, Dorset. **Parkstone 2696.**

Rob Walker Corsley Garage Ltd., Frome Road, Corsley, Nr. Warminster, Wilts. **Chapmanslade 383.**

Ian Walker Ltd., Woodhouse Service Station, 236 Woodhouse Road, Finchley, London, N.12. **Enterprise 6281.**

Mike Spence Ltd., Reform Road, Maidenhead, Berks. **Maidenhead 28539.**

Camden Motors, Leighton Buzzard, Beds. **Leighton Buzzard 2041.**

South London Motors Ltd., 512/522 High Road, Streatham Common, London, S.W.16. **01-764 4444.**

Victor Raysbrook Motors, 182 High Street, Watford, Herts. **Watford 41281.**

MIDLANDS & NORTH

Ashmore Brothers Ltd., Roebuck Lane, West Bromwich, Staffs. **West Bromwich 2350.**

Ellis Moor Ltd., 111 New Bridge Street, Newcastle upon Tyne. **Newcastle upon Tyne 25964.**

Charlie Oates Ltd., Wayside Garage, Yealand, Nr. Carnforth, Lancs. **Carnforth 2460.**

Normand Ltd., Olympia Motor Services, Thornton Road, Bradford 1. **Bradford 31255.**

Mayfair Motors Ltd., 182 Tunnel Road, Liverpool 7. **Royal 8909.**

Attwood Garages Ltd., Stafford Street, Wolverhampton, Staffs. **Wolverhampton 26068.**

Plough Motors (Stroud Valley) Ltd., Stonehouse, Glos. **Stonehouse 2382.**

Dicksons Motors (Perth) Ltd., Viewfield Place, Crieff Road, Perth. **Perth 22192.**

Sports Tune Motor Co., Longniddry, East Lothian. **Port Seton 325.**

Moto Baldet Ltd., Westonia Garage, Wellingborough Road, Weston Favell, Northants. **Northampton 32376.**

Foley Park Motors Ltd., Stourport Road, Kidderminster, Worcs. **Kidderminster 2824.**

Sports Motors Ltd., 250 Plymouth Grove, All Saints, Manchester 13. **Rusholme 3736.**

Jos Randles, Wharf Garage, Stoke-on-Trent, Stafford. **Stoke-on-Trent 43361.**

Clarks Garage (Narborough) Ltd., St. Johns, Narborough, Leics. **Narborough 3638.**

Steel Sport Ltd., 635 Govan Road, Glasgow, S.W.1. **Govan 4363.**

Malcolm Templeton, Broadway Avenue, Ballymena, N. Ireland. **Ballymena 2161.**

Hallamshire Motor Co. Ltd., Broad Lane, Sheffield 1. **Sheffield 25048.**

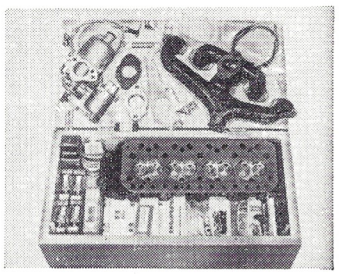
J. A. Else & Sons, Premier Garage, Codnor, Derbyshire. **Ripley 2321/3.**

Northern Sports Cars Ltd., Scorton Service Station, Scorton Common, Richmond, Yorkshire. **Old Catterick 402-613.**

LOTUS CARS LIMITED, NORWICH, NORFOLK, NOR92W Tel. Wymondham 3411

OSELLI ENGINEERING PERFORMANCE CONVERSIONS

OSELLI PERFORMANCE KITS



These kits are available for the entire range of B.M.C. cars in stage I, IA and II forms.

E.G. STAGE I KIT: MORRIS 1300.

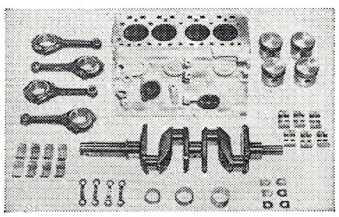
Comprises:

- Reworked cylinder head.
- Reworked inlet/exhaust manifold.
- Complete set gaskets.
- Set harder plugs.
- Carburetter modifications.
- Distributor modifications.
- Tube gasket cement.
- By-pass hose.
- Tin friction proofing.
- Fitting instructions and tuning data.

Price **£30** exchange, plus carriage.

0–30 m.p.h.—4.1 secs.
0–60 m.p.h.—12.1 secs.
Top speed—95 m.p.h.

OSELLI 1125 BIG-BORE ENGINES



These 1100 c.c. engines are available for the 850 Mini, 948 'A' Series range cars, 997 and 998 Minis and Coopers.

Available as half engine or complete G.T. engine. Prices **£49** outright and **£130** exchange, plus carriage.

HALF ENGINE.

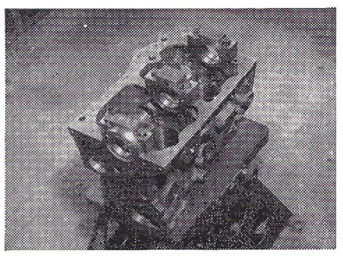
Comprises:

- Cylinder block bored.
- Tufftrided crank and rods.
- Fully floating conrods.
- Lightened pistons.
- Heavy duty end and main bearings.
- Block fitted camshaft bearings.
- Assembly as half unit.

On 850 Mini:

- 0–60 m.p.h.—14.5 secs.
- Top speed—88 m.p.h.

OSELLI STEEL BEARING CAPS



Steel Bearing Caps available from stock for: B.M.C. 'A' Series range, Minis, Coopers and Cooper S range.

These caps are machined from high quality steel and guaranteed against breakage. The caps are fully machined ready for bolting to block and line-boring.

Price: Centre cap only **£8.** (Fitting by us **£6**).

Front, centre and rear kit **£25.** (Fitting £10).

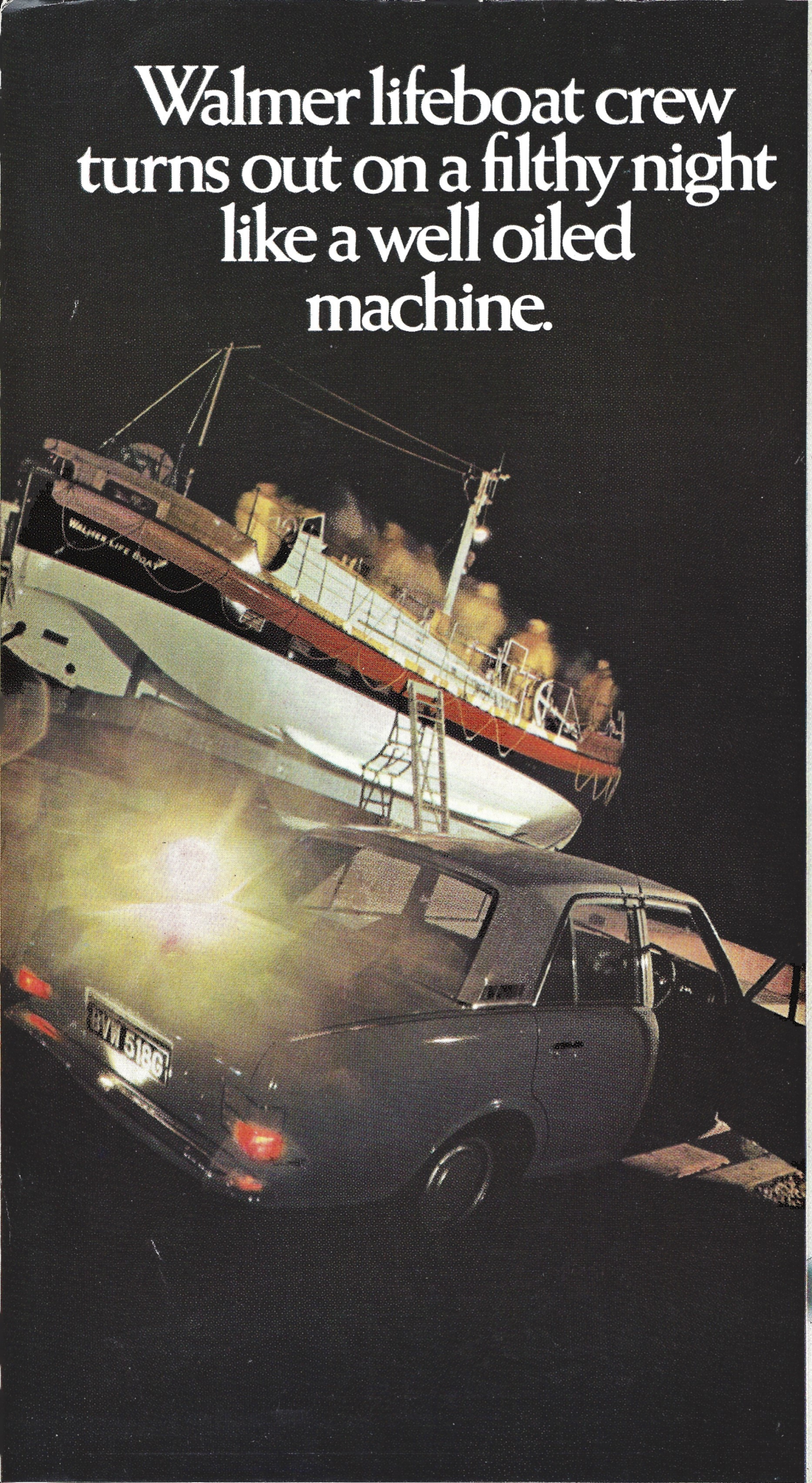
P. & P. 6/–

Send for free leaflet on conversion kits and 1125 motors. Or send for tuning brochure stating model of car and enclosing 2/–.

OSELLI ENGINEERING LTD
Baynards Green, Bicester, Oxon
Tel: Fritwell 312

Published by Haymarket Publishing Group, Gillow House, 5 Winsley Street, Oxford Circus, London, W.1.
Printed in England by Williams Lea/WLP Group/London. Registered at the GPO as a Newspaper.

Walmer lifeboat crew turns out on a filthy night like a well oiled machine.



Like the machine that speeds Coxswain Harry Brown to the slipway at 5 am on a bitter morning–his car.

There's too much at stake for him to take a chance on it starting easily after standing out through such a night. That's why Harry uses Super Visco-Static 20w50.

He knows that Super V stays thin for easy wear-free starting even in *intense* cold.

Cold such as you find in Kiruna. A Swedish town north of the Arctic Circle.

That's where we recently tested Super V through 3 months of stop start motoring.

Being a true 20w50, we also took Super V through 800,000 kilometres of rally-speed driving on Italy's Milan-Bologne Autostrada in the scorching heat of summer, to prove that BP Super V can also stay thick enough to protect when the heat's on.

Our tests aimed to create wear on those engines.

We failed.

Because when stripped down and examined, the vital parts were still *within* the tolerances laid down by their makers for *new* engines!

That's giving *real* protection.

Like Harry Brown, you should buy BP Super V 20w50.

On the strength of it.

BP sets the pace



Use BP Super V 20·50 on the strength of it