

SPECIAL FORMULA FORD ISSUE

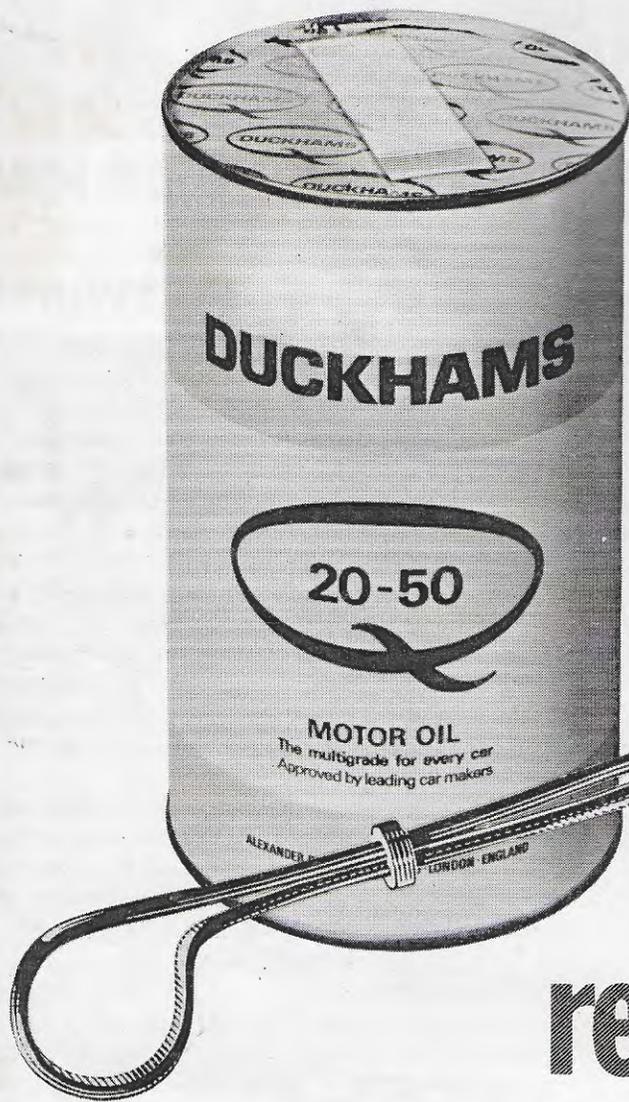
November 27 1969 2/6

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

*Lancia's RAC Rally-USAC Phoenix-Groveswood Winners*





# Britain's largest selling motor oil

and  
four good  
reasons why

## 1 Quality

A combination of the world's purest base oils and most modern additives – products of Duckhams research blended with the skill of nearly 70 years' specialisation in the production of the finest motor oils available to the British motorist.

## 2 Value

Don't take our word for it. Compare the price you are at present paying, whether for packaged oil or for oil dispensed in the service bay, then compare with the price of Q20-50. **You can't buy a better oil, so why pay more?**

## 3 Availability

Duckhams Q20-50 motor oil is available everywhere – with over 30,000 stockists in the United Kingdom. Now used by more than one in four motorists – truly the choice of the enthusiast.

## 4 Leadership

Duckhams were first to introduce multigrades to the British motorist. Q20-50 is the result of this leadership, and is today the most experienced and most modern motor oil. Although the name does not change, the formulation continues to improve whenever we can provide a valid benefit for the motorist.

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper 27 November 1969 Volume 39 Number 22

editorial

## contents

- 2 Pit and Paddock
- 4 Diary
- 8 From the Cockpit
- 10 The Jochen Rindt Show
- 12 Cape Town Three Hours: De Udy/Gardner lead Springbok Series
- 14 Macau GP: Kevin Bartlett all the way
- 14 NZ Gold Star: McRae (McLaren) at Bay Park
- 16 Correspondence
- 18 Deal Brands libre champion
- 20 Rally Record
- 22 RAC Rally: European champion wins
- 31 The Grovewood Award winners—what has happened to them?
- 35 USAC Phoenix to Al Unser
- 38 Club News
- 39 Special supplement—FOCUS ON FORMULA FORD

Editor	Simon Taylor
Technical Editor	John Bolster
Deputy Editor	Quentin Spurring
Assistant Editors	Justin Haler, Jeff Hutchinson
Overseas Editor	Patrick McNally
Rallies Editor	John Davenport
Northern Representative	Ian Titchmarsh
Group Advertisement Manager	Colin Martin
Advertisement Manager	Mike Inglethorpe
Staff Photographers	Peter Burn, Tony Osborn
Executive Editor	John Houslander
	Correspondents
Scotland	Bill Henderson
Northern Ireland	Beatty Crawford
Eire	Brian Foley
Italy	Alan Phillips
Australia	Peter Bakalor
New Zealand	Peter Greenslade
South Africa	Roger Houghton
USA	Pete Lyons
US West Coast	Gordon Martin
Canada	Bob McGregor
South America	Dr Vicente Alvarez

Published every Thursday by Autosport, Haymarket Press Ltd, Gillow House, 5 Winsley St, London W1. Tel: 01-636 7766/3600  
Subscriptions and back numbers 9 Harrow Rd, London W2. Tel: 01-723 0094  
Annual subscription UK and Europe (surface mail) £8 4s 8d pa  
Overseas (surface mail) £8 9s 0d pa  
Airmail rates on application  
Direct from the publishers or all newsagents  
Reprinting in whole or part of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. ©Autosport, 1969



## WHAT RALLYING PROVES

THE RAC Rally is Britain's major event of its type, and as such it attracts plenty of publicity. Probably few manufacturers would try to argue that rallying taught them anything that they couldn't learn under similar conditions in private testing, but there is no doubt that rallying enjoys tremendous publicity value—as, for example, in the case of the Rootes win in the London-Sydney Marathon, which made the Hillman Hunter rocket up in the estimation of the general public from a dull bread-and-butter saloon to a sporting machine that had taken on the world's best competition and the world's worst roads and won through. As the competing machinery in rallies looks pretty much like something the public can buy, the benefit accruing from a victory is much more direct than in motor racing—you can connect a Formula 1 car with your product by calling it a Ford, but you can't make it look like a production car.

This year's RAC was a particularly hard rally, and only 69 cars finished out of 152 starters after an event that had plenty of snow to make the going difficult. Therefore, the rally was, to a certain degree, a real test of the hardiness and efficiency under difficult conditions of the machines taking part, rather than just a demonstration of skill and expertise and of which works teams had the best drivers, the best preparation, the most power and the biggest budgets. It is particularly significant that, out of the first ten finishers, only three had propeller shafts: the first three cars home all had front-wheel drive, as did those in fifth, seventh and tenth places, while the ninth-placed Porsche was, of course, rear-engined. Ford Escort TCs were fourth and sixth, and one of the Datsuns was eighth, but the fine placings by the two Lancias and three Saabs surely show that, for the sort of conditions prevailing during the rally at least, to have the engine at the opposite end of the car to the driving wheels will soon be a thing of the past.

## our cover picture

FoMoCo rallycross works driver Barry Lee, competing in his first international rally with Peter Warren in the hot seat of his own Escort TC, clobbers a straw bale during the Silverstone special stage of last week's RAC Rally. Our full report starts on page 22.

Photo: Robin Rew

## Redman for Tyrrell-March ?

## Toyota wins CanJapAm

## Hulme laps Indy at 168 mph

### Who drives what—still !

The Formula 1 rumours aren't finished yet. One plum drive which hasn't been announced yet is the second Tyrrell-March seat, and a lot of usually reliable sources are saying currently that the Number 2 to Jackie Stewart in the Tyrrell lineup will be Brian Redman, the Lancashire driver who has not driven in Formula 1 since 1968, when his season was curtailed by an accident at Spa through no fault of his own when he was driving in the Cooper-BRM team. At that time both Ferrari and Lotus were interested in signing him, but since then he has been seen only in sports car racing, scoring a tremendous string of wins for Porsche with Jo Siffert. However, Tyrrell tells us that his second driver will not be announced for about three weeks.

The rumours about John Surtees running a private McLaren persist, still with no official confirmation, and they are also saying that Peter Gethin could well find himself with a Formula 1 drive next season in a *marque* of car that served him very well in 1969 . . . although as mentioned elsewhere on these pages in Formula 5000 he will be driving a McLaren for Sid Taylor next year. Trevor Taylor did almost as well as Gethin in the Formula 5000 Championship this season, and some punters won't be surprised if he appears in a Lotus next year.

### Americans beaten in Japan

Last Sunday's 321-km CanJapAm race at Mount Fuji provided quite a surprise for many—for it was won by a local car, the 5-litre V8 Toyota of Minoru Kawai, by 12 secs from the Agapiou Brothers' Ford G7A, which on this occasion was in the hands of John Cannon. Lothar Motschenbacher was third with his McLaren-Chevrolet M12. Jackie Oliver was easily fastest in

practice around the Mount Fuji circuit with the Autocoast-Chevrolet T122, and he led the race before making an early pitstop with fuel feed trouble. He rejoined the race, but retired with the same problem on lap 46. Fourth was Nagamatsu's Porsche 908—the car Hans Herrmann drove in the Japan Grand Prix—and Gary Wilson's Lola T163 was fifth.

### Gethin for Sid Taylor F5000

After his very successful year with the Church Farm Racing Team's works-supported McLaren-Chevrolet M10A, Peter Gethin has signed for 1970 to drive a new F5000 McLaren M10B for Sid Taylor. Taylor briefly tried F5000 by running a Lola T142, which was raced by both Frank Gardner and Robin Widdows, but he sold the car well before the season was finished. The new McLaren should be delivered in January and will run in Taylor's white and green colours. Alan Smith of Derby will tune the Chevrolet engines and Ron Bennett will continue as mechanic.

Taylor has also added the ex-Trevor Taylor Team Elite Lola-Chevrolet T70 Mk 3B to his stable, and he will use this for the forthcoming Temporada Series in Argentina where Gethin will be driving with A. N. Other.

Alan McKechnie's team will also be transferring their F5000 allegiances from Lola to McLaren, and they will be running an M10B-Chevrolet for their driver, premier Grovewood award winner Mike Walker.

### New McLaren at Indy

Bruce McLaren and Denny Hulme were looking very pleased with their trip to Indianapolis at the Grovewood Awards presentation party last week. The new



Winners of the Ladies' Award on this year's RAC Rally were Jill Robinson (right) and Audrey Scott, who were 58th overall out of 69 finishers in their BMW 2002.

M15-Offenhauser Indy car lapped the Brickyard in Denny's hands in this its first proper test session at an average of 163 mph—3 mph slower than the all-time lap record set in 1968. Bruce, on his first-ever visit to Indianapolis, lapped at 164 mph. There is obviously plenty more to come from the car, which will be driven by Hulme and Chris Amon in next May's race, when it should be a leading contender.

Bruce is also delighted with the way the new M10B F5000 car is shaping up, and last week he got it round Goodwood quicker than he has ever gone in an F1 car. The first car is destined for the Alan McKechnie team for Mike Walker.

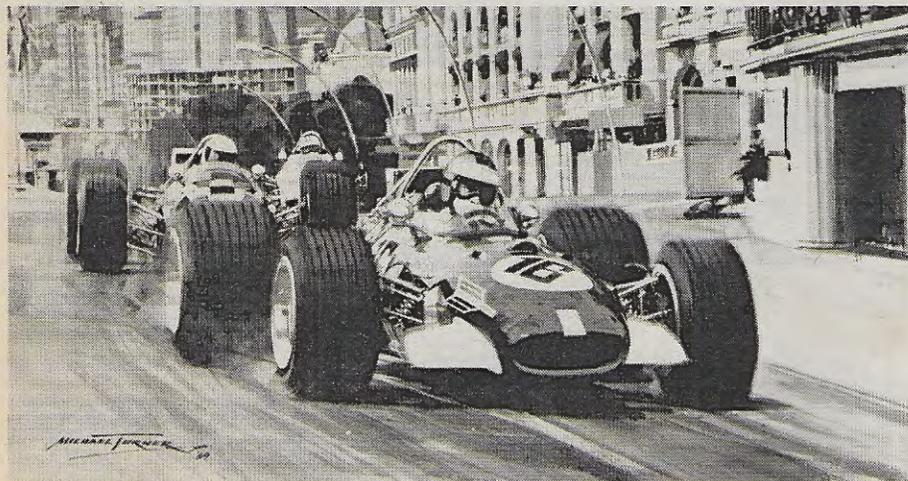
### Andretti in F5000 Lotus

Latest recruit for the Sebring Continental Championship Formula A race on December 28 is Mario Andretti, who will be at the wheel of the new FA/5000 Lotus Type 70 monocoque for its first race. The car will be powered-by-Ford and entered by Koshland Engineering, which is a consortium of Lotus Components, American concessionaires Lotus East, Malcolm Starr and stockbroker Tony Koshland.

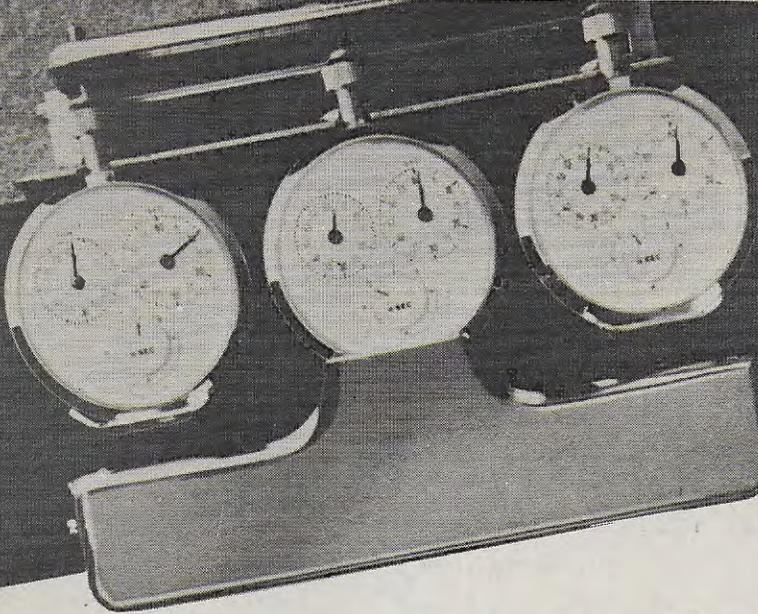
Contrary to recent rumours, Andretti will be staying with the STP team for all USAC events next year. For road races he will have a new chassis with 4.2-litre Ford V8 four-cam engine, while for Indianapolis and other oval track races STP are building a new chassis which will use the turbocharged 2.6-litre version of the Ford four-cam. STP will keep and update this year's Indy-winning Hawk-Ford and use it as a spare car. Next season all STP's USAC efforts will be centred around Ford engines.

### ETCC changes

Certain changes will be taking place in the 1970 European Touring Car Challenge, which will of course be for Group 2 cars. The championship will be organised by the NAV in Holland. It has been decided to exclude hillclimbs from the list of qualifying rounds, particularly after the poor turn-out at the Mair-chairuz round of this year's title, which was so ill-supported that it was decided not to include it as a championship-scoring event. This means that the Swiss will no longer be organising ETCC qualifying rounds, but a welcome addition to the



Michael Turner's 1969 set of Christmas cards are as superb as ever; this one shows Piers Courage leading Jacky Ickx at Monaco. The full-colour cards cost 10s 6d per set of six including envelopes, post and packing free, from Studio 88 Ltd, 95 West End Lane, Pinner, Middx. Turner's full-size prints, suitable for framing, make good Christmas presents and cost from 25s up; just added to the motor racing subjects are two superb aviation prints. Studio 88 also do historic race posters.



**Champion Spark Plugs  
Spark Outright Winner  
of gruelling RAC Rally**

\* \* \*

**1ST LANCIA FULVIA**

driven by  
**H. Kallstrom & G. Haggbom**  
1969 European Rally Champions

Champion equipped cars win six out of eight classes including private entrants class.

Champion Spark Plugs are proved continuously on the world's race tracks. For complete dependability always choose Champions for your car.



saloon title is a round at Dijon in France. The British round will be the Tourist Trophy, which is being run at Silverstone next year.

**New clubmen's Lotus for Goss**

Tim Goss, who won the 1600 cc section of this year's BRSCC Clubmen's Championship and was joint overall winner with Barry Flegg of the Lotus 7 Championship, is selling the ex-John Berry, ex-Peter Deal Lotus 3/7 with which he has scored 19 outright wins in clubmen's racing in three years' ownership. Next season he will appear in a new Holbay-powered all-independent Lotus 7 to contest the new 12-round BARC/BRSCC National Clubmen's Championship.

Deryck Cook, who won this year's BRSCC Clubmen's Championship outright and runs the recently-formed Clubmen's Register, has heard from 74 clubmen's drivers who will be actively competing in the formula next season.

**Graham gets about**

Graham Hill's room in University College Hospital has become quite a social centre for motor racing folk. When we visited him the other day he was already entertaining Piers Courage, Innes Ireland, Frank Williams, Grahame White and Alan Phillips, and was displaying all his usual high spirits. His room is crammed with cables and get-well cards from all over the world, and he is working busily on the final stages of his book which will appear in time for Christmas. One letter sent from Liverpool immediately after his accident and addressed simply to "Graham Hill, in hospital somewhere in USA" had just arrived, having taken roughly a month to catch up with him in London. At some stage in its journey the letter had been stamped "Addressee Unknown." "Bloody cheek," said Graham.

Graham has also been doing the social rounds by wheel-chair; he was an unexpected guest at the Club Lotus Dinner-Dance at the Europa Hotel on November 15, when Wally Hayes of Ford Europe presented Colin Chapman with a portrait to mark the fact that the first Lotus, the Mk 1 Austin Special, was built 21 years ago. The latest Lotus type number is the 70, the new F5000 car. Highlights of the

**DIARY**

**INTERNATIONAL EVENTS**

November 28/29. Vaal Gold Cup, South Africa (South African Rally Championship round).  
November 30. Rex Mays 300, Riverside, California, USA (USAC).  
December 26. Pietermaritzburg Three Hours, Roy Hesketh, South Africa (G4, G6, G7—Springbok Series, round 4).

**BRITISH CLUB EVENTS**

November 29. Sporting Owner DC restricted sprint (Silverstone Sprint Championship, round 5). Silverstone, near Towcester, Northants, 1.30 pm.  
Kentish Border CC & Cadwell Park C & KCC national open Player's No 6 Weekend rallycross. Cadwell Park, near Louth, Lincs, 1 pm.  
November 29/30. Herefordshire MC restricted Hereford Evening News Rally. Henlys (Hereford) Ltd, Widemarsh St, Hereford, 142/409509, 11 pm.  
Boston & DMC & LCC restricted Holland Cup Rally (ANEMMC & ASEMMC championships rounds). Palmers & Bells Garage, Butterwick, near Boston, Lincs, 114/382457, 10.30 pm.  
Knowldale CC restricted Mini Miglia Rally. Rochdale Town Hall, 10 pm.  
Mini 507en Club restricted VIP Icebreaker Rally. Municipal car park, Llangollen, Denbs, 177/214419/2, 10.30 pm.  
Chess Valley MC restricted Three Counties Rally. City Motors, Oxford, 145/4964/102, 11 pm.  
Leeds University Union MC closed Rally of the Hundred Pins. Ringways Garage, Whitehall Rd, Leeds, Yorks, 96/266317 1/2, 10.30 pm.  
Ripon MSC closed Riponian Rally Bus station car park, Ripon, 92/314714, 11 pm.  
Sheffield Students MC closed Rallye Escapfield. Brook Shaw Ltd, Gibraltar St, Sheffield, 111/351880, 11 pm.  
Southampton MC closed Third Solent City Rally. Ivy Cross Garage, Warmminster Rd, Shaftesbury, 9.40 pm.  
Southern CC closed Four Seasons Rally. Near Alton, Hants, 10 pm.  
November 30. London MC restricted race meeting. Brands Hatch, Fawkham, near Dartford, Kent, 12.45 pm.  
Kentish Border CC & Cadwell Park C & KCC restricted rallycross. Cadwell Park near Louth, Lincs, 1 pm.  
Bristol MC & LCC Roy Fedden sporting trial. Langridge, 156/722698, 10.30 am.  
Yeovil CC closed Butterfly trial. Chef Grill, Compton House, Over Compton, Sherbourne, Dorset, 178/594163, 11 am.  
Huddersfield MC closed driving tests. Hopkinsons Ltd, Macauley Road, Carp Park, Brikby, 10.30 pm.

evening included a race on kiddie tricycles between Keith Duckworth, Chapman, Hayes and Graham Arnold. A penny-farthing bicycle which was lent by a Club Lotus member and ridden round the dance floor was later that night stopped by a policeman in Grosvenor Square for being ridden without lights, and has since disappeared without trace; Lotus would be glad of any information leading to the recovery of the 100-year-old machine, which is worth £200.

In his capacity as retiring president of

one of the world's most exclusive clubs, the World Champion Drivers' Club, Graham presented the Champion Challenge Trophy to the new president, Jackie Stewart, at a luncheon at the Savoy Hotel last week. The club is sponsored by the Champion Sparking Club Co Ltd; the World Champion each year is president, and former world champions are life members.

In his speech of thanks Stewart mentioned the help he had received from Hill during his first years in Formula 1 when he was No 2 to Hill in the BRM team, and also paid tribute to Tony Rudd and Ken Tyrrell, his only F1 team managers, who were both present. Louis Stanley spoke of the year's progress of the Grand Prix Medical Unit, which Champion will be backing by placing advertising decals on the side of the familiar big white truck; it is hoped that other trade organisations will follow suit. Also present at the luncheon were club members Jack Brabham and Denny Hulme, Jo Bonnier, Piers Courage, Colin Chapman, Rob Walker, Tim Parnell, and of course Champion's general Managing Director Hubert Starley.

**Wankel-powered Citroën**

Citroën have introduced a new Wankel-powered small car, the M35, of which 50 examples will be built and sold to selected customers. The car looks rather like a fast-back Ami 8; it will be introduced in mass production in 1972 if these tests are successful. The single-rotor engine has a capacity of 995 cc and the car's claimed top speed is 90 mph.

Meanwhile the first fruit of the Citroën/Maserati agreement, the Model S which will have a 90-deg V6 engine, will make its bow at the Geneva Show next March, followed in October by a new four-cylinder 1000 cc small car.

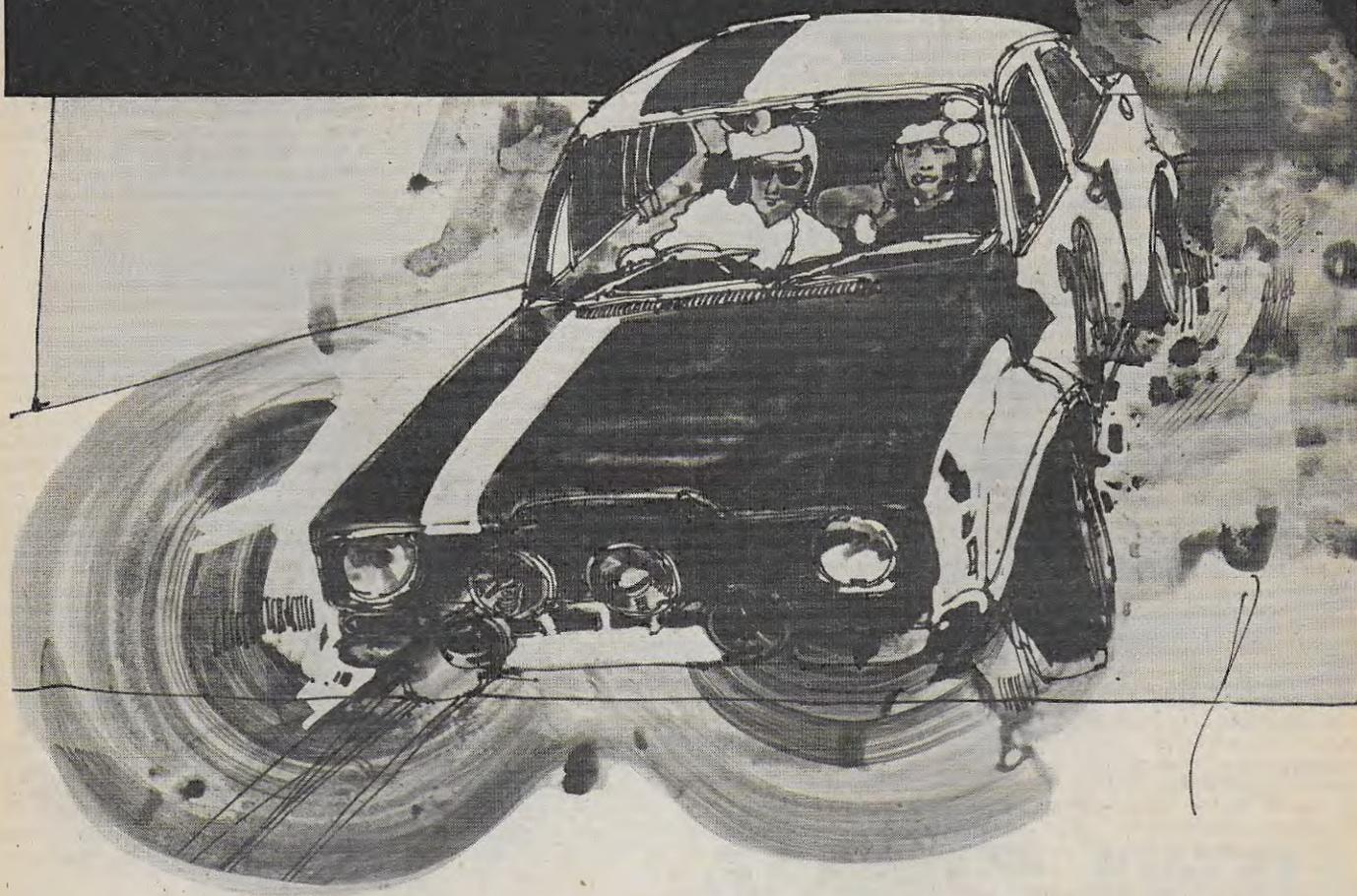
**Criterion des Cevennes**

We got our Continental Rallying lines very crossed in last week's issue—probably because the Rallies Editor was busy in Wales retiring from the RAC Rally—and reported the deciding round of the French Rally Championship in *Pit and Paddock* last week as the Criterion des Cevennes, when in fact the event was called the



Graham Hill and Jackie Stewart at the WCDC lunch (left), and Colin and Hazel Chapman admiring the portrait presented to them by Wally Hayes, (right) at the Club Lotus dinner-dance (see Graham gets about).

# Take the stress of your daily drive. Multiply by 100. That's rallying.



**100 times the stress, 100 times the wear-and-tear of ordinary driving. It sounds like the boast of a demented publicity man. In fact, it's a pretty accurate calculation of the conditions that rally cars battle through. Between a breakfast snack and an 11 o'clock swig of coffee they can belt their cars as hard as you would in a fortnight.** Screeching round corners, hitting rough surfaces, braking and accelerating continuously with the kind of force you use only spasmodically. Through all the muck that the elements can throw at them. From snow and ice to blazing heat.

**Burning-up rubber** Through all this, the drivers depend on their tyres. Totally. And an elaborate, complex organisation sees that they get the tyres they want, and replacements as fast as they need them. "In a rally, one car can run through, say 40 tyres," says

Dunlop's rally expert Jeremy Ferguson. "So we have staging posts every 200 miles, with as wide a selection of tyres as our teams think the conditions demand. On big rallies the total can run into the thousands."

**Take your pick**

"And the types of tyres are as varied as the contenders. Some like the split-second sensitivity of racing tyres on the smooth sections. Most opt for one or other of our normal road radials. SP 44 Weathermaster is generally most popular, especially on muddy stretches. It's got the dickens of a pull, and with its ice studs on, it'll cope with a small glacier. But SP 68 and SP Sport have their followers, too. Remember, these are ordinary production-line tyres, bought off-the-peg. So rallying is a really violent test of our regular production standards."

And that's why Dunlop follow the cars round the world's roughest courses. Here

are the ordinary motorist's problems magnified 100 times.

From this experience comes the knowledge that builds tomorrow's tyres.

## STOP PRESS

### R.A.C. Rally

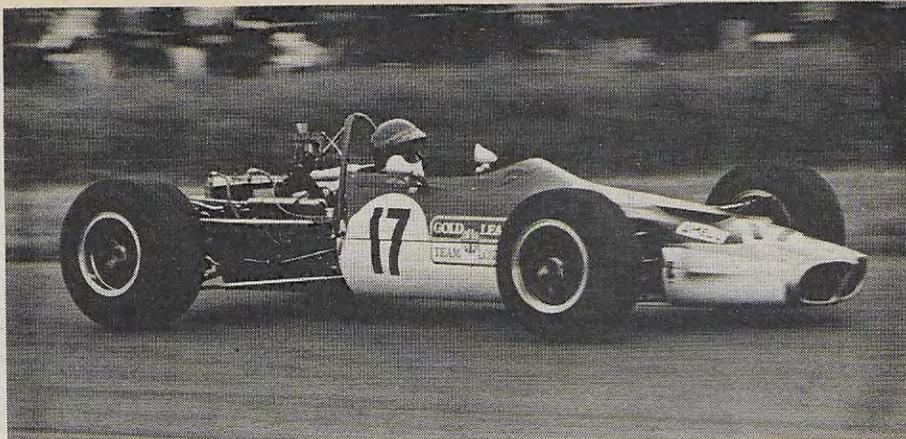
**1st** H. Kallstrom/  
G. Haggborn-Lancia

also 2nd and 3rd,  
Manufacturers Team Prize  
and all class winners

(Subject to Official Confirmation)

**Get Dunlop confidence under you** 

# GOLD LEAF TEAM LOTUS



**Offer for sale**

**their two outstanding**

## **WORKS LOTUS 59 FORMULA 3 CARS**

Both cars race prepared and with rebuilt tested Holbay engines as raced at Thruxton 15th November. Fitted YB11 Firestone Tyres on 8½in x 10½in rims and Hewland gearboxes including 10 spare ratios with each car. Other spares to customer's choice such as 10in and 12in rims fitted R106 Firestone wet weather tyres extra.

**PRICE EACH £2,500**

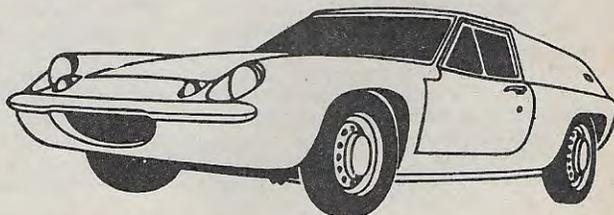
Enquiries please to :

Peter Warr, Competitions Manager, Team Lotus Ltd., Norwich, NOR 92W.  
Telephone: Wymondham 2016

*When you purchase a used car from us to the value of £450 or over, you could win a fabulous, new*

## **LOTUS EUROPA**

ASK FOR DETAILS NOW



### **WE ARE OFFERING THIS WEEK**

- |  |  |   |
|--|--|---|
| 1969 Elan +2S. Royal blue,<br>1,000 miles           £2,300 | 1969 G reg. Sunbeam Rapier<br>H120, 7,000 miles   £1,250                               | 1960 Aston Martin DB4,<br>Silver, red trim, very good<br>condition           £995 |
| 1969 Lotus Europa, 4,000<br>miles, Bahama yellow<br>£1,625 | 1968 F reg. July. Lotus Elan.<br>F.H.C., K.O's. Blue.<br>15,000 miles           £1,245 | 1964 TR4, dove conversion<br>o/d, blue               £550                         |
| 1967 Elan +2, light blue<br>£1,500                         | 1967 F reg. Elan F.H.C.,<br>green                   £1,095                             | 1964 Lotus Cortina, many<br>extras, new engine   £495                             |
|  |  | 1965 M.G. 1100, black   £400  |

## **ASHMORE BROS.**

**ROEBUCK LANE, WEST BROMWICH, BIRMINGHAM**

TEL : 021-553-2350

**Rallye Andernach-Nürburgring-St Armand.**

The Criterium des Cevennes was in fact run last weekend, and this time Jean Vinatier, driving a works Alpine-Renault, did win in an event which was plagued by fog and heavy rain. This event, which with its fast smooth stages attracts several racing drivers, had among its entries Jean-Pierre Jabouille in a 3-litre Group 6 Alpine, but he retired with alternator trouble, although the Alpines of Bernard Consten and Patrick Depailler were third and fourth. Second overall was the Darniche/Demange NSU 1200TT.

**MRR**

Motor Race Relations is the name of a new public relations firm which will specialise in PR for drivers, marketing of their names in connection with commercial products, and so on. Man behind the new company is Richard Lloyd, well known for his driving of Triumph Spitfires in prod sports racing. Before setting up MRR, Lloyd was in public relations in the pop world, where he was responsible for the relations of such people as pop stars Cliff Richard and John Rowles. MRR's early customers include Peter Gethin, Chris Craft and Bev Bond. Lloyd can be contacted at 10 Exhibition Road, London SW7 (01-589 0807).

**Georges Roesch**

When Georges Roesch died recently, just short of his 80th year, he was almost a forgotten man. Yet he was one of our most brilliant designers of high-performance cars. Though he was a Swiss by birth and spent his formative years as an engineer in France, he came to London before the first world war and designed only British cars.

He will be remembered particularly for his Talbot sports cars, the 90, 105 and 110, which were so successful in long distance races, notably at Le Mans. The competition Talbots were really silent, only a faint whistle heralding their approach, yet they had speed in abundance, in spite of their pushrod single-carburettor engines. When Mike Couper used to take his very standard-looking open four-seater to Brooklands and win races at 130 mph, it was a fantastic performance for a 3-litre pushrod car. Many famous racing drivers drove in the Talbot team, notably Brian Lewis, now Lord Essendon.

It is tragic that Roesch never reached his apogee as a designer, because there was little demand for high-quality cars after the great depression and the collapse of the associated Sunbeam firm took Talbot with it in 1935. Rootes took over and used only the proud Talbot radiator, which was carried by disguised Hillmans and Humbers. Like Ernest Henry, that other great Swiss designer, Georges Roesch spent his latter years in comparative obscurity.

**Works rally Escort winner**

Walter Easton, a 33-year-old army sergeant serving with REME in Germany, has won a rally competition run by the *Daily Mirror* and wins the works Ford Escort TC driven into sixth place on the RAC Rally by Roger Clark/Jim Porter. Readers were asked to put eight attributes of the successful rally driver into order of importance, and out of no fewer than 44,000 entries Easton's was the only one which corresponded exactly to the order chosen by the judges, Dean Delamont of the RAC, Stuart Turner of FoMoCo, Patrick Mennen, the *Mirror's*



*Dunlop have introduced this new version of the 12-ins Mini racing tyre, the MP27, specifically for rally-cross, to cope with the widely varied surfaces encountered in this type of sport.*

motoring correspondent, and the paper's editor Mr L. A. Howard. His winning combination was as follows: 1, driving flair; 2, ability to concentrate for long periods; 3, past experience; 4, cool head; 5, sharp reflexes; 6, courage and daring; 7, physical fitness; 8, thorough mechanical knowledge of the car. As it happens the winner is a very suitable one: he has prepared army cars for the London-Sydney Marathon, the Monte and the Tulip, has travelled with several service crews, and rallies himself in Germany.

**Sunday's Leston finale at Brands**

The final round of the Les Leston Formula Ford Championship takes place at the London MC's Brands Hatch meeting on Sunday and, although Dave Walker has clinched the title, Grovewood award winner Tony Trimmer will be making his absolute final British FF appearance with a new Titan to try to hang onto his second spot in the championship. Others in the race include Luiz Bueno, Richardo Achcar

and Ed Patrick in Merlyns and Dave Morgan (Alexis), while the other races are for *formule libre* cars, F4s/FFs, saloons and prod sports cars. First race is at 12.45 p.m.

**Briefly . . .**

● Ignazio Giunti became the first man to crash the new Ferrari 512S during tests at Vallelunga last week. He spun the first prototype and badly damaged it against a guard rail; he was unhurt, but the car had to be returned to Modena for extensive repairs.

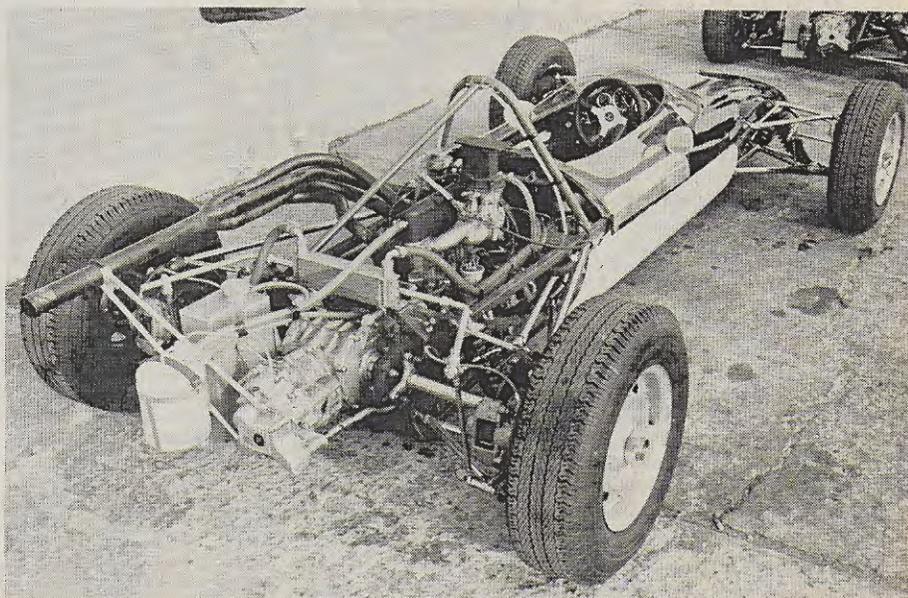
● John Surtees is reported to be suing MGM for libel, allegedly perpetrated in John Frankenheimer's film *Grand Prix*.

● An erring caption writer gave the Cosworth F1 engine six valves per cylinder in last week's Multi-valve Engines article by John Bolster. The DFV has of course 32 valves. The caption to the heading picture of the Lion-Peugeot VX5 was also incorrect; the horizontal camshaft operated two huge inlet valves, and not of course exhaust valves as was stated.

● Jackie Stewart has been awarded the Jim Clark Memorial Trophy for outstanding success recorded by a Scotsman in the field of motor sport. The award takes the form of a silver helmet; this is the first year it has been presented, and it has been donated by Jimmy's parents.

● The BARC has formed a new company, Thrupton (BARC) Ltd, which will handle all race meetings at Thrupton and other Thrupton affairs save for testing. Richard Speakman, well-known as a motor sport commentator and AUTOSPORT contributor, has been appointed manager of the company, and any correspondence regarding the circuit should be addressed to him there.

● The BRSCC (Midland Centre) held their Annual Dinner and Dance at the Swan Hotel, Yardley, near Birmingham last Friday. Guest of honour was John Gott, who made some suitably scathing comments about the 70 mph speed limit. Drivers present included Ian Mitchell, Lawrie Hickman, Steve Neal, Ian McDougall and Steve Thompson.



*A Snetterton spy glimpsed this prototype Lotus Formula Ford car being tested last week by Dave Walker. Wearing hack 41 bodywork, the square-tubed car bears a marked similarity to the F3 59; first race should be at Sebring on December 28 with Emerson Fittipaldi at the wheel.*

# FROM THE COCKPIT

"There's a very definite art in getting through those high speed turns correctly. You have to run a very precise line and pattern."

## Bruce McLaren goes testing at Indianapolis



THERE was plenty of excitement in the CanAm Series right up to the last race in Texas. Nobody was really sure whether Denny or I would win the title, and we weren't very sure either, although we had sat and looked at each other once or twice! Denny had been getting gradually faster in the CanAm car all year, but whereas last year I think I might have been able to beat him in a knock-down-drag-out fight in a CanAm car, I don't think I could now. So if Denny had wanted to, he could have won the Texas race and the championship. There are two ways of looking at this. You might say, well he drives for the team so he should drive to team orders, but in fact our team has never been that way. We've always endeavoured to find individuals in every area who would do the best possible job with no limitations, and if you set that sort of policy you don't map out a battle plan for them, you map it out with them. I won the CanAm Series in 1967 and Denny won it in 1968, and for 1969 we had tacitly agreed to take turns while things were fairly easy for the sake

little sign on the chassis at that point worded "1970 Stops Here!"

The engine has obviously undergone considerable development since the 'thirties, and with the turbocharger fitted it produces a pretty reliable 600-plus horsepower from its 2.6 litres.

We ran it the next day at Goodwood but the odd habits of the turbocharger meant it wasn't much of a car for road circuits. The turbocharger is run by exhaust gas, and the more exhaust gas you've got, the more intake mixture you push into the engine. This works the other way to start with—when you first open the throttle you haven't got much exhaust gas so that the fan in the turbocharger in the intake isn't pushing much in until you've had the throttle open for a little while to get some exhaust gas to speed the turbine which blows a bit more intake mixture in which creates more exhaust gas which creates a bit more intake pressure—Phew!—which creates a lot more exhaust gas which means suddenly you've spun off in the middle of Madgwick when it all

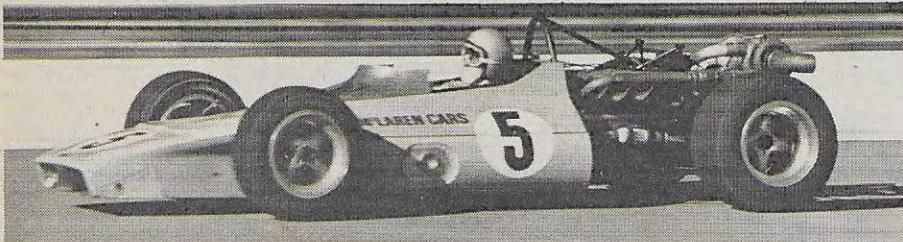
and Mario Andretti's big McLaren-Ford had kept running, but regrettably both of them dropped out on the same lap about ten from the start, so it was another easy afternoon for Denny and me. We swapped places a couple of times, but then with just a few laps left Denny's engine destroyed itself.

That night we collected our pots and cheques and made a dash for Houston to catch the midnight jet for Indianapolis. We arrived at Indy at 3 o'clock in the morning and we were so busy that week that it wasn't until Friday, when Reynolds Aluminum put on a luncheon for us at their Richmond, Virginia, headquarters, that it dawned on me I had won the series again!

### The next project

Actually it's better not to waste time dwelling on these sort of things; it's better just to get on with the next project, and that was Indianapolis. Indy is a whole new ball game. First of all, you don't run much below 160 mph and most of the time you're nearer 200. In Grand Prix racing or CanAm it's the other way round—you're not much over 160, and this is the first thing that you notice.

So that we would have some sort of yardstick to go by, we set the car up as a road racer at Goodwood prior to shipping it, so that if the engine had been responsive it would have been about the way we'd expect a Grand Prix car to be. We hadn't been to Indy before and we didn't know much about it, but I was much more interested in finding out why and how a car is fast at Indianapolis for myself, rather than just copying all the trick things that people had developed over the years. I figured that we had plenty of time to learn—the best part of six months—but if this hadn't been the case, we wouldn't have had time to go through this learning process. I drove the car initially but I soon realised that my lack of experience at Indy was going to hurt just a little. It takes quite a long time to go really fast there. Make no mistake, it's a lot more than just four left-hand corners. There's a very definite art in getting through those high speed turns correctly. You have to run a very precise line and pattern—at least I think so—to go fast. I got up to 162 mph fairly quickly, and I could imagine quite a few things that would make the car faster, but as Denny had been through all this before with the Eagles we elected to have him start driving at that stage. Chris Amon was there with us too. One of the problems of testing at Indy is that they only allow one car out at a time, so if there were three of four cars there you would only get a quarter of the day. We got through about half of our experiments, and Denny was lapping at just over 168. If we're lucky we'll find another two or three miles an hour, and we should be in the running next May. Two months ago we were saying "Right, remember now, it's just another race. . . ." But there's never been a single race that we've got this excited about!



Bruce testing the M15-Offy at Indianapolis last week.

of a happy team. As it turned out nobody had to make the final decision because Denny's engine didn't run the distance.

We rushed back to England between the Riverside and Texas races for several good reasons. One was that neither Denny nor I had been home for a while, the second was that our new Indianapolis car was just about ready to run, and the third was that the new Formula 1 car for 1970 was in the final design stages.

I left the Riverside race almost before it finished, hitching a ride on one of the Gulf Oil Company's executive jets as far as Pittsburgh to do some business on the Monday, and by Tuesday morning I was back at our Colnbrook factory. It was a frantic week. We had laid down what looked to be almost an impossible schedule to design and build an Indianapolis car ready for testing in a little over three months, but the factory responded splendidly and Colnbrook vibrated on Sunday afternoon to the sound of its first Offenhauser Indianapolis engine. And vibrated was the word. The four-cylinder Offy beloved by the US "circle racers" is quite an engine. Anybody who remembers the old 500 Cooper-Norton will know what I mean—it's like having four of those tied together. The engine was designed back in 1931 and our drawing office was so proud of their new aluminium monocoque chassis, which finishes just in front of the engine, that there was dark talk about sticking a

comes in with a bang! And that's exactly what happened to Denny!

I also ran the first of our 1970 Formula A/5000 cars, but the push-pull throttle cable had got its internals in a knot somehow, which curtailed testing until the Wednesday. I changed Wednesday morning's Texas flight to the afternoon, and ran the car again that morning with good results, but there was still quite a bit I wanted to try before we sealed the 1970 specifications.

When we did hit the Lone Star State we had a real Texas welcome at Houston airport. A kind of mobile cocktail party had been arranged to get us the 70 miles to College Station, home of the Texas A & M University and Texas' first and only international speedway. The mobile cocktail party was in something like one of our racing car transporters except that, instead of racing cars and work benches, it was equipped with a bar, kitchen, stereo and a very comfortable lounge. It belonged to Red O'Dare, the man who puts out oil well fires around the world. Typically me, I figured it was for a serious purpose and asked one of the O'Dares what would happen if they should need it right then. "What do you mean, need it?" he laughed, "Hell, this is just for funnin' in!" So Denny and I rode in style with our Texas spare ribs and our glasses of Coca Cola. . . .

The Texas race would have been an interesting show if Chris Amon's Ferrari

# Castrol's magnificent seven

Castrol are making seven special offers. Like this Road Atlas, for instance. Worth 35/-, it can be yours for only £1, plus the receipt for the purchase of one gallon of Castrol GTX, Castrol XL, or Castrolite.

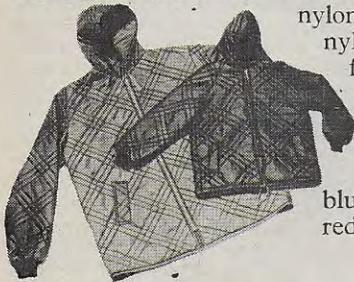
To make it even more of a bargain, we'll toss in a lubrication chart, free. We've got one worked out ready for you and you're welcome to it even if you don't buy anything! Choose your bargain buy, and use the coupon.



**Atlas** 10" x 8", leather-bound. 88 pages of sectional maps, scale 5 miles to 1 inch. Plus 33 detailed town centre plans. (Does not include N. Ireland).

Shop price £1. 15s. od. Castrol Offer Price £1.

**Anoraks** British-made from shower-proofed quilted nylon, foam-filled, with nylon or nylon/rayon lining. Full zip fronts, two pockets. Acrilan cuffs. Children's sizes have elasticated safety cords. Washable and drip-dry. Choice of 5 colours - navy-blue, mid-blue, green, brown, red.

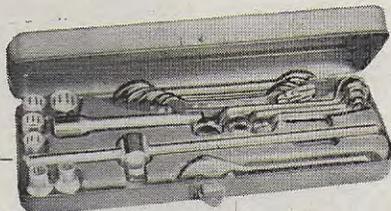


Castrol Offer price, children's sizes: Chest: 20", 22", 24", 26", 28", 30", 32" 31/6d.

Adult sizes: Chest: 36", 38", 40", 45/od, 42", 44" 47/6d.

## Tool Box

Save £2. 19s. od. on this Elora Motorist's Kit. Contains: Sliding T Bar - 5" extension bar - 6 sockets - 3 ring spanners - 5 open-ended spanners and a 6" adjustable wrench. Manufactured in Chrome Vanadium Steel. Set supplied in AF, Metric or Whitworth sizes. Tick size required in appropriate box.



	AF	Metric	Whitworth
Sockets	3/8" to 3/4"	10 - 17	1/8" to 1/2"
Ring spanners	3/8" to 3/4"	10 - 15	1/8" to 3/8"
Open-ended	3/8" to 3/4"	10 - 19	1/8" to 7/16"

Shop Price £7. 8s. 6d. Castrol offer price £4. 9s. 6d.

## Battery Charger

Save 9/7 on this compact battery charger. Cannot cause damage to battery even when left connected for long periods.



- \* Improved overload capacity.
  - \* High Efficiency \* Built in regulation
  - \* Keeps battery in first rate condition
  - \* Uses latest type silicon rectifier
  - \* Little heat generated
  - \* Automatically adjusts charge
- Input 220-240 Volts AC.  
50/60 cycles - 15 Watts  
Output 12 Volts D.C.  
12 Watts continuous rating

Shop price 29/6. Castrol offer price 19/11.

**Blanket** Multi coloured Jacquard woven rayon/cotton blanket in attractive "jeep" design. Soft and warm. Washable. Ideal for child's bed, car, caravan or picnics.

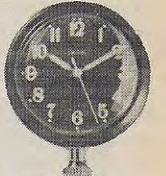
Size approx: 60" x 80"  
Castrol offer price 34/-



## Car Clock

Save 16/- on this fine Smiths time-piece. 30 hour movement. Luminous dial. Centre sweep hand, shock-proof type movement. Stick-to-anything fittings. Matt black anti-glare finish. 6-months unconditional guarantee.

Shop price 58/6d. Castrol offer price 42/6d.



## Wrist Watch

Save £3. 5s. od. on this high-quality Swiss gents watch. Shock protected. Water protected. 17-jewel lever movement, sweep second hand. Guaranteed for 12 months. Complete with strap and presentation box.

Shop price £7. 15s. od. Castrol offer price £4. 10s. od.



**A Anoraks** When ordering, please state size and colour required in these columns. For colour, fill in initial letter only, i.e. N for Navy-blue, MB for Mid-blue, G for Green, B for Brown, R for Red.

	Size		Colour
	AF	Metric	Whit'wh
<b>B Tool Box</b>	Quantity		
<b>C Battery Charger</b>	Quantity		
<b>D Blanket</b>	Quantity		
<b>E Car Clock</b>	Quantity		
<b>F Wrist Watch</b>	Quantity		
<b>G Atlas</b>	Quantity		

Include one receipt for each item ordered.

To: **Castrol Bargain Buys, Bird House, Alexandra Road, Hounslow, Middlesex.**

I enclose receipt/s for 1 gallon of Castrol GTX, XL, or Castrolite. Please send me items as indicated on order form above. I enclose cheque/P.O. for £..... crossed and made payable to Castrol Ltd.

Name \_\_\_\_\_

Address \_\_\_\_\_

\* Please allow 21 days for delivery.

\* All offers close 31st January, 1970.

Offers available in U.K. only

Complete this section for your free lubrication chart:

Car \_\_\_\_\_ Model \_\_\_\_\_

Year \_\_\_\_\_

The engine protector





Star of the show was Art Arfons' latest Green Monster jet-powered land speed contender, with which he is to attempt to break the sound barrier on land.

## The Jochen Rindt Show

Story and pictures by DAVID PHIPPS

WHEN the London Racing Car Show takes place it attracts very little attention outside enthusiast circles. The newspaper which sponsors it occasionally gives it a mention, there is a banner on the side of the building in which it is held—and that is about it.

What a contrast, then, to go to Vienna for the Jochen Rindt Show. All the newspapers feature it, there are posters everywhere, and many of the shops have special window displays, much the same as those in Geneva, Frankfurt and Turin at the time of their motor shows. Rindt himself cannot go anywhere without being besieged for autographs, and even the local Formula V champion is regarded as something of a national hero.

The Vienna Show has a big advantage over the London Racing Car Show in respect of the hall in which it is held, which is modern, airy and well lit. The presentation is also much more imaginative—most of the cars are on low plinths—and there are no railings or ropes to spoil the view. Most of the "trade" stands are very tastefully laid out, and there are none of the blatantly retail establishments

with rows of cash registers which are found at Olympia.

The success of the Jochen Rindt Show has attracted the big manufacturers, and production cars now occupy most of the ground floor, with racing cars and most of the year's special coachwork creations on a wide balcony. But the centrepiece on the ground floor is Art Arfons's 17,500 bhp jet-engined "Green Monster," and Arfons himself was present to open the show. This particular car has so far been used only for drag racing—it will do a standing start quarter-mile in just over 6 secs, with a terminal speed of over 260 mph—but next autumn it will attempt to beat Craig Breedlove's land speed record. Arfons, a sort of American Jack Brabham, gives a very graphic description of the accident in which his previous Green Monster went end over end at around 600 mph after losing a wheel, but is still prepared to try and go through the sound barrier in the new one.

Among the Grand Prix cars on show are Matra MS80-01, Lotus 49-12 (still with a ZF gearbox), Lotus 63-1, Brabham-Repco F1-2-66 (now used for hillclimbing in

Austria) and BRM 133-01 (BRM also have a stand on which they are showing Formula Ford and Lotus twin-cam engines, as well as a sectioned 24-valve V12). Other single-seaters include the STP turbine car, Rindt's Formula 2 Lotus 59B, a Formula 2 BMW and a Formula 3 Brabham BT28, and the racing two-seaters range from the original Lotus Mk 3 (LMU 3) to a Gulf Porsche 917 via a 2-litre Abarth, a 3-litre Alfa Romeo 33 and a Gulf Mirage. There are two Porsche 908 Spydors and a whole host of Formula Vee and Formula Ford cars; one of the latter is on a stand which is dedicated to finding another Jochen Rindt, something which Jackie Stewart considered highly undesirable! Rindt, Stewart and Arfons did a lightning tour of the show on opening day, posing repeatedly for photographs, and at the end of it Arfons was noticeably wilting; "I've been to a lot of Shows," he said, "but nothing like this." Throughout the show a chauffeur-driven Rolls Royce was available to Arfons, Stewart and several other guests—just an indication of Rindt's attention to detail in such matters.

After five days in Vienna the Show moves on to Munich, where it will be open from November 26-30. Next year it seems possible that there will be even more venues, and eventually Jochen Rindt Shows could be touring Europe throughout the winter.



Rindt, Arfons and Stewart look snappy with the girl from Snap-On chains.



On the left is an example of local talent on a VW chassis, while on the right Rolls chauffeur Walter, who transported Stewart, Arfons and other guests around Vienna, poses by the Lotus 61 which can be won in a "find the next Jochen Rindt" competition.





**5 Championship  
qualifiers at  
Brands Hatch**

The London Motor Club Les Leston meeting on  
**November 30 starts at 12.45 pm**

Five championship races:  
Amasco Production Sports Cars, Courage Kent Messenger  
Formule Libre, Les Leston Formula Ford STP  
Grand Touring, Formula 4 Plus a Saloon Car Spectacular!  
Reserved Enclosures 10 Adults, 5 Children, 5 Paddock,  
Stands and Parking Free

**IT'S IMPOSSIBLE TO IMPROVE ON  
PERFECTION, THEY SAY, BUT WE HAVE!**

**MEET THE CAR OF THE SEVENTIES—TODAY  
THE FABULOUS ELSE-EUROPA**



**WE BEGIN WITH THE BRILLIANT NEW LOTUS EUROPA  
S2, THEN OFFER FOUR STAGES OF MODIFICATION.**

**STAGE I**—Twin choke 45 DCOE Weber carburettor on  
special inlet manifold, complete new exhaust system includ-  
ing four-branch manifold, new rocker cover in red crackle  
finish, fitted, tuned. Road Tested ..... **£95**

**STAGE II**—AS ABOVE, but also includes removing engine,  
fitting special camshaft and gear, rockers and followers,  
refitting engine ..... **£145**

**STAGE III**—AS ABOVE, but also includes fitment of 5½  
special alloy wheels with 175 x 13 rear tyres and 155 x 13  
front tyres ..... **£225**

**STAGE IV**—AS ABOVE, but also includes customised paint-  
work, twin fuel tanks, special bonnet catches, air horns,  
wing mirrors ..... **£280**

**WOULDN'T YOU REALLY RATHER HAVE PERFECTION  
PLUS**

**CALL IN AND SEE US SOON**

**j.a.else & son**

**CODNOR, DERBYSHIRE. Tel.: Ripley 2321/2/3**

**TEAM LOTUS LTD.**

**Offer  
for sale**

**THREE**

9-series Cosworth Ford DFV 3-litre Formula One  
engines—complete with all ancillary equipment and  
clutch—choice of exhaust systems—full known  
history for each engine and all just rebuilt and  
tested by Cosworth.

Engine Numbers: DFV 901, 911, 921

**PRICE EACH: £5,500**

**ONE**

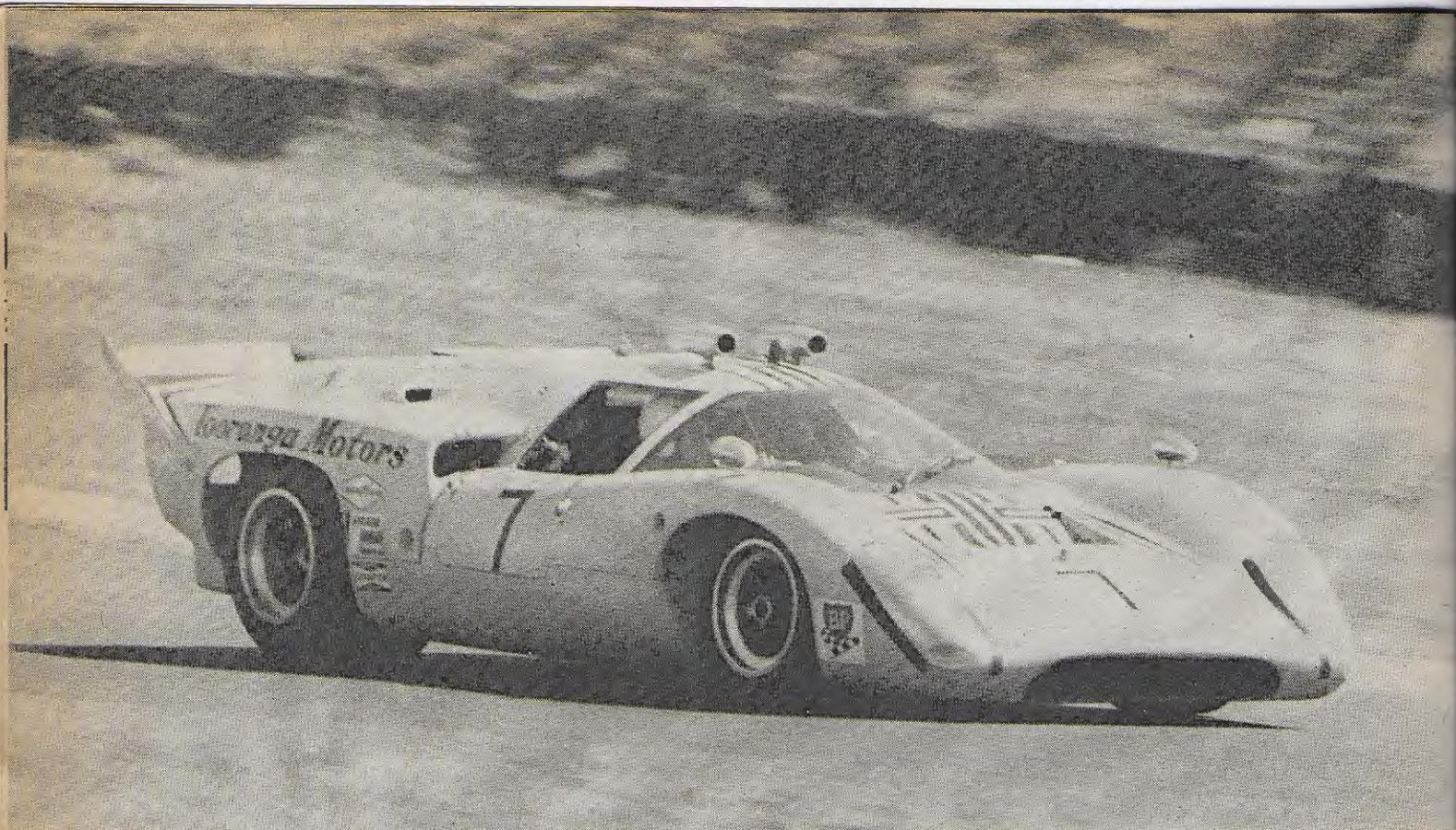
Cosworth-Ford 2½-litre Tasman Formula engine—  
as above.

Engine Number: DFW 803

**PRICE: £4,500**

Enquiries please to:

Peter Warr, Competitions Manager,  
Team Lotus Ltd., Norwich NOR 92W  
Telephone: Wymondham 2016



Mike de Udy speeds on his way to a fine victory with Frank Gardner in the Grand Bahamas Lola.

## Cape Town 3 Hours:

### De Udy/Gardner lead series

John Love (Lola), slowed by engine and brake troubles, finishes second—Guthrie/Driver (GT40) third

By DAVE CLAPHAM

**M**IKE de Udy and Frank Gardner now have a substantial lead in the Springbok Series as a result of winning the Cape Town Three Hours last weekend, the second event in the five-race series. John Love drove the ex-Sid Taylor Lola T70 into second place with failing brakes after a long pit-stop to replace another broken rocker, and Paddy Driver and Malcolm Guthrie (GT40) were third. Jack Holme drove his Chevron B8 single-handed into fourth place; Robin Widdows' Ferrari, after setting fastest practice time, was an early retirement with clutch trouble, and the Lucas/Martland Chevron B16 was eliminated by a spinning backmarker.

#### ENTRY

SIX of the overseas competitors who took part in the Kyalami Nine Hours made the 1000-mile trek to Cape Town for the second event in the five-race Springbok Series. These were the Malcolm Guthrie cars—the Mirage, entered for Mike Hailwood and Peter Gethin, and the GT40 for Guthrie and Paddy Driver—the Alistair Walker/Robin Widdows Ferrari P4, the Digby Martland/Charles Lucas Chevron-FVC B16, and the two Lola T70s of Mike de Udy/Frank Gardner and John Love's Team Gunston car.

The local entry, as at Kyalami, was made up mainly of smallish sports and GT cars and saloons, except for Doug Serrurier's open Ford-engined Lola T70, which had been repaired after catching fire at Kyalami and which Serrurier was sharing with Jackie Pretorius. The two Chevron BMWs of Jack Holme and Denis Joubert were entered, veteran Holme electing to drive the three hours unaided, while Joubert was sharing his car with Clarence Taylor. Ronnie Hare and Trevor Blokdyk had the 2½-litre Climax-engined Elfin T300, while Des Zank was to race his Lotus 23B and John Truter his Lotus

replica, known as the Bramhill.

Clive van Buuren and Bruce van der Merwe were once again racing the Porsche Carrera 6 and Scamp Porter, who finished a fabulous fourth overall at Kyalami, was to race the Renault Gordini. However there was some doubt as to whether Scamp would be fit to drive as he had suffered a severe bout of tonsillitis, and his Kyalami partner Geoff Mortimer was to take his place if he was unfit for the event.

The two Superformance Alfa Romeos were entered—the Belgian lassie Christine Beckers sharing the GTV with Basil van Rooyen on this occasion—and Production Champion Eddie Keizan was to drive the 1750 Berlina with Andrew Martin. Team Lawson entered the 142 Volvo for Arnold Chatz and Dave Clapham, while a 144 model was entered by local dealer Benje Droomer for Colin Burford, who shared the wheel of the Lawson car at Kyalami. His co-driver was to be Piet van Niekerk.

#### PRACTICE

**O**FFICIAL practice took place between noon and 1 pm on the day of the race, so most serious competitors con-

sidered this session merely as a final shakedown period. The circuit was extensively used for tuning on the two days preceding the race, and on Thursday afternoon the Widdows/Walker Ferrari had a moment when a tyre burst going past the pits and the magnesium wheel caught fire. Evidently the bottom right front upright came adrift and wore into the wheel, causing it to ignite. Fortunately the fire was soon under control, and the car was out again on Friday reeling off many practice laps.

Malcolm Guthrie was out in the repaired GT40 but sans tail section, of which a so-called fibreglass expert had made a terrible botch-up, and efforts were being made to have the repairs carried out in Cape Town. The other Guthrie car burst two oil pipes in quick succession, spraying the track with a liberal coating of lubricant. Another car with similar problems was the rather scruffy Mamba Ford, which dropped most of its sump's contents in the one lap it did. Mercifully it also blew up on that lap, so it did not reappear.

The tail of Digby Martland's Chevron B16 had been modified to stop the car weaving at high speeds. The modifications were the result of testing carried out on the works car at Kyalami after the Nine Hours.

The Keizen/Martin Alfa was in trouble with a seized gearbox, as someone had forgotten to refill it after draining. Most of their training session therefore was taken up in removing and refitting the box from the car that had been lent to Christine Beckers while in the Cape. Christine did well to get within a second or two of her co-driver, Basil van Rooyen. The Team Lawson Volvo suffered a blown head gasket, and had the angle of the manifold altered overnight.

In official practice Doug Serrurier threw a rod in the Lola and the car was withdrawn from the race. A number of cars did not appear for practice, including the Superformance Alfa Romeos and Markham's BMW 2002 which had seized its motor while doing some circuit testing at 7 am.

## RACE

At drivers' briefing it was decided that the modified Le Mans start mentioned in the supplementary regulations would be replaced by a normal grid start, the cars being lined up in pairs in order of practice times. Pole position was therefore taken by Robin Widdows in the Ferrari P4, with Mike Hailwood alongside him in the Mirage. John Love in the 6.2-litre Lola was third fastest, and the Pretorius Serrurier Lola would have had fourth place.

As the cars moved up from the dummy grid at the one-minute signal Mike de Udy nipped from fifth position and took over fourth spot. Although the Ferrari led briefly, John Love was first into Hoals Hoek, and at the end of the first lap had well over 100 yds on Mike Hailwood, with de Udy third and Widdows fourth. Widdows pitted at the end of his third lap, went back into the race for a lap and then stopped at the pits again. He tried to resume, but retired with a defunct clutch after less than 15 minutes of the race had been run.

Charles Lucas in Digby Martland's Chevron had in the meantime moved into fourth position, and Hailwood was closing on Love. The Markham/Wingel BMW 2002 which joined the race three laps in arrears after a rapid morning rebuild also retired with another seized motor. On lap 10 Hailwood wrested the lead from Love and opened a gap of about 100 yards. In the meantime Des Zank had spun his Lotus 23 at Malmesbury, and Lucas, who was close behind in the Chevron, hit him despite valiant avoiding efforts. Both cars made their respective ways back to the pits, but were too badly damaged to resume.

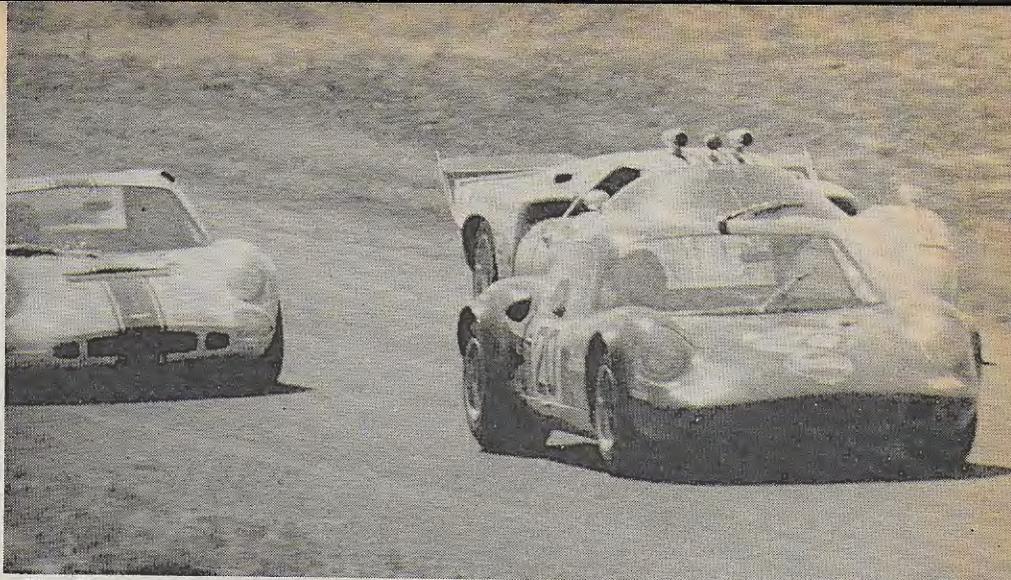
Hailwood was not long in the lead, and Love retook it as they went into Hoals Hoek. In the meantime, however, Mike de Udy was closing on the pair battling for the lead, and just after 3.30, when Love made a pit stop to replace a broken rocker (a recurrence of the trouble that beset this car at Kyalami), de Udy nipped past Hailwood to lead the race. In the meantime pit stops were coming fast and furious, and Piet van Niekerk brought the Droomer Volvo into the pits in a cloud of smoke, an oil pipe having come adrift on BP Bend. A short while thereafter the Lawson Volvo also made an unscheduled stop for more oil.

At 4.15 pm Hailwood, who was tailing de Udy, caught the Lola and went back into the lead, but it was not long before Mike brought the car to a stop at the end of the back straight, the motor having disintegrated in a big way.

With Hailwood now out of the race, de Udy had a clear three-lap lead, but Love was really pouring it on in an effort to regain the time lost in the pits. Paddy Driver came in for an unscheduled stop to hand over to Guthrie, as he found the heat overpowering. Truter, a late starter, retired the Bramhill with a lack of compression, and the Joubert/Taylor Chevron-BMW lost its third position when the front suspension collapsed.

Basil van Rooyen took over the Alfa from Christine Beckers and set after Mortimer's Renault, which was leading the saloon car section and the index of performance. Danny Alderton had decided to nominate Peter Gough, South African saloon car champion, as co-driver and gave him first drive in the Alfa GTA. Gough and Mortimer were close together for the first hour and a half but van Rooyen, once he took over, started reeling them in.

At half distance de Udy handed over to Gardner and the car was refuelled. Love, by the time the light green Lola was back in the race, was only a lap



The Chevron B8s of Jack Holme (20), which finished fourth, and Denis Joubert are lapped by the winning Lola.



Arnold Chatz presses on in the Volvo which, co-driven by our reporter Dave Clapham, finished third on index.

behind, and set about reducing the Australian's lead in no uncertain manner, taking off a couple of seconds a lap. Gardner was being kept informed of the situation, but there was little he could do against the power of the 6.2 litre Chevy. Excitement mounted, and with something like 30 minutes to go Love was only 10 seconds behind and it looked as though he would certainly win. In the meantime van Rooyen was catching the index leader board and was in third place behind Mortimer's Renault and the Team Lawson Volvo, with the leading Lola fourth.

But Love was suffering from brake problems, and he went off the road at BP Bend. By the time he got going he was nearly half a minute behind. Now he was really trying, but with the car in the state it was it was only a matter of time before he was off the track again. This time he lost more time in regaining the circuit, and decided to settle for a safe second as he was still about five laps ahead of the Guthrie/Driver car, with Paddy now back at the wheel.

And so Gardner reeled off the remaining laps to win the Cape Town Three Hours and put the Grand Bahama Lola into a very useful position in the overall Springbok Series. John Love had driven a fine single-handed race, and but for the unfortunate stop to replace the rocker would certainly have been a comfortable winner.

The stop did however add to the drama of the race. Behind the Guthrie/Driver GT40, Jack Holme's Chevron was a fine class-winning fourth.

Geoff Mortimer's clutch started slipping on the Gordini during the last hour and Mortimer had to make a number of stops to have sand poured into the bell-housing in an effort to get it to grip. Van Rooyen took the Alfa past the Volvo on Index, but could not quite catch the ailing Renault.

The next event is at Lourenço Marques, a week and 1500 miles away, and there is going to be some heavy graft on the part of one or two teams to get their machinery raceable in time. The LM event has about three-quarters of an hour of night driving, for it starts at 4.30 pm and, being nearer the equator and further east, it gets dark a lot earlier than it does in Cape Town.

### 8th Cape International Three Hours Killarney, Cape Town Springbok Series, round 2

- 1, Mike de Udy/Frank Gardner (5.0 Lola-Chevrolet T70 Mk 3B).
- 2, John Love (6.9 Lola-Chevrolet T70 Mk 3B).
- 3, Malcolm Guthrie/Paddy Driver (5.0 Ford GT40).
- 4, Jack Holme (2.0 Chevron-BMW B8).

Fastest lap: Gardner, 1 m 19.1 s.  
Index of performance: 1, Geoff Mortimer (1.3 Renault Gordini); 2, Basil van Rooyen/Christine Beckers (Alfa Romeo GTV); 3, Arnold Chatz/Dave Clapham (Volvo 142S); 4, de Udy/Gardner.

Saloons up to 1300 cc: Mortimer; over 1300 cc: van Rooyen/Beckers.

GT/sports cars up to 2000 cc: Holme; over 2000 cc: de Udy/Gardner.

Prototypes up to 1600 cc: John Rowe (1.6 Ecosse-Ford t/c); 1601-2500 cc: Ronnie Hare/Trevor Blokdyk (2.5 Elfin-Climax T300); over 2500 cc: Love.

## Macau GP:

# Kevin Bartlett all the way

By FUNG BILLY CHOO

**A**S briefly reported in last week's issue, this year's Macau Grand Prix on November 16 was won by Australian Kevin Bartlett in the Mildren-Alfa V8 Tasman car. Two laps behind came the Hong Kong driver Albert Poon in the ex-Piers Courage Formula 2 Brabham BT30, just beating the Japanese Sohei Katoo in the remaining Mitsubishi Colt Formula 2 car.

This year's Grand Prix was open to cars from Group 3, 4, 6 and 7, and single seaters excluding Formulas 1 and A/5000. It was run over 45 laps of the sinuous 3.8-mile road circuit around the tiny Portuguese colony of Macau, the main straight running alongside the South China Sea and the narrow and twisting back section rising and falling in the overlying hills. The entry was dominated by the Len Bailey-designed, Alan Mann-built Mildren-Alfa, and in practice Bartlett pulverised the existing lap record held by Japan's Osamu Masuko in the Formula 2 Mitsubishi Colt which was so successful last year. His time was 2 m 40.8 s, some 14 secs faster than the previous mark. It

was only as recently as 1966 that the "magic" 4-minute was broken, by Mauro Bianchi in a Le Mans works Alpine.

Opposing Bartlett were two Mitsubishi's of Masuko and Katoo, nominally entered by the "Colt Motor Sports Club," and two Formula 2 Brabhams for Poon and John MacDonal. Older Brabhams were in the hands of last year's winner Ian Bussell from Malaysia, Masao Katagin, K. N. Suen and Fung Tak Ming. Team Harper from Hong Kong entered Steve Holland in the ex-Gary Cooper Elfin-Repco V8, Tony Maw his 1650 cc Marlyn-Ford, and Indonesian Hengkie Iriawan his Elfin 600CS. The field was made up with Lotus 22, 23, 41 and 47s, Elvas, BMWs, Coopers and the like.

Bartlett dominated the practice and shared the front row with Masuko in the fastest of the Mitsubishi's, and Macdonald's F2 Brabham. On row two were Poon's BT30 and the other Mitsubishi, whilst behind them were the Elfins of Holland and Iriawan, and a Nissan Fairlady Spl driven by Mutsuaki Sanada from Japan.

From the start Bartlett built up a huge

lead. Macdonald followed, then the two Mitsubishi's, Poon, Sanada, Holland, Bussell, Burmester (Lotus 23B), Suen (Brabham) and Hasegawa (Nissan Cedric Spl). Masuko tangled with Mitchell's Merlyn and lost three laps, and Macdonald's challenge soon faded as he made the first of many pit stops with the Brabham. Poon passed Katoo's Mitsubishi, and the two of them had a good scrap for second place which lasted for most of the race. Holland retired the Elfin V8 with mechanical trouble, and Micky Allen crashed heavily in his Lotus Elan.

Bartlett continued to pull away from the rest of the field, lapping Poon twice before the finish, and establishing a new lap record of 2 m 39.03 s in the process, some 10 seconds faster than his nearest rival.

Macau GP, November 16  
45 laps, 170 miles

1. Kevin Bartlett (2.5 Mildren-Alfa V8), 2 h 2 m 26.69 s; 2. Albert Poon (Brabham-FVA BT30), 43 laps; 3. Sohei Katoo (Mitsubishi Colt F.2), 43 laps; 4. Jan Bussell (Brabham BT18 t/c), 40 laps; 5. Fred Scholle (Lotus 47), 38 laps; 6. Henry Lee (2.0 Porsche), 37 laps.

The Grand Prix was preceded by the 15-lap final of the production car race. In this Dieter Quester was expected to repeat his previous day's performance in a works BMW 2002 TI, but unfortunately mechanical trouble intervened, leaving the Chinese driver S. Y. Tam the winner in his 1.3 Mini-Cooper S. From a field full of Subaru, Sunnys and Skylines, Harold Lee took third place in a 998 Datsun Sunny.

## NZ Gold Star:

# McRae (McLaren) at Bay Park

By DONN ANDERSON

**A**VERAGING a record 87.2 mph on the tight Bay Park circuit Graham McRae led from start to finish in the third round of the 1969/70 New Zealand Gold Star Championship on November 16. McRae, making his debut in a new 5-litre McLaren-Chevrolet M10A, staved off the challenge of Graeme Lawrence's 2.4 Ferrari 246 V6 to win by 7 secs. One lap down in third place came the 2.5 Climax-engined space-frame Rorstan of Bryan Faloon.

The field for Bay Park was smaller than at the earlier rounds with the non-appearance of two Formula A Begg-Chevs, while the Roly Levis Brabham BT23C was still being repaired following its shunt at Bay

Park the month before. McRae's new McLaren appeared in the black and gold colours of Crown Lynn Potteries, and was fitted with a Traco Chevrolet engine. Graeme Lawrence's Ferrari, the ex-Amon Tasman Championship-winning car, had its aerofoil repositioned with shorter brackets, but otherwise appeared in the same trim as before. Dennis Marwood had been testing his 5-litre Eisert-Chev with Dunlop tyres, but still found the Good-years worth about a second a lap, and elected to stay with the latter.

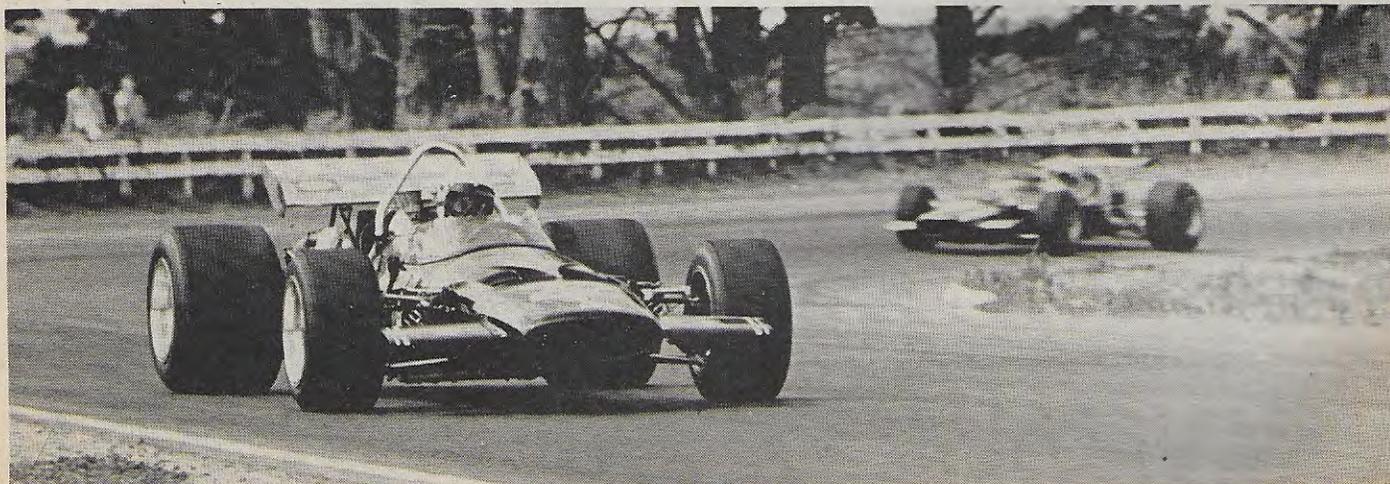
After some testing at Levin, where he unofficially broke the resident lap record, McRae dominated both practice sessions at Bay Park. Despite lack of power in the

high rev range and minor overheating, McRae did a 54.2 s and then the pole position time of 54.0 s—0.7 sec under the lap record held by American Ron Grable. Second best time of 55.2 s went to the Eisert-Chev, but a big-end bolt failed before practice was over, and the car could not be remedied in time for the race the next day.

Graeme Lawrence struck braking troubles and wasn't happy about the new wing positioning on the Ferrari. His qualifying time of 55.3 s was 1 sec slower than his best practice lap during the October Gold Star meeting. No other cars were within striking distance of the top trio. Bryan Faloon, driving the lightweight Rorstan Climax in place of his usual Brabham, did 58.0 s, and Frank Radisich recorded 58.6 s in the ex-Lawrence 1.6 F2 McLaren M4A FVA. Fastest National Formula car was the 1.6 Lotus 41B t/c of Ken Smith with an excellent lap of 58.8 s.

The small field lined up in perfect condi-

Continued on page 16



On the second lap, Graham McRae's new F5000 McLaren is already 100 yds ahead of the 2.4 Dino of Graeme Lawrence.



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**

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.  
**Gold Seal Car Co. Ltd.**, 253 New Cross Road, London, S.E.14, New Cross 3204.  
**Ian Walker (Sales & Service) Ltd.**, 167-9 Ballards Lane, N.3. 01-368 6281.  
**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.

**SOUTH EAST**

**Westleigh Garages Ltd.**, 1339 London Road, Leigh-on-Sea, Essex. Southend-on-Sea 77789.  
**Hammonds & Oakwood**, 270/272 High Street, Bromley, Kent. 01-460 3282.  
**Buckland Garage (Dover) Ltd.**, 138 London Road, Dover, Kent. Dover 1898.  
**Tollgate Engineering (Rye) Ltd.**, Rye, Sussex. Rye 3105.  
**Kingfisher Motors Ltd.**, 120 Bridge Road, East Molesey, Surrey. Molesey 2195.  
**Caterham Car Sales**, 38/40 Town End, Caterham-on-the-Hill, Surrey. Caterham 46666. (Lotus 7 only).  
**Normand Garages Ltd.**, Reigate Road, Horley, Surrey. Horley 2257/8/9.  
**Mike Spence Ltd.**, Reform Road, Maidenhead, Berks. Maidenhead 28539.  
**Grange Motors (Brentwood) Ltd.**, Austin House, Brook Street, Brentwood, Essex. Brentwood 216161.

**SOUTH EAST—continued.**

**Camden Motors Ltd.**, Leighton Buzzard, Beds. Leighton Buzzard 2041.

**SOUTH WEST**

**Rob Walkers Corsley Garage Ltd.**, Frome Road, Warminster, Wilts. Chapmanslade 383.  
**Rob Walkers Huxhams Garage**, Penn Hill, Parkstone, Poole, Dorset. Parkstone 6145.  
**Plough Motors (Stroud) Ltd.**, Stonehouse, Glos. Stonehouse 2382.

**MIDLANDS**

**Foley Park Motors Ltd.**, Stourport Road, Kidderminster, Worcs. Kidderminster 2824.  
**Black & White (Harvington) Ltd.**, Harvington, Nr. Evesham, Worcs. Harvington 456.  
**Ashmore Brothers Ltd.**, Roebuck Lane, West Bromwich, Staffs. West Bromwich 2350.  
**Attwood Garages Ltd.**, Raglan Street, Wolverhampton, Staffs. Wolverhampton 25852.  
**Jos Randies**, Wharf Garage, Stoke-on-Trent, Staffs. Stoke-on-Trent 48361.  
**Clarks Garage (Narborough) Ltd.**, St. Johns, Narborough, Leics. Narborough 3638.  
**Grose Ltd.**, Westonia Garage, Wellingborough Road, Weston Favell, Northants. Northampton 41141.  
**J. A. Eise & Son**, Codnor, Derbyshire DE 54 QB. Ripley 2321/3.

**NORTH WEST**

**Mangoletti Holdings Ltd.**, Unionist Buildings, Nicolas Street, Chester. Chester 44245.

**NORTH WEST—continued.**

**Sports Motors Ltd.**, 250 Plymouth Grove, All Saints, Manchester 13. 061-224 3325/6/7.  
**Charlie Oates Ltd.**, Wayside Garage, Yealand, Nr. Carnforth, Lancs. Carnforth 2460.

**NORTH & NORTH EAST**

**Normand (Bradford) Ltd.**, Hall Ings, Bradford 1. Bradford 33077.  
**Mallamshire Motor Co. Ltd.**, Broad Lane, Sheffield 1. Sheffield 25048.  
**Ellis Moor Ltd.**, 111 New Bridge Street, Newcastle upon Tyne. Newcastle upon Tyne 25964.  
**Northern Sports Cars (Scorton) Ltd.**, Scorton, Richmond, Yorks. Old Catterick 402/613.

**SCOTLAND**

**Dicksons Motors (Perth) Ltd.**, Viewfield Place, Crieff Road, Perth. Perth 22192.  
**Sports Tune Motor Co. Ltd.**, Longniddry, East Lothian. Port Seton 711/2.  
**Steelesport**, 635 Govan Road, Glasgow, S.W.1. 041-445 4418/9.

**NORTHERN IRELAND**

**Malcolm Templeton (Belfast) Ltd.**, 395-401 Shankill Road, Belfast. Belfast 27269.  
**And Broadway Avenue**, Ballymena. Ballymena 2161.

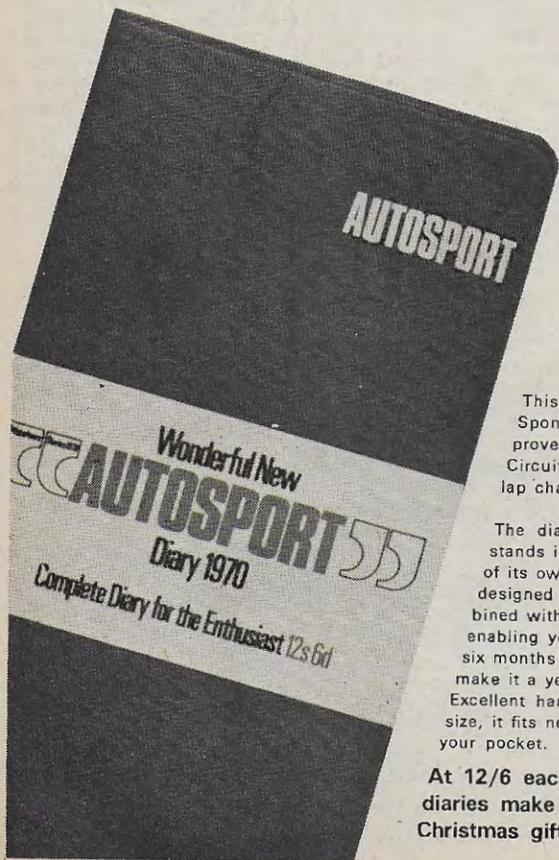
**U.S. MILITARY SALES**

**Anglo-American Automobiles**, 110 Western Road, Tring, Herts. Tring 3071.

LOTUS CARS LIMITED, NORWICH, NORFOLK, NOR92W

Tel. Wyomondham 3411

# Introducing the 1970 AUTOSPORT Diary!



This high quality hard cover diary, has been produced especially for AUTOSPORT readers. Sponsored by the magazine the diary has a 32-page reference section that will prove invaluable to every motoring enthusiast. Features include: \*Circuit diagrams of all Major British Circuits \*Location of all British/European Circuits \*How to attend a race meeting \*How to keep a lap chart \*List of all World Champions since 1954 \*Definition of International Formulas.

The diary itself stands in a class of its own, its well designed format, combined with a layout enabling you to see six months at a glance, make it a year planner. Excellent handy wallet size, it fits neatly into your pocket.

At 12/6 each these diaries make great Christmas gifts.

**FILL IN THE COUPON NOW!**

And send it (enclosing 12/6 plus 1/6 post and packing) to: **TONY PAGE (Diaries) Haymarket Publishing Group, Gillow House, 5 Winsley Street, LONDON, W1.**

Please send me ..... diaries

I enclose my remittance for .....

Name .....

Address .....

AD2

tions for the rolling start, and after two laps the cars were in position for the action to begin. McRae immediately took a lead he was never to lose, with Lawrence's Ferrari hard on his hammer and Faloon in the Rorstan watching on in third place. After one lap McRae had already opened up a lead of 100 yards, and it seemed unlikely that Lawrence would be able to stay with the bigger machine.

On the second lap the order was the same: McRae (McLaren), Lawrence (Ferrari), Faloon (Rorstan), a dice between Radisich (McLaren) and Smith (Lotus 41B), Peter Hughes (1.6 Lotus 33 t/c) and Graham Watson (1.6 Brabham BT18). Four laps completed, and the two leaders were more than 5 secs clear of the field, and the leading McLaren ran 3 secs ahead of the Ferrari.

Little change in positions occurred during the 25-lap race. Lawrence continued to push the leader, who was never any more than 10 secs away, but couldn't get close enough to provide a spectacle. But McRae

was lucky to finish, for the engine ran roughly at high revs and stopped for a couple of seconds at Beach Bend after the main straight.

Radisich and Smith fought hard for lap after lap until Radisich was forced to retire his McLaren M4A with gear selection misdemeanours, leaving fourth place to the Smith Lotus. Faloon enjoyed a quiet race home to third, the Rorstan Climax sounding as crisp at the end as it was at the start. Similarly, the 1.6 Brabham BT21C of Graham Baker went steadily, and was rewarded with fifth. Sixth place went to the 1.6 Brabham BT18 of Graham Watson, after a race-long tussle with the Lotus 33 of Peter Hughes.

During the closing laps, Lawrence seemed to be making ground, but was held up by back markers and it soon became obvious that he wouldn't be able to overcome the deficiency. Lawrence broke the outright record in 54.2 s, but McRae answered by doing a 54.0 s (88.67 mph) tour. A delighted Graham McRae crossed the line to win first time out with a new car, and put himself in the lead for the

Gold Star Championship with 18 pts. Both Lawrence and Marwood have 17 pts, but it looks as though McRae will be a hard man to beat this season, particularly when the big McLaren is properly sorted.

Bay Park, November 16  
NZ Gold Star Championship—Round 3 25 laps

1.	G. McRae	(5.0 McLaren-Chevrolet M10A),
22, m	51.6 s,	87.2 mph.
2.	G. Lawrence	(2.4 Ferrari-Dino 246 V6),
22, m	58.7 s.	
3.	B. Faloon	(2.5 Rorstan-Climax 4), 24 laps.
4.	K. Smith	(1.6 Lotus 41B t/c), 24 laps.
5.	G. Baker	(1.6 Brabham BT21C), 23 laps.
6.	G. Watson	(1.6 Brabham BT18), 23 laps.

Fastest lap: G. McRae, 54.0 s (record).

● Paul Fahey was unable to challenge the Ford Mustangs in the NZ Saloon Championship race after a practice accident in his FVA-engined Escort. The car wasn't handling, and hit a safety fence on the fast Rothmans Bend, damaging the front suspension so severely that it couldn't be rectified in time. Red Dawson took his third successive win in the championship race, with John Riley (Mustang) second. Gary Sprague's 1.6 Escort TC finished third, ahead of Rodger Anderson in his BMW 2002 Alpina.

## Correspondence

### Motor racing and the daily papers

**B**EING an employee of one of the largest provincial newspaper groups in this country and having followed motor racing for 20 years or so, I cannot but feel sympathetic towards Mr Slater's concern over the lack of coverage for motor sport in the Press (AUTOSPORT last week).

There is little doubt that sports editors have appeared reluctant to concede that motor racing has any substantial following. Too often, in the past, the criterion for publishing has been sensationalism which allows fact to give way to fantasy. This has not been the fault of the reporter necessarily, but of the editorial policy of the paper, particularly in the popular press.

Nevertheless newspapers are operating in a highly competitive field, where viability, in most cases, is related to advertising revenue which is in turn related to circulation. In consequence editors must be receptive to the views and opinions expressed by their readers.

May I suggest, therefore, that as with the campaign for greater TV coverage, readers write, in this case to the editors of their papers, seeking an increase in the space allotted to motor sport.

Perhaps the wind of change is already blowing through the columns of the national and daily press, for only last Friday the *Daily Telegraph* published three independent reports on the Grovewood Awards! No doubt a mistake on this occasion, but credit where credit is due. Over the last 12 months this publication has covered not only F1, F2 and the classic sports car races, but also the major F3 events in this country and the Tasman Series. Let's hope the others follow their lead.

OXFORD. NICK CARLING.  
[We agree—for factual coverage of international motor racing we have found the *Telegraph* best, followed by *The Times*—Ed.]

### Formula F100 carburation

**T**HE letter from Mr Rolt (AUTOSPORT, November 13) contains some factual errors. May I take this opportunity to make clear the position of the Ford Motor Company Limited on Formula F100?

Because of our previous experience in Formula Ford, we were asked to advise on the formation of the rules of Formula F100, and during these conversations the subject of one or two carburetters was raised. We took the stand that homologated engines from Group 1 was the right way to go in this formula and in the interest of the sport generally we wished to have no restriction on the number of carburetters. This was duly agreed by the meeting. We were even more surprised therefore than Mr Rolt to see the final outcome of the regulations. Before seeing Mr Rolt's letter I had already spoken to the RAC, who assured me that this was in fact a misprint from one of the early drafts. This was to be corrected in the next RAC Bulletin. I hardly think we can be blamed for this course of events.

Incidentally, to assist this formula, I have asked Ford Industrial Products Operation to consider providing 1300 GT engines through

its dealer network in the same way as engines for Formula Ford are sold. An announcement on the pricing of these units is expected in the near future.

We do feel that there is a place for this formula in the world of club racing, if for no other reason than that it allows new manufacturers to arrive on the scene. Some will probably stay for a short period of time, others may step forward to become manufacturers of note in the future.

I honestly believe that Formula Ford has done as much service in this way as it has to giving hundreds of thousands of race miles to a number of people who would not otherwise have been racing today.

BRENTWOOD, ESSEX.

HENRY TAYLOR.

Manager, Performance Plans, Ford Motor Co Ltd.

### Glassfibre Mini fronts

**G**OSSIP has it these days that glassfibre one-piece Mini front ends are to be banned for racing, and possibly all motor sport competitions, for 1970. This rumour possibly grew from a recent scrutineering incident irrelevant to the concept of the Mini front, and is officially denied.

Quote from a letter to me by Neil Eason Gibson, Race Promotions Manager, RAC: "These are not being banned; all that is intended is that during 1970 and the future, scrutineers will check very carefully the safety of the bonnets to ensure they cannot come off during an event."

In fact merely the same precautions as for all body panels, and nothing further; let's hope the facts of the matter spread around as quickly as the gossip.

ALCESTER, WARWICKS.

A. R. GUY.

### Jubilee Gloucester Trial

**T**HIS year the London MC will be staging its 50th Gloucester Trial—the Golden Jubilee of the series, and a feat believed to be unique for a British club event.

The first 'Gloucester' took place shortly after the club's formation in 1904, and it has continued as an annual fixture, broken only by the two wars. Unfortunately, the first of these periods of hostility resulted in the loss of valuable records, and the compilation of the event's history has been severely hampered as a consequence.

This early period of the event is a most important one, encompassing an era when motorcycles, three-wheelers and cars competed together at the very commencement of club competition in this country. Should any reader be in possession of records, reports, or news clippings concerning any Gloucester of pre-1918, I should be most grateful if they would contact me. Any documents would obviously be treated with great care, and returned after scrutiny.

The Golden Jubilee Gloucester Trial takes place on December 7, at Sapperton Valley, and the club is most interested to hear from any entrants from the early days in order that this important occasion may benefit as a result.

163a HOE ST.,  
LONDON E17.

JOHN LEWSEY,  
Press Officer,  
London Motor Club.

The editor is not bound to agree with opinions expressed by readers.



# ICEBREAKER RALLY

starts at Llangollen Municipal Car Park

at 10 pm on

**SATURDAY 29th NOVEMBER**

**SPECTATORS WELCOME!**

(would you believe)

The Mini Se7en Club has made special arrangements for spectators, and a route has been specially signposted to incorporate the vantage points, to watch some of the top club drivers in action in the heart of rallying country.

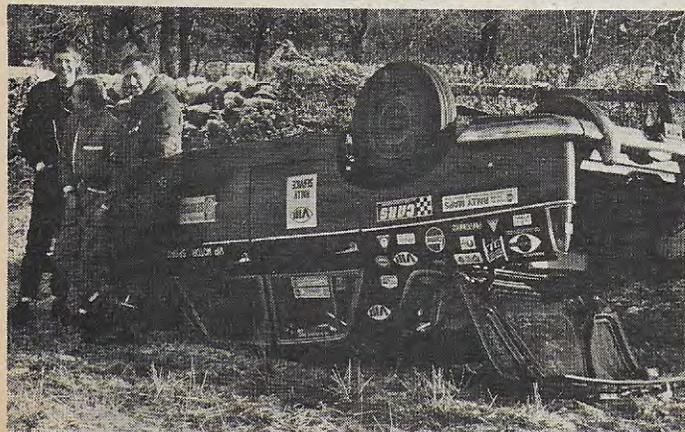
Llangollen is 180 miles from London, 70 miles from Birmingham, and 30 miles from Shrewsbury.

Programmes available at the start

Paula, the VIP girl, will flag the car away.



The VIP Rally Service Barge, as rolled on the RAC International Rally, will be in attendance.

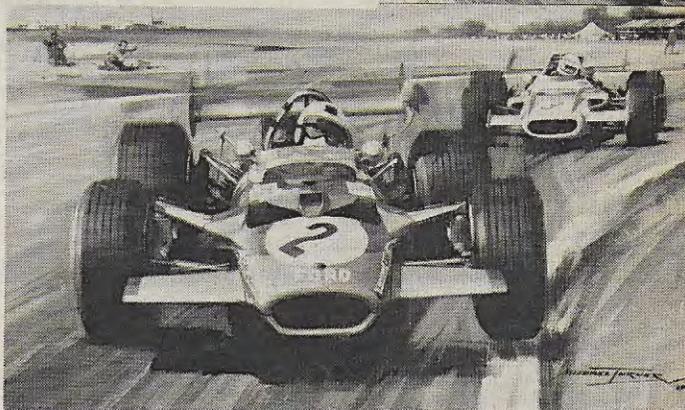
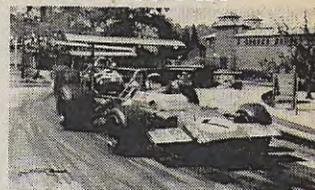


AUTOSPORT, NOVEMBER 27, 1969

# MICHAEL JURNER

## Motor Racing Christmas Cards

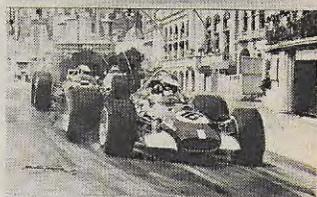
Reproduced in  
**FULL COLOUR** from  
original paintings of  
1969 Motor Racing events



*Cards measure 7 1/8" x 4 3/8"*  
*Set of 6 cards and envelopes*  
*contains one each of the*  
*following subjects:*



Spanish Grand Prix—Barcelona  
Stewart, Matra-Ford, leads  
Brabham



British Grand Prix—Silverstone  
Rindt, Lotus-Ford, leading  
Stewart

German Grand Prix—  
Nurburgring  
Ickx, Brabham-Ford, passes  
Stewart



Monaco Grand Prix—  
Monte-Carlo  
Courage and Ickx,  
Brabham-Fords

Le Mans 24-hour race  
Ford GT40 beats Porsche to win

Can-Am round 3—Watkins Glen  
McLaren and Hulme in the lead



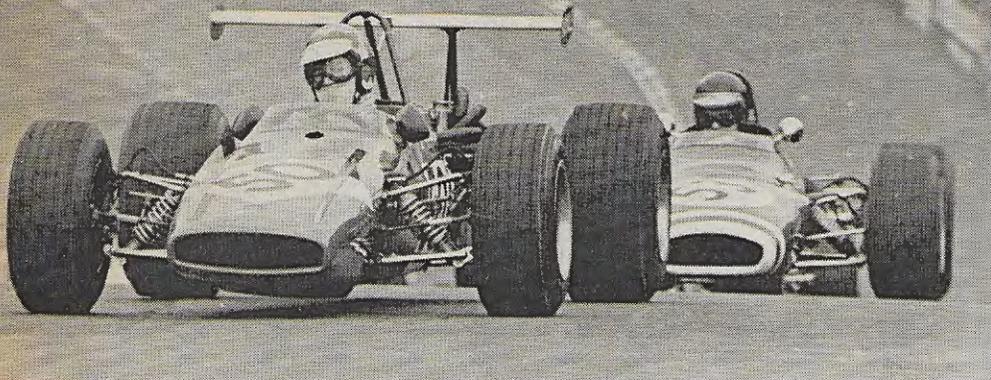
Price: **10/6d.**  
per set  
post free

FREE ILLUSTRATED LEAFLET containing details of full range of PRINTS and POSTERS available on request. Tick here

To: **STUDIO 88 LTD.,** Name .....  
95 West End Lane, (capitals)  
Pinner, Address .....  
Middlesex

Please send me ..... sets of Motor Racing Christmas  
Cards at 10/6 per set.

I enclose cheque/postal order for £ : :



Tony Lanfranchi takes the victorious twin-cam Royale up Pilgrims Rise ahead of Keith Jupp's F3 Brabham BT28.

## Deal is Brands libre champion

By ALAN HENRY

**R**AIN stayed away from Brands Hatch last Sunday for the Romford Enthusiasts CC meeting and a smooth six-race meeting was run. By taking second place to Tony Lanfranchi's Royale in the 15-lap libre event, Peter Deal (F3 Brabham BT18) put himself into unassailable lead in the Courage-Kent Messenger championship.

Formula Ford opened the proceedings and Vern Schuppan again secured pole position in the ex-MRS Macon-Scholar M7B, flanked on this occasion by the promising Reg James' Lotus 61 and front row regular Ray Allen in the MRS Royale. Schuppan made his usual tardy getaway and James surged ahead into Paddock from Allen, Tom Walkinshaw's Hawke-Barenco DL3 and the Macon. By the time they got to Kidney, Allen nipped past the Lotus to take position at the head of the field at the end of lap 1, only to spin two laps later at Clearways, dropping to 10th and letting James back into the lead. Walkinshaw held a brief second place but was displaced at half distance by Ed Patrick, who took his Merlyn Mk 11A quickly ahead to deal with James. Although he got alongside on one occasion James held on and won by less than half a length, the Merlyn driver being given the same time. Walkinshaw, plagued by low oil pressure, fell back into the clutches of Clive Santo's Merlyn Mk 11A, which went through to third on the last lap after the Hawke lost its oil pressure completely. Schuppan finished fifth having made up little ground on the leaders, ahead of 'Clarke Sturgess' Ginetta-Holbay G18 and Allen, while much favoured Sid Fox, who started from the back of the grid after a fraught practice with water in the carburettor of the Bond Mistrale-Piper, climbed to eighth before retiring on lap 6 with locking back brakes.

With Dave Brodie's Norman Abbott-ized 2.1 Escort TC on pole position for the first saloon event, a walkover win was expected, but a broken halfshaft dashed Brodie's chances on lap 3 when he was well ahead. Willie Kay's Escort TC was elevated to the lead inches ahead of Terry Harmer's quick 1.3 Cooper S, with Colin Hawker's 3-litre Escort V6 coming up to join them at half distance. Seldom more than a length behind the leading Escort,

Harmer's efforts to pass were finally hampered by a gaggle of backmarkers and the Mini was 1.2 secs adrift at the finish, with Hawker another 1.6 secs further back despite getting past Harmer for a brief moment at the end of lap 5. Mike Chittenden's 1650 Morris Minor was as fast as ever and fought a way past Gordon Mayers' bonnetless 1.3S and the Escort TC of Nick Whiting to fourth place, while Freddie Jacks went well in his ex-Crocker, ex-Superspeed 1760 Anglia from a lowly grid position to a final seventh.

For the penultimate round in the Formula 4 championship a small field assembled, the event of course being an Alec Bottoms/Vixen benefit. From pole position Keith Blaynee took his VB1 into the lead from the similar car of Geoff Friswell, while the later VB4s of Bob Jarvis and Julian May took up station behind. On lap 4 Jarvis took the Team Townley MC car through to second and a lap later passed Blaynee into the lead at Paddock. With May following past into second place on lap 8, the VB1s were third and fourth, but Blaynee countered strongly and found a way past May, on the last lap at Kidney, to get within 0.2 sec of Jarvis at the flag. Behind Friswell, Ron Parker finished a lonely fifth after his shadow Scott Williams had retired his VB1 on lap 7.

Although Brian Martin's self-built Martin GT was on pole for the sports-racing/prod sports event, Tony Goodwin was this week behind the wheel of his co-owned Chevron B6 in second place on the grid, with Sid Turner's 1500 Cosbay Lotus 7 on the outside. Martin and Goodwin took off towards Paddock side by side, rounding the hairpin together and finishing the first lap nose-to-tail, with Goodwin just ahead and the rest of the field already falling away. Turner was being harried by Colin Folwell's E-type and the ex-Chequered Flag, ex-Hamblin 4.7 Cobra of Shaun Jackson, while Mervyn Coon's Lotus-BMC 7 headed the rest. Although a repeat of last week's battle was expected Goodwin had a definite edge on Martin and, although at the finish the margin was only 0.8 sec, the Chevron was never in danger. Novice Jackson handled the Cobra with great verve to take a lonely third place, while

Folwell thought the race was over on lap 9 and dropped from fourth to an irritated seventh, his clutch packing up as he crossed the line. John Bryning's 1.6 Lotus 7 profited by Folwell's mistake to take fourth ahead of Beric Ewin's 1.1 WRA Mk 2 and Malcolm Flanders' 1.0 Lotus 7 after Coon dropped from their company with a spin at Clearways.

Notable non-starters in the 15-lap Courage-Kent Messenger libre event included Thrupton sensation John Wilson in the F3 Shannon and Colin Crang, who totalled his F3 Brabham BT28 in private practice at Brands the previous day. To add to this Tony Trimmer had his Brabham-Lucas BT28 pushed off the centre of row 1 with a puncture, leaving Tony Lanfranchi in the YB11-shod Formula B Royale RP3 to stroke away from pole position to a faultless 27.6 secs victory. With Lanfranchi's lead never in doubt, it was second place on which attention was focused, Peter Deal's F3 Brabham-Lucas BT18 stirring around Keith Jupp's P & M BT28-Holbay, with Brendan McInerney keeping up well in his Chevron-Holbay B15. Deal was putting his experience at Brands to good advantage, and although Jupp kept popping ahead of the older car, he was repassed for good with two laps to go and was 0.2 sec behind Deal at the finish with McInerney a similar distance back, having been fourth all the way. Bill Dunne had luck on his side for once and the American brought his F3 Titan-Lucas Mk 3 home a steady fifth ahead of Ed Reeves in the Car Preparations Brabham BT21B and Fred Saunders in the 1.5 Austro Vee, who had caused a huge moment in the middle of the pack by spinning wildly on the bottom straight on the opening lap. Other non-appearances were put in by John Kendall, whose F3 Brabham-Holbay BT28 still doesn't run properly, Johnny Walker and the infamous Cooper-Chevrolet T90 of Chris Drake.

The small capacity saloon event was of course, the almost exclusive precinct of the Mini and, although Mike Odell slipped his 850 Imp on to the front row between the Cooper S and Geoff Stone and the fuel-injected similar car of Nick Crossley, he quickly faded from the leading bunch during the race. Crossley was first away and together with Stone, Jim Edwards and the MG Gnat of Wally Hall quickly moved away from Odell, who occupied a lonely fifth thereafter. On lap 3 Stone justified his pole position and went past to lead to the flag, with Edwards and Hall maintaining their positions hard on Crossley's heels to finish third and fourth, all four being covered by just over 1 sec as they crossed the line. Sixth place was the property of the other 850 Imp of John Calvert, ahead of Micki Vandervell's Cooper S.

**Formula Ford (10 laps):** 1, R. James (Lotus-Holbay 61), 9 m 32 s, 78.04 mph; 2, E. Patrick (Merlyn-Steele Mk 11A); 3, C. Santo (Merlyn-Steele Mk 11A). **Fastest lap:** R. Allen (Royale-RP RP2), 55.6 s, 80.29 mph.

**Saloons up to and over 1300 cc (10 laps):** 1, W. Kay (1.6 Ford Escort TC), 9 m 57.4 s (74.72 mph); 2, T. Harmer (1.3 Mini-Cooper S); 3, C. Hawker (3.0 Ford Escort V6). **Fastest lap:** D. Brodie (2.1 Ford Escort TC), 56.6 s, 78.87 mph. **Class winners:** Harmer and Kay.

**Formula 4 (10 laps):** 1, R. Jarvis (Vixen-Imp VB4), 9 m 23 s, 79.29 mph; 2, K. Blaynee (Vixen-Imp VB1); 3, J. May (Vixen-Imp VB4). **Fastest lap:** May, 54.6 s, 81.76 mph.

**Sports-racing cars up to and over 1150 cc and production sports cars up to and over 1150 cc (10 laps):** 1, A. Goodwin (2.0 Chevron-BMW B6), 9 m 14.2 s, 80.55 mph; 2, B. Martin (2.0 Martin-BMW); 3, S. Jackson (4.7 AC Cobra). **Fastest lap:** Goodwin, 53.6 s, 83.26 mph. **Class winners:** B. Ewin (1.1 WRA Mk 2), Goodwin, J. Nunn (1.1 Austin-Healey Sprite) and Jackson.

**Courage-Kent Messenger Formule Libre Championship (15 laps):** 1, A. Lanfranchi (1.6 Royale-Ford RP3 t/c), 12 m 54 s, 86.51 mph; 2, P. Deal (F3 Brabham-Lucas MAE BT18); 3, K. Jupp (F3 Brabham-Holbay BT28); 4, B. McInerney (F3 Chevron-Holbay B15); 5, W. Dunne (F3 Titan-Lucas Mk 3); 6, E. Reeves (F3 Brabham-Cosbay BT21B). **Fastest lap:** Lanfranchi, 50.4 s, 88.57 mph.

**Saloons up to 850 cc and 851 to 1000 cc (10 laps):** 1, G. Stone (1.0 Mini-Cooper S), 10 m 26.4 s, 71.27 mph; 2, N. Crossley (1.0 Mini Cooper S); 3, J. Edwards (1.0 Mini-Cooper S). **Fastest lap:** Stone, 1 m 1.2 s, 72.94 mph. **Class winners:** M. Odell (846 Hillman Imp) and Stone.

# Trico's smear killer...



Most screenwashers only do half a job. Those with Trico Anti-Smear Solvent in the reservoir complete it.

This unique liquid not only kills grease and traffic smear, it actually reconditions the surface of your screen and helps stop grease re-forming.

Try a 1 oz. sachet - it only costs 1/-. Or get the 6 oz. bottle for 4/3.



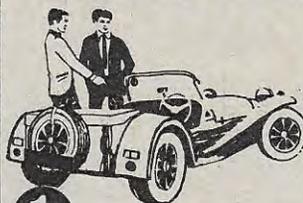
Made by the clear vision people who know about windscreens.

## TRICO

TRICO-FOLBERTH LTD. GREAT WEST ROAD, BRENTFORD, MIDDLESEX.

AUTOSPORT, NOVEMBER 27, 1969

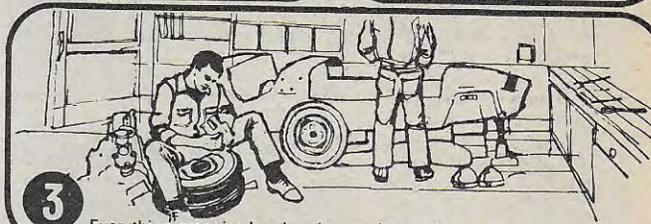
## COUNT SEVEN



**1** See it, and buy it.



**2** Your Seven arrives in easy-to-assemble component form.



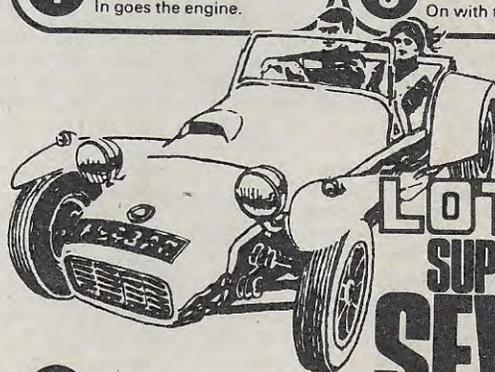
**3** Everything organised and under way in two hours.



**4** In goes the engine.



**5** On with the wheels.



**6** 0-100 in 48 HOURS.

## LOTUS SUPER SEVEN

*Details.* A powerful 1600 cc engine with Weber carburettors. 0-60 mph in 6.5 secs. Front wheel disc brakes. Lotus space frame chassis and superlative roadholding from a unique independent front suspension. Dipping sealed beam headlights and electric radiator fan. Vynide hood and side-screens. New Lotus Sevens are available from: Caterham Car Sales, 38/40 Town End, Caterham-on-the-Hill, Surrey, Tel: Caterham 46666.

**7** Please arrange for an early demonstration of the Lotus Seven.

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

Tel. No. \_\_\_\_\_

LOTUS CARS (Sales) LIMITED NORWICH NOR92W Norfolk  
Tel: Wymondham 3411 TELEX 97401.

# RALLY RECORD

"It was very, very cold up there, and we sat in the car for about four hours before rescue came."

## John Davenport on the RAC Rally



**B**EFORE the start, I said that the 1969 RAC Rally was going to be quite a good fight, and it turned out just that way, though the conditions rather left the "engine away from the driving wheels" type of car out of the top honours. In my report, on pages 22-29, I mention the impressive performance of the three Datsuns, but the Triumphs too went well despite minor bothers associated with the clutch and overdrive. For the BLMH team the RAC was a proving ground for the World Cup, and it was interesting to note that faults showed up in the heat of battle which had not been found at Bagshot during extensive trials. Just one day after the rally finished, Tony Nash and Brian Culcheth left for the summer of South America to commence a run over the World Cup route in a Triumph supplied by the local agents, while the rest of the team will join them out there next year.

### The cold white wastes

While two people at least are basking in hot sun and forgetting the cold white wastes of the northern sections on the RAC, some of the rest of us are still having nightmares about it. Sandro Munari and I were unfortunate enough to get marooned on the middle of Craik when our drive-shaft went, and we waited in the car for about four hours before rescue came in the form of a tractor from a nearby farm. We did have some entertainment, as when Colin Malkin/Keith Wood spun their Lancia on our corner, and then Nigel Hollier went off slightly and had to be retrieved with the aid of Bob East's Cortina Lotus. It was very, very cold up there and we sat in the car, Munari writing out all the reasons why he would like to give up rallying, and me thinking that if the British weather is always going to be like this on the RAC, then the organisers must send a course car through every half hour to rescue those marooned on the stage before they die of exposure.

To give Jack Kemsley and his boys their due, the snow was taken in their stride, if you will pardon the metaphor; very few stages had to be cancelled, and few results were late in getting through to headquarters. All thanks are due to Graham Robson and Peter Harwood, who operated as travelling time collectors and covered the main controls, phoning back the times gathered from the competitors' own time sheets, for this service meant that the Press could have up-to-date results at least a dozen times on the rally. Talking about times, the best thing about the rally this year was the accuracy of the time-keeping, as a survey of the leading competitors revealed that there was only one stage where the times were 5 secs out, and all the others were spot-on.

That is indeed something to be proud of, but a more reliable way of computing the current positions from those accurate times must be found, and also some way of disseminating the information to the

drivers. After we retired, I went round with Cesare Fiorio, whose practice it was to phone in to London every few hours to get the current positions, and I must say that we got some weird results: Kallstrom's lead varied from nine minutes down to one with only a gap of two stages between. Part of the answer is probably to copy the Swedish Rally and have two people independently running totals on each driver from the stage times supplied, and checking with one another to produce a current positions sheet for each special stage. Certainly the drivers need as much up-to-date and accurate information as possible, for I am sure that Waldegaard's first little catastrophe on Hafren I can be attributed partly to the fact that he thought, incorrectly, that Kallstrom was very close behind him.

Probably you will think after reading that last paragraph that I am knocking the RAC Rally, which is not strictly true. What I am seeking is a perfect British rally so that I don't get told by all those foreign drivers that I meet, "Well, you should see how we do that in our country." The Swedish Rally is particularly efficient, and I get that held up as an example more than most. I was told one little story during the rally about Swedish efficiency by Jean-Paul Albertigney, who runs a Lancia garage in Grenoble with his father and was at one time a Jaguar apprentice with Andrew Whyte. Apparently his garage also sells Volvos, and his father recently spent a few days at the Volvo factory in Sweden. He came back overflowing with Gallic horror: apparently the factory, mechanics and tools were not only spotlessly clean, but the workers clocked in ahead of time and never took more than half an hour for lunch. Sweden, it would seem, was no paradise for someone brought up on the French way of working.

### 1970 contracts

Perhaps the most interesting thing about this year's RAC Rally was the last-minute changes and contracts arranged for 1970. We may think that some of the Formula 1 boys have left it a bit late this year, but that had nothing on what was going on around the airport hotels last Thursday and Friday. To start at the beginning, one of the first people that I saw on Thursday was Vic Elford, whose coiffure now rivals that of Wee Jackie. He told me that next year, apart from driving racing cars for Colin Crabbe, he will also be doing the Monte with David Stone in a Toyota. This was a bit of a surprise, but apparently ties in with his recent testing deal with Toyota on their Group 7 cars. The car he will drive will have an 1850 cc four cylinder twin-cam engine and a new body slightly bigger than the Corolla but smaller than the six-cylinder saloon.

From his result on the RAC, it was obvious that Tony FaH would not be out of work next year, and straight away Lancia offered him a car for the Monte

Carlo, which he accepted. At the same time, however, Henry Liddon had been approached by Fords with an offer to work for them throughout the year, an offer which included driving with Timo Makinen on the Monte and the World Cup, as Paul Easter would not be going to Fords as planned. For the rest of the time he would be allowed to freelance with Tony, who will probably drive an Escort TC on rallies like the Swedish, where he won a free entry by virtue of his position on the RAC. It does mean that he is without a co-driver for the Monte unless Mike Wood can be persuaded to join Lancia. For the next episode of this enthralling tale, the scene changes to a palace in Burnley where, amidst the splendour of an all-Italian decor, Mike Wood counts his piles of Fiat shares.

Rumour had it that Tom Trana would drive for BMW next year, but the only man who knows nothing about it appears to be Tom himself. It looks as if he will stay with the Saab team, who will also include Hakan Lindberg and Carl Orrenius, though for some of the internationals Saab may only send two team cars. The question was raised whether Ove Andersson might join Saab, but there are no indications at the moment that that might happen. In any case, if the RAC Rally is anything to go by, it looks as if losing Andersson is not the best deal Fords might have done for 1970, and I shall be very surprised if no one provides him with a car to go rallying.

Rauno Aaltonen is another man without a contract at the moment, and again his performance both on the RAC and in Corsica would indicate that he is still among the top drivers in Europe. I would not be surprised to see him driving for Alpine Renault on the Monte, joining fellow Finn Jorma Lusenius in a team which normally deals exclusively in French drivers. I believe that he will drive a Ford Germany car in the East African Safari, and perhaps do some racing for them as well. Jean-François Piot and another as yet unnamed driver will keep the Ford flag flying while the regular team drivers are away contesting the World Cup, and he is definitely doing the Austrian Alpine and Acropolis for them. He also has the responsibility of running the Ford France team, and has now sold his Alpine Renault agency in Paris and is converting to a Ford decor. His team manager will be Jean-Paul Behra, who drove with him on the Coupe des Alpes and Tour de France this year. They will run three cars, an Escort and two Capris, which will be driven in all the French championship events by two male drivers and one ladies' team.

So there you have the indications of what to expect among the factory teams next year, but things change so fast that, come the second event of 1970, musical chairs may be in full swing and you may not find any of the foregoing names in the teams that I have put them.

# A REWARD

FOR HIM AND HER  
IN

## SOLID GOLD

OR

## SILVER

As Charms. Key Rings. Cuff Links. Racing Track Brooches.

Austin Healey.  
Bentley.  
Cooper S.P.  
Jaguar D Type.  
Jaguar E Type.  
Jaguar S.S.  
Ford Cortina.  
Ford Capri.  
Ford GT.  
Bugatti  
M.G.A.  
Mercedes



Lotus Mk 21  
Lotus GP  
Elan  
Europa  
Judy Lotus  
4wd Lotus  
Rover 2000  
Tr 4  
Belle Hayes  
Mini Cooper  
Vauxhall



These Beautifully made reproductions of your favourite Sports Racing Car & Saloon Cars Made as Charms in 9ct Gold £8 to £10. in Silver £2 each. — Key Rings 9ct Gold £10 in Silver £3.0.0 Race Track brooches. Engraved with your Name & Lap time and Car of your choice in 9ct Gold from £15 to £20 In Solid Silver £6-0-0 any Track made up — SILVER CHARM BRACELET with 6 cars £10-0-0 Made up as a GP. SALOON. LOTUS. OR 6 CAR'S of your choice — RACP in a presentation Case

FROM

**HARRIS MAISEY**  
6 MASONS ARMS MEWS. W1. Tel 01 629 6433

# RACETUNE

THE F.F. SPECIALISTS

Since the inauguration of Formula Fords we have been building engines to this specification—with success. During 1968, only one other engine builder had more wins and during 1969 only one other engine builder has supplied more engines for American Formula F—for 1970 developments. Watch this space.

## RACETUNE

1 NORTH ROAD, SOUTHALL, MIDDX.  
01-574 3711

# HY-TORQ SPECIAL EQUIPMENT

We manufacture the finest precision engineered polished high compression cylinder heads—Mangoletsi patent inlet manifolds—exhaust manifolds—Weber and S.U. carburettor conversions.

for B.M.C.: B.M.W.: FORD: ROOTES: TRIUMPH: VAUXHALL Mangoletsi Hy-Torq G.T. kits are priced on exchange from £310.0. and offer exceptional improvements in performance, flexibility and economy—as proved by independent road tests. FOR ALL ENTHUSIASTS IN THE NORTH-WEST—A COMPLETE EQUIPMENT AND ACCESSORY SERVICE.

The Manchester Accessory Centre, Piccadilly Station, 061-236 8026 and

The Chester Accessory Centre, Hamilton Place, Chester 42277

Special offer to callers only, at our Manchester, Chester, Knutsford and Oulton Park Circuit Accessory Shops—

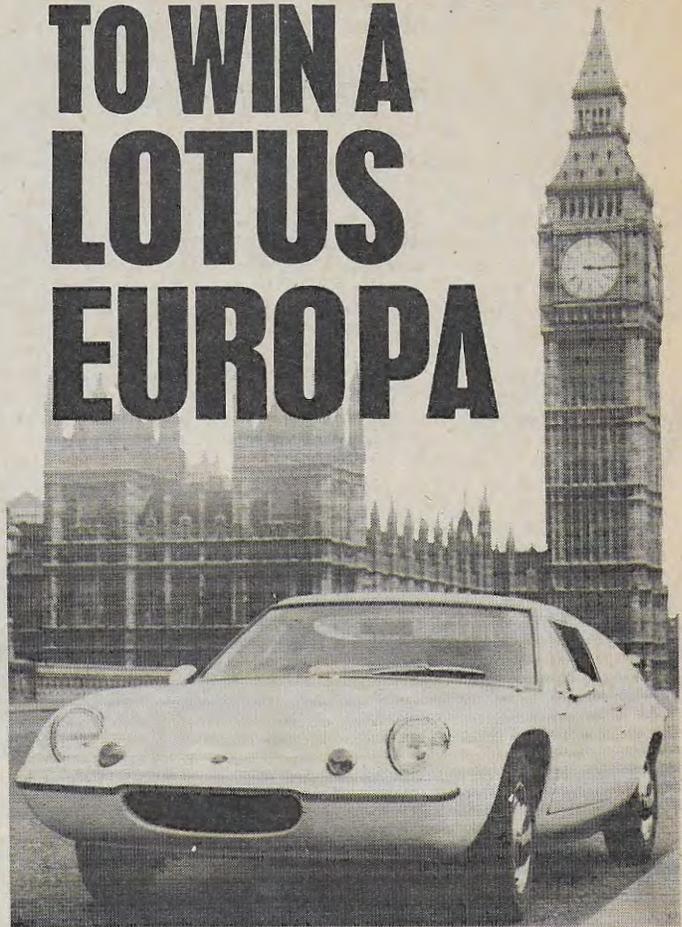
Dunlop Steel and Alloy Wheels—Prices drastically reduced, eg: Ford 81J x 13 £3.15.8. Down to £5!.

For full details of equipment and our complete range of accessories, write to dept no AS stating make, type and year of your car.

TRADE ENQUIRIES INVITED

MANGOLETSI ENGINE DEVELOPMENT DIVISION  
(MAIL ORDERS: KNUTSFORD CHESHIRE 4444  
MANCHESTER ACCESSORY CENTRE 061 236 8024  
CHESTER ACCESSORY CENTRE 42277  
OULTON PARK CIRCUIT (RACEDAYS ONLY)

# YOUR CHANCE TO WIN A LOTUS EUROPA



Buy any make of used car with a value in excess of £450 from a Lotus dealer and you will stand a chance of winning a LOTUS EUROPA S.2

Contact your Lotus dealer and ask for details of his comprehensive stock of used cars or complete the attached coupon and return it to the Central Registry.

\* Normal part exchange, hire purchase and favourable insurance facilities available on all cars.

## WIN A EUROPA COMPETITION:

I wish to purchase a \_\_\_\_\_ Year \_\_\_\_\_  
Specification \_\_\_\_\_ Price \_\_\_\_\_  
I have for part exchange a \_\_\_\_\_ Year \_\_\_\_\_  
Specification \_\_\_\_\_  
Annual Mileage \_\_\_\_\_ Age (for insurance) \_\_\_\_\_  
Name \_\_\_\_\_ Telephone \_\_\_\_\_  
Address \_\_\_\_\_

POST WITH 5d. STAMP TO:  
Lotus Dealer Used Car Register,  
Dept. AS 1  
Lotus Cars (Sales) Ltd.,  
NORWICH, NOR92W, Norfolk.



World Champions 1963, 1965, 1968.

RAC Rally:

## European champion wins

Harry Kallstrom/Gunnar Haggbom give Lancia victory in the snow

By JOHN DAVENPORT



The winning 1600 Lancia Fulvia hangs out its tail as Kallstrom tackles a right-hander on the 25th special stage at Castle O'er.

**T**HE last European Rally Champion was Rauno Aaltonen, who won the RAC Rally at the end of 1965 after he had already clinched the title. It is a pleasant coincidence that the new champion, Harry Kallstrom, should have come to the RAC Rally certain of his title by virtue of the fact that his rival Gilbert Staepelaere did not start, and then go on to win the event most convincingly. This was the sixth time that he had driven in the RAC Rally, the first time being in 1963 when he finished second in a Volkswagen with the same man who was co-driving for him on this occasion, Gunnar Haggbom.

Although the win was most deserved—throughout the event Kallstrom was far and away the most consistent driver—for 75 per cent of the way he had to be content with second place behind fellow-countrymen Bjorn Waldegaard/Lars Helmer, who had taken the lead when the rally came into snowy conditions on the first night. Their Porsche 911 was to leave the road twice in Wales, and after a multiplicity of troubles they fell back to finish in 12th place. The only other men to threaten the eventual winner were Carl Orrenius/David Stone in a works Saab, and Kallstrom's own team-mate Tony Fall in a Lancia. Hakan Lindberg/Bo Reinicke were easily the fastest Saab crew, and but for an unfortunate sortie on the first night would have proved a very serious challenge indeed. As it was, their times were fast enough to pull them back from something like 20th place to 12th at Blackpool and fifth at the finish.

The feature of this year's event which is most likely to stick in people's minds is the snowy weather experienced right from North Yorkshire through Scotland and down to the first stages in North Wales. Though not as bad perhaps as the blizzard that fell in 1965, the fact that temperatures were lower meant more ice and much less traction. This badly hampered the Ford Escorts, who lost Hannu Mikkola/Mike Wood in a spectacular accident early in the rally, and the two survivors from the works team, Ove Andersson/Gunnar Palm and Roger Clark/Jim Porter, had to soldier on and hope that conditions would ultimately change. They did, and towards the end of the rally both these drivers gave a fine display of fast motoring to pull back several places and take fourth and sixth positions.

Perhaps the needle match of the rally was between the two teams of Datsun and Triumph, who seemed to have very equally matched cars in the 1600SSS and the 2.5 PI. Best individual result from the two teams was that of Rauno Aaltonen/Tony Ambrose, who brought their Datsun in a very commendable eighth. Andrew Cowan/Brian Coyle were the best of the Triumphs in 11th position, but Paddy Hopkirk/Tony Nash had clutch trouble in the closing stages, and this probably cost BLMH the team prize.

Best of the British private owners were John Sprinzel/Roy Fidler (Datsun 1600SSS) who finished 13th—a significant placing in view of Sprinzel's ill luck in breaking his wrist trying the car before the rally—while 14th was the Escort TC of Jimmy Bullough/Don Barrow, which had been waging its own battle with the similar cars of the Cooper brothers, John Bloxham/Richard Harper, Barry Lee/Peter Warren, Chris Sclater/Martin Holmes and Alan Allard/Tom Fisk, all of whom occupied places in the first 25.

**A**S a report appeared in last week's AUTOSPORT covering the route up to the night halt at Blackpool on Monday evening, perhaps just a general recapitulation will suffice for the opening stages of the rally. Early retirements included last year's winner Simo Lampinen, who was again driving a works Saab V4 with Arne Hertz. On the very first stage at Silverstone his head gasket was found to be leaking, and he continued by dint of refilling with water until Yorkshire, where the Saab mechanics changed the two gaskets on the V4 engine. However the accumulated delays caused him to run into the Flask Inn control over the half-hour maximum, and he was excluded. Timo Makinen/Paul Easter in a works 1600 Lancia Fulvia were no more fortunate, for they hit a large dog which they thought had only damaged the lights. Unbeknown to them both the oil cooler and the radiator had been punctured by the small HF badge on the front of the car, and their engine seized on the long stage at Dalby South. On the following stage, at Dalby North, Hannu Mikkola/Mike Wood left the road in spectacular fashion, and in order to recover their Escort TC in the morning two trees had to be felled. At the same point young Per Eklund went off the road in his Saab V4 and spent 15 minutes getting it back on again.

Arthur Brick and John Preddy retired their Cortina GT after limping off Staindale with a broken gearbox, while Peter Hall/John Billet were already down on time with their Triumph 2.5 as they had spent some time in a ditch after pulking

over for another competitor. Poor Bruce Wilkinson/Rod Mclachlan (Ford Escort TC) retired in Scotland as the result of a similar piece of generosity when letting the Cooper brothers past in their Supersport Escort TC.

The two lads from Northern Ireland, Robert McBurney/Adrian Boyd, were going well initially with their BMW 2002 TI and found it especially tractable in the snow. However the suspension was not really sorted out for such rough going, and a trailing arm came adrift at the rear on Tarssett. This they fixed readily enough, but unfortunately the drive shaft pulled out and spilled its needle roller bearings all over the forest floor, so they bound up the resulting space with black tape and promptly drove all the way to Stranraer with just black tape for rear wheel bearings. Local man Eric Jackson was out on the same stage when the differential locked solid in his Escort TC, while the man from the army, Freddie Preston, with the other John Rhodes navigating for him in a factory prepared Datsun 1600SSS, was out on Pickering after hitting a tree. He thus missed the coffee and hot dogs provided by the York MC at the end of the stage who in their turn had some impromptu central heating when Mike Jackson arrived at the end of the stage with his Escort TC in flames. Things got worse when neither of the first two fire extinguishers used happened to work! Final casualty of the dark first night were Paul Appleby/David Shields (Escort TC), who rolled on the first stage to have snow, which was Hamsterley Forest.

Just as dawn was breaking, the competitors were passing the border from England to Scotland, and it was a white and cold country that they found themselves entering. Some were not destined to go far, for Sandro Munari stopped on Craik with a broken drive coupling in his works Lancia, while on the previous stage the Saabs of Stig Blomqvist and Per Eklund were both stuck off the road. Blomqvist was the first off, but when he ran back to warn his friend he gave him such a fright that Eklund went off trying to miss him! They both got out eventually and Blomqvist actually did a few more stages, but the cars were too damaged to continue far without major service, and the excursions had made them too late to get to the subsequent control within their lateness. The lateness was in fact extended, but too late for competitors to hear about it and continue. Hakan Lindberg/Bo Reinicke had also been off the road for 17 minutes with their Saab V4 in Pkashetts, where they had tried to persuade other competitors to stop by playing possum in the snow, but no one had been fooled for long and they had to wait for spectators to come in sufficient quantity to lift them out.

It was also a bad morning for Escorts, for Nigel Rockley/Clive Plummer broke a drive shaft in Twiglees and were out of time trying to fix it, while Nigel Hollier/Paul Whiting broke their axle case in two some five miles before Moffat, the next time control, and the service crew did not get to them in time to fix it. Bob Bean/Paul Stephens had been an earlier retirement on Dalby South when the top of a strut on Mr Bean's immaculate new machine had pulled out. Another privately entered Escort TC, that of Toney Cox/Norman Salt, lasted the second day only to go out at Bennan with a broken gearbox.

The Scottish forests were almost without exception snow-covered, and Bjorn Waldegaard in the Porsche had a hey-day setting fastest time after fastest time. Kallstrom had been delayed with two suc-



Carl Orrenius sets up his Saab V4 for a corner on Castle O'er on his way to second place with David Stone.



Bjorn Waldegaard/Lars Helmer led for much of the rally with their Porsche 911, but they left the road on two occasions and eventually finished twelfth.



The Ove Andersson/Gunnar Palm Escort TC, here on one of the North Wales stages, Clocaenog 2, was the best-placed Ford in fourth place.

**OUT NOW!!**  
**THE BOOK FOR**  
**EVERY MOTORING**  
**ENTHUSIAST ...**  
**AUTOSPORT**  
**BOOK OF ROAD TESTS**  
**1970**

The AUTOSPORT BOOK OF ROAD TESTS has been produced especially for AUTOSPORT readers, and gives complete facts and figures on forty-five cars. The tests, all conducted within the last two years, include such famous models as : Alfa Romeo 1750 GTV, Aston Martin DBS, Capri 1600 GT, Escort Twin Cam, Ford GT40, Jaguar XJ6, Morgan Plus 8, Rolls-Royce Silver Shadow, Rover 3500, Triumph 2.5 PI, and many more. PLUS, a special feature by John Bolster on "How I test cars."

This 132 page annual at 6s. Od. per copy is one of the best buys in motoring annuals to date! Square-backed, it makes an ideal gift for anyone interested in performance cars.

**ORDER NOW !**

Send 6s 0d plus 1s 6d post and packing to :  
 Haymarket Publishing Group, 9 Harrow Road,  
 London, W2.

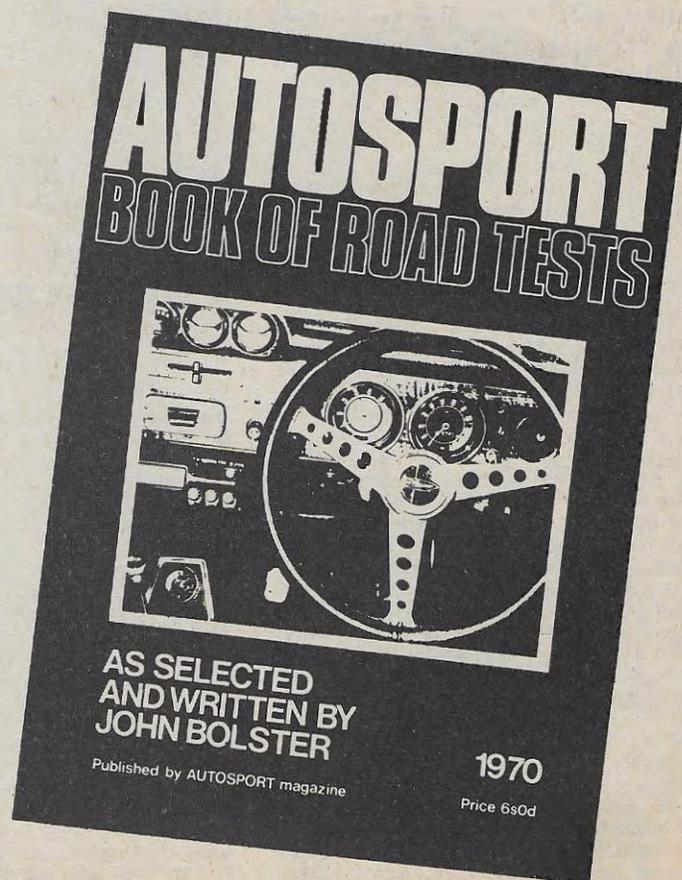
Please send me ..... copies of The AUTOSPORT  
 BOOK OF ROAD TESTS.

I enclose my remittance for .....

Name .....

Address .....

RT1 .....





Tony Fall/Henry Liddon pressing on in their Lancia at Fermyn Wood on their way to a superb third placing.



First of the manufacturers team prize-winning Datsuns was the Rauno Aaltonen/Tony Ambrose car.



The BL Triumphs were second in the team contest: this is Paddy Hopkirk/Tony Nash at Castle O'er.

cessive punctures caused by the same stone, but nevertheless it was he who was in closest attendance, with Tony Fall (Lancia Fulvia 1600) and Carl Orrenius/David Stone (Saab V4) as the next most consistent drivers. Despite the snow, Scotland passed with little incident as, apart from the top crews, most people were taking it easy to keep it on the island. However one regrettable aspect of northern parts seems to be the police, who were unspeakably rude to several of the service crews both at Peebles and again at the Forth Bridge service area. They met their match in the Lancia boys, who gave back as good as they got—in Italian of course.

The final part of the first two days came in the Lake District, where one might have expected better conditions, but Dodd Wood was closed and in Greystoke and Grisedale deep snow caused havoc. Lindberg's Saab seemed best suited

to the conditions and he made fastest time on both, including a fantastic 9 m 15 s on Greystokes. This kind of driving had enabled him to pull up after his earlier mishap to 12th overall by the time results were calculated at Blackpool.

**Positions at Blackpool**

- 1, Bjorn Waldegaard/Lars Helmer (Porsche 911), 289 m 7 s;
- 2, Harry Kallstrom/Gunnar Haggbom (Lancia Fulvia 1600), 294 m 19 s;
- 3, Carl Orrenius/David Stone (Saab V4), 295 m 28 s;
- 4, Tom Trana/Solve Andreason (Saab V4), 301 m 26 s;
- 5, Tony Fall/Henry Liddon (Lancia Fulvia 1600), 301 m 45 s;
- 6, Ove Andersson/Gunnar Palm (Ford Escort TC), 305 m 25 s;
- 7, Rauno Aaltonen/Tony Ambrose (Datsun 1600 SSS), 306 m 7 s;
- 8, Lars Jonsson/B. Eliasson (Saab V4), 310 m 8 s;
- 9, Jerry Larsson/Lars Lundblad (Porsche 911S), 310 m 35 s;
- 10, Roger Clark/Jim Porter (Ford Escort TC), 310 m 43 s;
- 11, Andrew Cowan/Brian Coyle (Triumph 2.5 PI), 311 m 27 s;
- 12, Hakan Lindberg/Bo Reinicke (Saab V4), 311 m 56 s.

The restart was on Tuesday morning, and the sun and warmer weather greeted the crews as they headed down the motorway for Oulton Park and Wales. John Bloxham/Richard Harper had previously

suffered from a split petrol tank in their Escort TC, and now on the M6 they had to have the lot out again as someone had sold them petrol containing a certain amount of water. Also stopping going out of Blackpool was Roger Clark, who took on a new gearbox in his works Escort TC as it had been jamming in gear on the last few stages. Harry Kallstrom also took service immediately after the restart to finish the job of changing his front spring, which had got a bit too low for comfort. The Peugeot 504 driven by Bert Shangland/Frank Rutter also had a new petrol pump fitted after a stone had hit the old one during Grisedale and stopped it.

The test at Oulton Park was similar to that at Silverstone, being something of a glorified driving test, but at least it gave the works Escorts of Andersson and Clark a chance to show their paces again. It was back into the snow at Clocaenog Forest



After Waldegaard's delays, the 911S of Jerry Larssen/Lars Lundblad, here sideways on Castle O'er, was the best-placed Porsche.



The Jack Simonian/Gerry Phillips Datsun, here on Clocaenog 3, displays damage after rolling two stages earlier.



Brian Coyle shields his eyes from the sun as Andrew Cowan all but gets their 2.5 PI bogged down on Greystokes.

and on with some special snow tyres made by Goodyear for the Fords, so that they did not lag so far behind as previously, but unfortunately a planned rendezvous for changing back onto normal tyres should the snow not be present on the next few stages—as it turned out, this was the last snow on the rally—went wrong, and they lost more time through having snow tyres where Ultragrips would have been preferable. The fact that it was the last of the snow was ironic for Danny Margulies/Rod Palmer, who went off on Clocaenog 3 and bent the front of the Lotus Cortina too much to continue.

On the first stage at Coed-y-Brenin, David Sutton/Stuart Johnson (Escort TC) jumped off the road and, though the car was not seriously damaged, it was impossible to replace on the road for some hours. Then on Pantperthog Tony Fall had a similar occurrence, except that he did

not go right off the road but just broke a front wishbone on the Lancia. Fortunately it was just before the end of the test, and he got it to Machynlleth to have it welded by the service crew. It did break again later, however, and the next time he got it welded it was with two spanners from the tool kit on either side of it which lasted all the way to the Severn Bridge where the entire wishbone was changed. The control at Machynlleth saw quite a lot of activity for both Hakan Lindberg (Saab) and Paddy Hopkirk (Triumph) had gearboxes changed.

During the first stages in Wales Kallstrom had been catching Waldegaard, and it was this information that reached the Porsche driver at the control, though he did not know that he had widened the gap again considerably on the last three stages. Be that as it may, on the first stage after the control, Hafren 1, he went off the

road and spent 24 minutes getting back on, and six stages later he was off again though for a shorter length of time. From then on Kallstrom had only to worry whether Orrenius could catch him, and this seemed unlikely barring accidents. The action now began to concentrate round fourth and fifth places, for Lindberg was ever rising and he, plus the two Ford drivers, seemed set to displace Tom Trana/Solve Andreasson (Saab V4) and maybe even catch the flying Fall. This struggle gave a great deal of interest to the closing stages and caused other smaller struggles to be overlooked. For instance, Malcolm Gibbs/Randall Morgan had been soldiering on with the 1300 Lancia of the Jolly Club in a class led by Bob Freeborough with his 1275 Cooper S, and at Speech House they moved up to lead the class when the Mini's pinion came free and it stopped



Nurburgring 84 hours. Lancia 1st.  
Spanish Rally. Lancia 1st & 3rd.

and now  
**LANCIA**  
**WIN**  
**R.A.C.**  
**RALLY**

1st Harry Kallstrom/Gunnar Haggbom  
1969 European Rally Champions

3rd Tony Fall/Henry Liddon  
In the Lancia Fulvia Coupe Rallye 1.6 HF

*Subject to official confirmation.*



permanently. Another class winner was the Skoda 1000 of Mike Hinde, which had been going very consistently despite having split the top of its radiator on a yump quite early on, which meant constant stops for water. The 1600 cc Jolly Club Lancia of Colin Malkin/Keith Wood retired just after Myherin with a broken driveshaft coupling while the British Escort battle was finally resolved in favour of Jim Bullough/Don Barrow after Chris Sclater had been off for 5 m 30 s in Myherin and had a steering rack bracket break in Ser-ridge. Jock Russell/Peter Valentine drove well in a venerable Porsche 911 despite having no windscreen wipers in Wales, while John Heppenstall/Hywel Thomas (Escort TC) lost their clutch in Bristol but got through to the end by starting in first gear every time.

The West Country saw several people in trouble, not the least of which was the spectator at Porlock who fell off a wall and broke his leg. The resulting delay while an ambulance was sent up lasted

almost 45 minutes. Paddy Hopkirk was held up for 20 minutes at the start of Brendon 1 getting his clutch to work, and then had to drive the last stages with it permanently engaged. Barry Lee/Peter Warren had been in trouble in Wales when they had chopped a brake pipe and driven the Escort on the handbrake for 50 miles, but at Porlock both the rear springs were broken and it was 5 mph for the dauntless rallycross driver, who eventually got them changed before the very last stage. Poor Waldegaard was in suspension trouble as well with a rear arm breaking away and no shock absorber left on that side. In addition he had a puncture in Speech House and was looking most disappointed with the way things had turned out, though in some ways he must be considered lucky to finish at all with a car which had been cam-paigned all season in the Swedish cham-pionships by both him and Ake Andersson.

So the rally ran out, with the Escorts of Clark and Andersson dominating the last stages and pulling up to take good

places at the finish. Remarkable too was the reliability of the Datsuns, for though Aaltonen had broken a wishbone he admitted it was only because he hit a large rock, and with any other car it would have been the end of his rally. At one point the Halda cable had broken, and they were astonished to discover that a complete duplicate system was already built in ready to replace it. Their team-mates Jack Simonian/Gerry Phillips had rolled once and naturally the East African driver was hardly at home on all that snow, but the cars had given no trouble at all.

The RAC Rally was thus a triumph for Lancia, who despite strikes in Turin and a take-over by the big Fiat combine have shown that their cars can take on the biggest opposition and win. Just how much difference all that snow made is difficult to estimate, but the stage times speak for themselves. Anyway, Kallstrom was a popular winner and it is to be hoped that this is not the zenith of "Sputnik's" orbit.

### SPECIAL STAGE TIMES

SS1, Silverstone (4 m 0 s): 1, Clark (Escort) 6 m 18 s; 2, R. Cooper (Escort) 6 m 22 s; 3, Munari (Lancia) 6 m 24 s; 4, Andersson (Escort), P. Cooper (Cooper 5) and B. Lee (Escort) 6 m 28 s.

SS2, Fernyn (4 m 0 s): 1, Munari, Orrenius (Saab) and Blomqvist (Saab) 4 m 34 s; 4, Andersson and Larsson (Porsche) 4 m 35 s; 6, Makinen (Lancia) and Lee 4 m 37 s.

SS3, Fulbeck (4 m 0 s): 1, Mikkola (Escort) 5 m 19 s; 2, Bloxham (Escort) 5 m 25 s; 3, Orrenius 5 m 26 s; 4, Clark and Bean (Escort) 5 m 27 s; 6, Waldegaard (Porsche) and Blomqvist 5 m 28 s.

SS4, Boltby (5 m 0 s): 1, Waldegaard and Kallstrom (Lancia) 5 m 41 s; 3, Mikkola 5 m 42 s; 4, Orrenius and Fall (Lancia) 5 m 45 s; 6, Munari 5 m 46 s.

SS5, Kilburn (2 m 30 s): 1, Fall, Kallstrom, Orrenius and Lindberg (Saab) 3 m 4 s; 5, Munari 3 m 5 s; 6, Makinen, Mikkola and Eklund (Saab) 3 m 7 s.

SS6, Cropton (11 m 0 s): 1, Kallstrom 11 m 33 s; 2, Waldegaard 11 m 35 s; 3, Lindberg 11 m 48 s; 4, Munari 11 m 53 s; 5, Fall 11 m 58 s; 6, Orrenius 12 m 2 s. (Time for Mikkola not available here.)

SS7, Pickering (8 m 0 s): 1, Waldegaard, 8 m 8 s; 2, Mikkola, 8 m 11 s; 3, Kallstrom, 8 m 13 s; 4, Fall, 8 m 16 s; 5, Munari, 8 m 19 s; 6, Makinen, Andersson and Lindberg, 8 m 23 s.

SS8, Dalby South (20 m 0 s): 1, Kallstrom, 20 m 16 s; 2, Andersson, 20 m 23 s; 3, Waldegaard, 20 m 26 s; 4, Munari, 20 m 36 s; 5, Orrenius, 20 m 41 s; 6, Lindberg, 20 m 53 s. (Time for Mikkola not available here.)

SS9, Dalby North (5 m 0 s): 1, Waldegaard, 5 m 11 s; 2, Munari, 5 m 12 s; 3, Kallstrom, 5 m 14 s; 4, Fall, 5 m 18 s; 5, Clark, 5 m 21 s; 6, Andersson and Lindberg, 5 m 23 s.

SS10, Staindale (8 m 0 s): 1, Kallstrom, 8 m 58 s; 2, Munari, 9 m 0 s; 3, Waldegaard and Fall, 9 m 2 s; 5, Lindberg, 9 m 10 s; 6, Andersson and Larsson, 9 m 13 s.

SS11, Wykeham North (2 m 30 s): 1, Andersson, 3 m 4 s; 2, Kallstrom, 3 m 5 s; 3, Munari, 3 m 6 s; 4, Waldegaard, 3 m 7 s; 5, Fall, Orrenius and Bloxham, 3 m 10 s.

SS12, Wykeham South (6 m 0 s): 1, Fall and Andersson 6 m 0 s; 3, Kallstrom, Lindberg and Orrenius 6 m 2 s; 6, Clark 6 m 3 s.

SS13, Ingleby (3 m 0 s): 1, Waldegaard 3 m 14 s; 2, Andersson 3 m 18 s; 3, Munari, Fall and Kallstrom 3 m 20 s.

SS14, Hamsterley (7 m 0 s): 1, Waldegaard 7 m 10 s; 2, Fall 7 m 20 s; 3, Kallstrom 7 m 31 s; 4, Orrenius and Blomqvist 7 m 36 s; 6, Trana (Saab) 7 m 39 s.

SS15, Shepherdfield (8 m 0 s): 1, Waldegaard 9 m 20 s; 2, Blomqvist 9 m 29 s; 3, Lindberg 9 m 40 s; 4, Kallstrom; 5, Orrenius 9 m 47 s; 6, Eklund 9 m 49 s.

SS16, Wark (9 m 0 s) (Times not counted in results): 1, Waldegaard 11 m 25 s; 2, Blomqvist 11 m 26 s; 3, Orrenius 11 m 33 s; 4, Kallstrom 11 m 35 s; 5, Lindberg 11 m 37 s; 6, Eklund 11 m 47 s.

SS17, Chirdon (3 m 0 s): 1, Waldegaard 3 m 36 s; 2, Orrenius 3 m 38 s; 3, Fall 3 m 47 s; 4, Blomqvist 3 m 48 s; 5, Lindberg 3 m 54 s; 6, Munari and Trana 3 m 57 s.

SS18, Tarssett (9 m 0 s): 1, Waldegaard 10 m 29 s; 2, Blomqvist 10 m 46 s; 3, Kallstrom 10 m 54 s; 4, Lindberg 11 m 0 s; 5, Eklund 11 m 1 s; 6, Trana 11 m 6 s.

SS19, Plashetts (5 m 0 s): 1, Waldegaard 4 m 58 s; 2, Fall 5 m 4 s; 3, Munari 5 m 10 s; 4, Cowan (Triumph) 5 m 11 s; 5, Blomqvist, 5 m 16 s; 6, Kallstrom 5 m 17 s.

SS20, Cowanburn (3 m 0 s): 1, Waldegaard 3 m 23 s; 2, Fall 3 m 28 s; 3, Lindberg 3 m 30 s; 4, Munari and Blomqvist 3 m 31 s; 6, Kallstrom 3 m 33 s.

SS21, Bewshaugh (7 m 0 s): 1, Waldegaard 8 m 41 s; 2, Kallstrom 8 m 46 s; 3, Lindberg and Blomqvist 8 m 53 s; 5, Munari 9 m 2 s; 6, Orrenius 9 m 8 s.

SS22, Deadwater (5 m 0 s): 1, Waldegaard 6 m 42 s; 2, Lindberg 6 m 52 s; 3, Kallstrom and Eklund 6 m 54 s; 5, Munari, Jonsson (Saab) and Blomqvist 6 m 58 s.

SS23, Wauchope (5 m 0 s): 1, Waldegaard 5 m 13 s; 2, Kallstrom, Trana and Orrenius 5 m 23 s; 5, Jonsson 5 m 25 s; 6, Munari 5 m 28 s.

SS24, Craik (7 m 0 s): 1, Waldegaard 8 m 55 s; 2, Kallstrom, 9 m 16 s; 3, Trana, 9 m 22 s; 4, Fall, 9 m 24 s; 5, Orrenius 9 m 40 s; 6, Jonsson 9 m 54 s.

SS25, Castle O'er (4 m 0 s): 1, Malkin (Lancia) 5 m 8 s; 2, Andersson 5 m 9 s; 3, Bloxham 5 m 15 s; 4, Fidler (Datsun) 5 m 17 s; 5, Bullough (Escort) 5 m 18 s; 6, Clark 5 m 21 s. (Times suspect.)

SS26, Twiglees (8 m 0 s): 1, Waldegaard 8 m 18 s; 2, Kallstrom 8 m 21 s; 3, Lindberg 8 m 27 s; 4, Trana and Orrenius 8 m 30 s; 6, Aaltonen (Datsun) 8 m 36 s.

SS27, Cardona (7 m 0 s): 1, Lindberg 7 m 52 s; 2, Waldegaard 7 m 57 s; 3, Kallstrom 8 m 1 s; 4, Orrenius 8 m 3 s; 5, Trana 8 m 4 s; 6, Jonsson 8 m 8 s.

SS28, Gientress (7 m 0 s): 1, Kallstrom 7 m 3 s; 2, Waldegaard 7 m 6 s; 3, Larsson 7 m 9 s; 4, Andersson 7 m 14 s; 5, Lindberg 7 m 17 s; 6, Orrenius 7 m 18 s.

SS29, Devilla (5 m 0 s): Andersson and Cowan clean; 3, Fall and Kallstrom 5 m 5 s; 5, Clark and Lindberg 5 m 8 s.

SS30, Loch Achray (8 m 0 s): 1, Waldegaard 9 m 44 s; 2, Kallstrom 9 m 55 s; 3, Jonsson 9 m 59 s; 4, Fall 10 m 3 s; 5, Orrenius 10 m 4 s; 6, Lindberg 10 m 5 s.

SS31, Ardgarten (4 m 0 s): 1, Waldegaard 4 m 37 s; 2, Andersson 4 m 46 s; 3, Kallstrom 4 m 51 s; 4, Fall 4 m 52 s; 5, Lindberg and Cowan 4 m 53 s.

SS32, Glendarvel (3 m 0 s): 1, Waldegaard Fall and Kallstrom 4 m 12 s; 4, Orrenius 4 m 14 s; 5, Andersson 4 m 15 s; 6, Trana and Hopkirk (Triumph) 4 m 20 s.

SS33, Tighnabruach (3 m 0 s): 1, Andersson 3 m 42 s; 2, Kallstrom 3 m 43 s; 3, Waldegaard 3 m 47 s; 4, Fall 3 m 48 s; 5, Aaltonen, Orrenius and Lindberg 3 m 49 s.

SS34, Benmore (3 m 0 s): 1, Kallstrom 3 m 44 s; 2, Andersson 3 m 51 s; 3, Orrenius and Kallstrom 3 m 52 s; 5, Lindberg and Waldegaard 3 m 54 s.

SS35, Loch Eck (3 m 0 s): 1, Kallstrom 3 m 38 s; 2, Jonsson 3 m 40 s; 3, Lindberg, Waldegaard and Fall 3 m 43 s; 6, Orrenius 3 m 44 s.

SS36, Glentool (10 m 0 s): 1, Waldegaard 14 m 15 s; 2, Trana 14 m 16 s; 3, Jonsson 14 m 26 s; 4, Kallstrom 14 m 31 s; 5, Lindberg 14 m 35 s; 6, Orrenius 14 m 39 s.

SS37, Kirroughtree (2 m 0 s): 1, Orrenius 3 m 1 s; 2, Kallstrom 3 m 2 s; 3, Fall 3 m 3 s; 4, Lindberg 3 m 4 s; 5, Andersson 3 m 6 s; 6, Aaltonen, Waldegaard and Jonsson 3 m 10 s.

SS38, Bennan (9 m 0 s): 1, Fall 10 m 35 s; 2, Lindberg 10 m 36 s; 3, Jonsson 10 m 42 s; 4, Kallstrom 10 m 46 s; 5, Waldegaard 10 m 47 s; 6, Orrenius 10 m 49 s.

SS39, AE One (6 m 0 s): 1, Orrenius 9 m 4 s; 2, Lindberg 9 m 8 s; 3, Waldegaard and Kallstrom 9 m 14 s; 5, Clark 9 m 20 s; 6, Cowan 9 m 24 s.

SS40, AE Two (6 m 0 s): 1, Kallstrom 6 m 32 s; 2, Orrenius 6 m 45 s; 3, Andersson 6 m 47 s; 4, Waldegaard 6 m 49 s; 5, Fall 7 m 0 s; 6, Jonsson 7 m 5 s.

SS41, Newcastleton (6 m 30 s): 1, Fall 7 m 54 s; 2, Waldegaard 7 m 56 s; 3, Orrenius 8 m 0 s; 4, Lindberg 8 m 1 s; 5, Kallstrom 8 m 6 s; 6, Jonsson 8 m 16 s.

SS42, Dodd Wood: Blocked with snow and cancelled.

SS43, Greystocks (7 m 0 s): 1, Lindberg 9 m 15 s; 2, Andersson 10 m 31 s; 3, Aaltonen and Larsson 10 m 34 s; 5, Trana 10 m 54 s; 6, Clark 11 m 6 s.

SS44, Grisedale (9 m 30 s): 1, Lindberg 12 m 0 s; 2, Kallstrom 12 m 10 s; 3, Jonsson 12 m 12 s; 4, Orrenius 12 m 21 s; 5, Waldegaard 12 m 25 s; 6, Aaltonen 12 m 48 s.

SS45, Oulton Park (2 m 30 s): 1, Andersson and Clark 3 m 3 s; 3, Larsson 3 m 4 s; 4, Waldegaard 3 m 5 s; 5, Kallstrom 3 m 7 s; 6, Fall 3 m 8 s.

SS46, Clocaenog One (5 m 0 s): 1, Orrenius 5 m 33 s; 2, Larsson 5 m 37 s; 3, Kallstrom 5 m 44 s; 4, Lee 5 m 46 s; 5, Clark 5 m 53 s; 6, Fall 5 m 55 s.

SS47, Clocaenog Two: Blocked by snow and cancelled.

SS48, Clocaenog Three (5 m 0 s): 1, Orrenius, Lindberg and Larsson 5 m 48 s; 4, Kallstrom 5 m 55 s; 5, Fall 6 m 2 s; 6, Clark 6 m 6 s.

SS49, Clocaenog Four (3 m 0 s): 1, Lindberg and Larsson 3 m 20 s; 3, Orrenius 3 m 23 s; 4, Jonsson 3 m 24 s; 5, Kallstrom 3 m 26 s; 6, Bullough 3 m 27 s.

SS50, Gwydyr: 1, Larsson 8 m 1 s; 2, Malkin 8 m 4 s; 3, Waldegaard 8 m 7 s; 4, Clark and Kallstrom 8 m 11 s; 6, Orrenius and Jonsson 8 m 15 s. (New target time not known.)

SS51, Coed-Y-Brenin One (5 m 0 s): 1, Waldegaard 6 m 21 s; 2, Lindberg 6 m 43 s; 3, Andersson 6 m 46 s; 4, Kallstrom and Trana 6 m 49 s; 6, Clark 6 m 54 s.

SS52, Coed-Y-Brenin Two (4 m 0 s): Clark, Waldegaard, Kallstrom, Andersson, Lindberg, all clean; 6, Trana 4 m 2 s.

SS53, Dyfnant (9 m 0 s): 1, Waldegaard 9 m 10 s; 2, Lindberg 9 m 13 s; 3, Kallstrom 9 m 20 s; 4, Larsson 9 m 23 s; 5, Fall and Jonsson 9 m 30 s.

SS54, Dovey (10 m 0 s): 1, Waldegaard and Larsson 11 m 39 s; 3, Lindberg 11 m 42 s; 4, Clark and Kallstrom 11 m 43 s; 6, Fall 11 m 46 s.

SS55, Pantperthog (12 m 0 s): 1, Waldegaard 13 m 32 s; 2, Lindberg 13 m 41 s; 3, Larsson 13 m 45 s; 4, Kallstrom 13 m 50 s; 5, Clark 13 m 51 s; 6, Orrenius 13 m 57 s.

SS56, Hafren One (4 m 0 s): 1, Andersson 6 m 6 s; 2, Kallstrom 6 m 15 s; 3, Lindberg 6 m 20 s; 4, Orrenius 6 m 22 s; 5, Clark 6 m 26 s; 6, Larsson 6 m 30 s.

SS57, Hafren Two (8 m 0 s): 1, Kallstrom 8 m 20 s; 2, Clark 8 m 26 s; 3, Waldegaard 8 m 27 s; 4, Lindberg 8 m 34 s; 5, Andersson 8 m 42 s; 6, Larsson 8 m 46 s.

SS58, Sarnau (2 m 0 s): 1, Andersson 2 m 1 s; 2, Kallstrom 2 m 3 s; 3, Orrenius 2 m 4 s; 4, Waldegaard 2 m 5 s; 5, Clark 2 m 6 s; 6, Lindberg 2 m 7 s.

SS59, Radnor (7 m 0 s): Clark, Waldegaard, Fall, Kallstrom, Orrenius, Andersson, Lindberg, Jonsson all clean.

SS60, Myherin (4 m 30 s): 1, Kallstrom 5 m 13 s; 2, Orrenius 5 m 23 s; 3, Lindberg 5 m 25 s; 4, Clark 5 m 26 s; 5, Fall, 5 m 27 s; 6, Waldegaard 5 m 28 s.

SS61, Rhedol (3 m 0 s): 1, Andersson and SS62, Reddings (5 m 0 s): 1, Kallstrom and Waldegaard 5 m 35 s; 3, Andersson 5 m 36 s; 4, Clark 5 m 37 s; 5, Lindberg 5 m 40 s; 6, Larsson 5 m 49 s.

SS66, Serridge (9 m 0 s): 1, Lindberg 9 m 38 s; 2, Fidler 9 m 47 s; 3, Aaltonen 9 m 54 s; 4, Kallstrom and Andersson 9 m 55 s; 6, Clark 9 m 57 s.

SS67, Speech House (11 m 0 s): 1, Lindberg 11 m 50 s; 2, Clark 11 m 52 s; 3, Kallstrom 11 m 58 s; 4, Andersson 11 m 59 s; 5, Larsson 12 m 0 s; 6, Orrenius 12 m 4 s.

SS68, Russells. Stage cancelled during event.

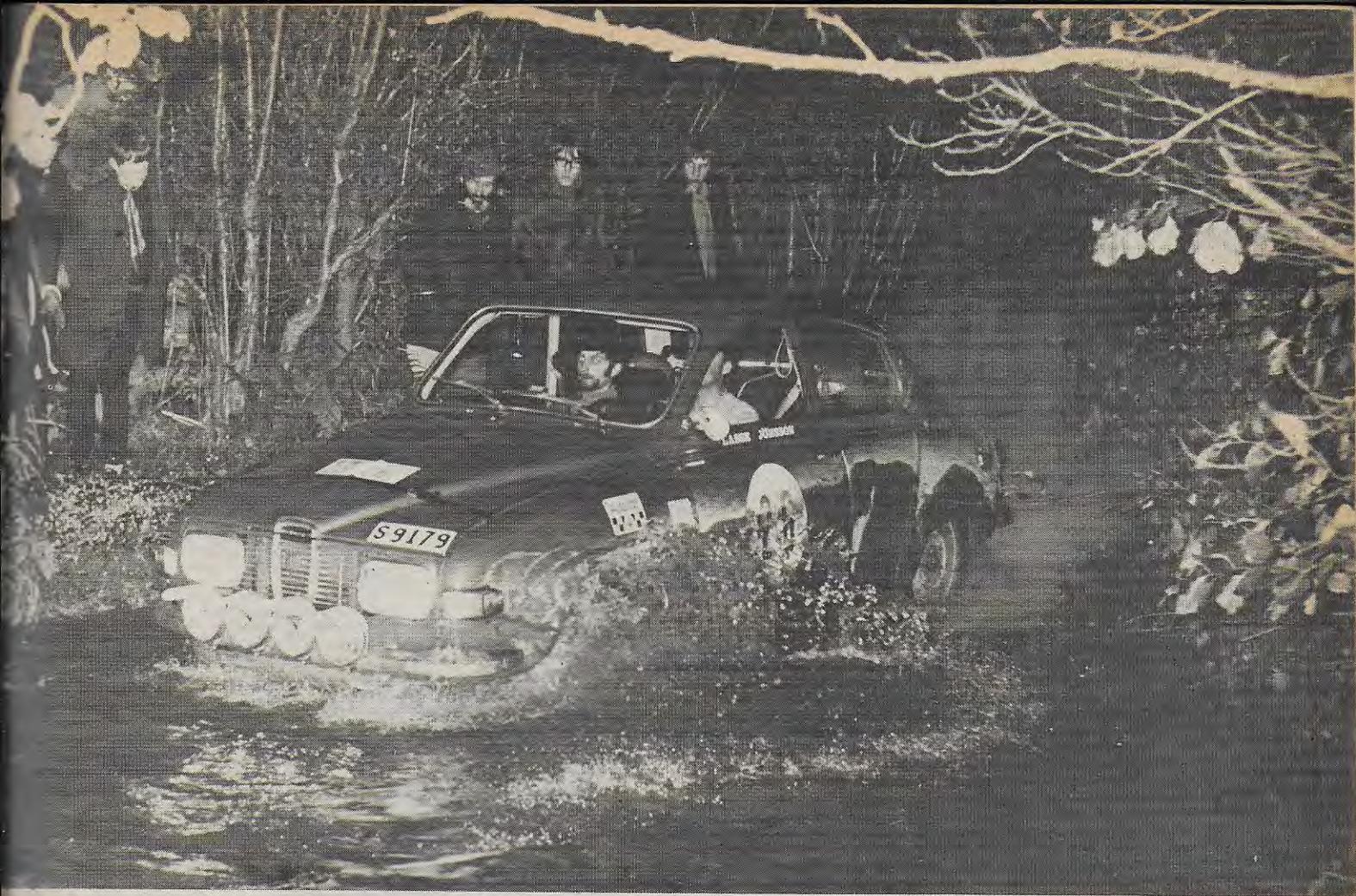
SS69, Quanton (8 m 30 s): 1, Clark 9 m 12 s; 2, Lindberg 9 m 24 s; 3, Andersson 9 m 25 s; 4, Kallstrom 9 m 33 s; 5, Aaltonen 9 m 37 s; 6, Orrenius 9 m 38 s.

SS70, Brendon One (9 m 0 s): 1, Clark 9 m 24 s; 2, Lindberg 9 m 29 s; 3, Andersson 9 m 35 s; 4, Larsson 9 m 44 s; 5, Aaltonen 9 m 51 s; 6, Orrenius 9 m 56 s.

SS71, Porlock (3 m 30 s): 1, Clark 4 m 28 s; 2, Andersson 4 m 34 s; 3, Kallstrom 4 m 42 s; 4, R. Cooper 4 m 45 s; 5, Cowan, Lindberg and Larsson 4 m 49 s.

SS72, Brendon Two (2 m 0 s): 1, Andersson 2 m 41 s; 2, Clark 2 m 43 s; 3, Larsson 2 m 46 s; 4, Kallstrom 2 m 51 s; 5, Aaltonen 2 m 53 s; 6, Orrenius 2 m 55 s.

SS73, King Alfred's Tower (3 m 0 s): 1, Andersson 3 m 18 s; 2, Clark 3 m 19 s; 3, Lindberg 3 m 25 s; 4, Larsson 3 m 28 s; 5, Jonsson 3 m 29 s; 6, Orrenius 3 m 30 s.



Saabs filled four of the first 10 places: this is the Lasse Jonsson/Bo Eliasson V4 seen crossing the ford just before the start of the Radnor special stage (above). The first non-works British crew home, Jimmy Bullough/Don Barrow in their Escort TC, on the very snowy Greystokes stage (below).



RAC International Rally of Great Britain November 15 to 19  
 European Rally Championship, Drivers, final round

- 1, Harry Kallstrom/Gunnar Haggbom (1.6 Lancia Fulvia HF), 479.17 pens;
- 2, Carl Orrenius/David Stone (1.5 Saab V4), 483.32;
- 3, Tony Fall/Henry Liddon (1.6 Lancia Fulvia HF), 494.36;
- 4, Ove Anderson/Gunnar Palm (1.6 Ford Escort TC), 494.46;
- 5, Hakan Lindberg/Bo Reinicke (1.5 Saab V4), 494.32;
- 6, Roger Clark/Jim Porter (1.6 Ford Escort TC), 497.04;
- 7, Tom Trana/Solve Andreason (1.5 Saab V4), 497.34;
- 8, Rauno Aaltonen/Tony Ambrose (1.6 Datsun 1600 SSS), 498.28;
- 9, Jerry Larsson/Lars Lundblad (2.0 Porsche 911S), 498.57;
- 10, Lasse Jonsson/Bo Eliasson (1.5 Saab V4), 501.21;
- 11, Andrew Cowan/Brian Coyle (2.5 Triumph 2.5 PI), 509.46;
- 12, Bjorn Waldegaard/Lars Helmer (2.0 Porsche 911), 511.57;
- 13, Roy Fidler/John Sprinzel (1.6 Datsun 1600 SSS), 522.21;
- 14, Jimmy Bullough/Don Barrow (1.6 Ford Escort TC), 529.06;
- 15, Paddy Hopkirk/Tony Nash (2.5 Triumph 2.5 PI), 530.05;
- 16, John Bloxham/Richard Harner (1.6 Ford Escort TC), 535.37;
- 17, Brian Culcath/Johnstone Syer (2.5 Triumph 2.5 PI), 536.29;
- 18, Rod Cooper/Ian Cooper (1.6 Ford Escort TC), 540.55;
- 19, Jack Simonian/Gerry Phillips (1.6 Datsun 1600 SSS), 547.44;
- 20, Barry Lee/Peter Warren (1.6 Ford Escort TC), 550.22;
- 21, Chris Sclater/Martin Holmes (1.6 Ford Escort TC), 557.28;
- 22, Alan Allard/Tom Fisk (1.6 Ford Escort TC), 560.28;
- 23, Bert Shankland/Frank Rutter (1.8 Peugeot 504), 562.19;
- 24, A. R. Cowkes/P. O'Gorman (1.6 Ford-Lotus Cortina), 567.22;
- 25, Jock Russell/Peter Valentine (2.0 Porsche 911S), 570.11;
- 26, John Heppenstall/Hywel Thomas (1.6 Ford Escort TC), 571.13;
- 27, John Booth/Graham Booth (1.6 Ford Escort TC), 571.17;
- 28, Mike Gibbs/Randall Morgan (1.3 Lancia Fulvia Rallye), 575.34;
- 29, R. E. Platt/C. Strachen (1.5 Ford Cortina GT), 593.13;
- 30, K. Millburn (1.0 Ford-Lotus Cortina), 593.42.

152 starters, 69 finishers.

Class winners: M. Sutcliffe/J. Clegg (843 Fiat 850), 623.26; Mike Hinde/Norman Davies (1.1 Skoda 110), 598.43; Gibbs/Morgan; Orrenius/Stone; Waldegaard/Helmer; Cowan/Coyle; and Kallstrom/Haggbom.

Lombank Manufacturers Team Trophy: Nissan-Datsun (Aaltonen/Ambrose, Fidler/Sprinzel and Simonian/Phillips), 1568.33; 2, British Leyland (Cowan/Coyle, Hopkirk/Nash and Culcath/Syer), 1576.20; 3, Ford (Bullough/Barrow, Bloxham/Harner and Lee/Warren), 1615.05.

# Choose the gloves to suit your car (or your kind of driving)

MOTORWAY



**GT** For the sports-car driver and the strictly E-type type. Washable cape in racy colours, with keyhole backs and Velcro fastening. For men, 4 sizes, 52/-.

**Motorway** For serious driving. In standard colours, and also red/black and green/black, with washable non-slip leather palms and ventilated nylon stretch backs.

For men and women, 2 sizes, 45/-.

**Jack Brabham** The racing enthusiast's glove. Washable, with tough wafer-thin kangaroo leather palms, ventilated cape backs, and padded cuffs. 4 sizes, 3 colourways, for men and women, 63/.

**Special** to suit the big car driver. Special have knitted backs and cleverly-cut leather grip palms. For men, in small, medium, and large, 36/- a pair.

Fownes Limited, Worcester

*Fownes*

SPECIAL



GT



JACK BRABHAM

## McLAREN M12 IN CANAM OR UNIQUE GT FORM A REAL MONEY SPINNER

Lola T70 Mk 3 GT. Now available in complete road trim. Finished in Pearlescent Bahama Orange. The most effective carpet sweeper ever. Alternatively, ready to race.

If you want a new McLaren why not order it through us. We can take your wife's mink in part exchange.

For the everyday motorist we have the following:

Alfa Romeo 2600 Spyder, 1966. Low mileage, radio	£899
Austin Healey 3000, 1966, absolutely immaculate, overdrive, new XA's all round	£825
Lotus Elan + 2, 1968, 1 owner, low mileage, in Metalescent Bahama, with vinyl roof	£1,599
Lotus Elan, F.H.C. 1966, factory built. Many extras, 3,000 miles since exchange engine fitted	£925
Lotus Elan Convertible, 1965, radio, supplied and serviced by us	£749
MGB, 1963, new engine recently fitted, wire wheels, cinturatos	£465
MG Midget, 1962, engine overhauled	£295

**DAVID PROPHET LTD.**

57 WALKERS HEATH ROAD  
KINGS NORTON, BIRMINGHAM 30

Tel: 021-458 2405



**GO  
to the front  
with  
Britain's  
top  
performance  
fog lamp**

## Vario Quartz

Dashboard control switch gives full power concentrated light, with sharp beam cut off plus four beam strengths for increasing fog densities. Visibility is improved, back dazzle eliminated. Complete with Vario control switch/unit 12 volt bulb and cable £6-10-0d. Also Vario Quartz Spot lamp £6-10-0d.

**Stadium** LTD

From all dealers and Halford branches.  
30-34 QUEENSWAY, ENFIELD, MIDDX.

# The Groewood Award winners— what has happened to them?

By JUSTIN HALER



This year's award winners—left to right James Hunt, Tony Trimmer and Mike Walker—as seen through the pen of cartoonist Don Grant.

At a London function last Thursday Bruce McLaren presented this year's Groewood Awards to the three drivers considered to be the most promising in the opinion of this year's Guild of Motoring Writers panel, which comprised Philip Turner (*Motor*), Mike Cotton (*Motoring News*) and Alan Brinton (*Motor Racing*), with Courtenay Edwards (chairman of the GMW) announcing the winners.

This year's first place award of £500 was presented to Mike Walker for his performances in Formula 5000 with the Alan McKechnie Lola T142. Second place and a £300 cheque went to James Hunt for his Formula Ford drive earlier in the year with a Merlyn Mk 11A and for his more recent F3 races with the Motor Racing Enterprises F3 Brabham BT21. The third winner, who got a £200 cheque, was Tony Trimmer, who was so successful in Formula Ford with the Frank Williams Titan and who has shown up well with the RCI Brabham BT28.

Last Thursday's Groewood Awards presentation gave a clear sign of just how important the awards—given annually to the most promising drivers from Britain or the Commonwealth—have become in their seven years of existence, for there was a large number of motor racing celebrities on hand to watch the young stars get their prizes. There were Grand Prix drivers, entrants, engine and chassis constructors, organisers—in fact, the list of those present really did read like a *Who's Who* of Motor Racing. With these sort of people taking note and all the attendant publicity and prestige, the Groewood Awards have become an integral part of the motor sporting year. Now that seven sets of awards have been presented it seems apt to look back and see what percentage have achieved subsequent success, and to what degree.

PERHAPS the most significant statistic of all is the fact that, of the 21 drivers who have received Groewood Awards in the seven years, seven, or a third of the total, have driven Formula 1 cars, albeit with varying degrees of success. Richard Attwood, the top award winner in 1963, became involved with BRM in 1964 and took in a non-championship ride, as well

as doing development on the 670P 4wd F1 BRM. In 1965 he drove a Lotus-BRM 25 for the Reg Parnell team; his next appearance in F1 was as a substitute for an indisposed Pedro Rodriguez in the 1967 Canadian GP in a works Cooper-Maserati T81, where he came tenth. Then at the beginning of 1968 he landed a works BRM drive after Mike Spence's untimely death by putting up a

fantastic drive to second place in the Monaco GP. Although he was later dropped from the BRM team, this year he stood in for the injured Jochen Rindt at Monaco in a Gold Leaf Lotus 49, and finished fourth.

Chris Irwin, the third place winner in 1964, was the next to make F1. He put in some superb performances that year with an F3 Merlyn Mk 7, with which he was about the only person to come near to Jackie Stewart's Cooper T72. He progressed through F3 to become one of the Formula 3 kings in a Chequered Flag Brabham, his performances in 1966 earning him an F1 drive for the British GP in the third works Brabham with 2.7 Climax power, with which he earned a very worthy seventh place. BRM picked him, and the other promising top British driver Piers Courage, the premier award winner in 1965, to drive in the 1967 Tasman Series.

Irwin's drives in the Tasman series were much steadier and more polished than those of Courage, and thus he became a regular member of the BRM and Parnell-BRM teams' strength for 1967, performing well with what was by and large inferior machinery. Then in 1968, just as he was poised to become a real star, he had his very unfortunate accident with the Alan Mann Ford P68, which ended both his chances of driving the second works F1



Richard Attwood



Tony Hegbourne



Brian Hart



Roger Mac



Bo Pittard



Chris Irwin



Piers Courage



John Miles

Honda for John Surtees and his racing career.

Courage, who had been Irwin's big rival in F3 racing, had a stormy F2 season in 1967 with John Coombs' McLaren M4A, and was rather being written off as too hairy before the 1968 Tasman series. There he drove the McLaren magnificently, put himself back on the map and reappeared as one of the really promising young stars. For 1968 he drove the rather uncompetitive Parnell BRM P126 V12, and, of course, his 1969 drives with Frank Williams' Brabham BT26 have established him as one of the top GP drivers. In fact, Courage really has been the most successful of all the Grovewood winners.

The third prize winner in 1965 was John Miles, who had a fantastic run of club racing wins with a 1650 cc Ford-engined Diva. He went on to score a similar number of wins with a Lotus Elan, also in Willment colours, in 1966, and for 1967 he joined Lotus as a Formula 3 41 and GT 47 driver. That year he had some success, but in 1968 he had a really good season with both the F3 41X and the 47. He declined to drive F3 for this year, and concentrated on the GT 62, with the occasional F2 race, but then he got his big chance with the Gold Leaf F1 4wd and 63. Next year he will be the Lotus Number 2 F1 driver.

The name of Jack Oliver is often men-

tioned in the same breath as that of John Miles, for they both began their serious careers with Lotus, Oliver's after his 1965 Elan drives, which got him into an F3 41 (after briefly flirting with a Brabham F3) in 1966—which earned him that year's second award. Then for 1967 he got the third works Lotus F2 drive in the Components 41B, getting his F1 break after Jim Clark's death in 1968. He became the regular GLTL Number 2 that year, and then this year went on to BRM.

Third to Oliver that year was Brian Redman, who unlike the majority of the award winners (just about 85 per cent) avoided doing any FJ/F3 and made his name first with a lightweight Jaguar E-type and then with some skilful and polished racing with a Lola-Chevrolet T70. Redman's sponsor David Bridges backed him in the new F2 of 1967, and his successes with the Bridges Lola T100 earmarked him as one of the most promising newcomers. Thus for 1968 he was offered a works Cooper-BRM T86B F1 drive, and also had offers from Ferrari (for whom he drove in F2) and others. His performances were most encouraging until his Cooper accident at Spa, which put him out of action for the rest of the year. However, the Porsche drives of this season with Siffert have put Redman right back on the map, and no one will be very surprised if he gets an F1 drive this season in addition to his JW-

Gulf-Porsche sports car seat.

The other man from the awards list to have driven in F1 is Derek Bell, who was runner-up to Alan Rollinson in 1967. Bell's performances with the FIRST F3 Brabham BT21 that year encouraged him to move up the ladder, and with the backing of his stepfather Bernard Hender he bought an F2 Brabham BT23C. His early performances of the year soon put Ferrari on his trail and he got a works F2 drive with SEFAC, which also included three F1 appearances, all resulting in retirements. Then he did the Tasman series as team-mate to Chris Amon with a 2.4 V6 Dino, and looked all set to act as number 2 to Amon for this year. However, Ferraris at both F1 and F2 levels were generally uncompetitive, and things looked bleak for Bell (save for a lone McLaren 4wd F1 drive) until recently, when it was announced that he would be driving Tom Wheatcroft's ex-works Brabham BT26 in the Tasman series, and possibly in F1 next year.

Although Tony Dean's F1 experience is limited to an old 3-litre BRM P261 which yielded an "F1 class win" in the Madrid GP, the little Yorkshireman, second to Courage ahead of Miles in 1965, has a record of success in sports-car racing which is almost unequalled. Dean drove F3s briefly, but after his 1966 Brabham BT8 drives he concentrated on sports cars. In 1967 his Porsche Carrera 6 was immensely successful; the Ferrari Dino 206S which followed was equally competitive, and this year Tony has been doing wonders with a Porsche 908 in the CanAm series, prior to moving on to a 917 for next year.

In similar fashion to Dean Chris Craft, second in the 1968 awards, is beginning to turn away from his image of a saloon racer, established in his Orange Box Anglia days, to that of a highly professional sports car driver, particularly after his

THE GROVEWOOD AWARD WINNERS

£500

- 1963 Richard Attwood
- 1964 Roger Mac
- 1965 Piers Courage
- 1966 Chris Lambert
- 1967 Alan Rollinson
- 1968 Tim Schenken
- 1969 Mike Walker

£300

- Tony Hegbourne
- Boley Pittard
- Tony Dean
- Jack Oliver
- Derek Bell
- Chris Craft
- James Hunt

£200

- Brian Hart
- Chris Irwin
- John Miles
- Brian Redman
- Peter Gaydon
- Roger Enever
- Tony Trimmer



Chris Lambert



Jack Oliver



Brian Redman



Alan Rollinson



Derek Bell



Peter Gaydon



Tim Schenken



Chris Craft

performances this year with the Tech-speed Lola-Chevrolet T70 Mk 3 and the de Cadenet Porsche 908, which followed his equally impressive 1968 Chevron-BMW B8 drives. Craft's potential, which is being channelled largely into Formula 5000 next year with the Broadspeed Leda, is still to be fulfilled, but doubtless it will be.

This year's first place winner, **Mike Walker**, is another who will be channelling his energies into F5000 next year. Walker came up through F3, primarily with Brabhams, dabbled in F2 in 1968, and then got the McKechnie Lola T142 for this year. His driving in the past two years certainly makes him deserving of an award, although one doubts whether one could honestly judge them on the strength of F5000 this season, which has been distinctly lacking in reliable competition. Walker, with a new McKechnie McLaren M10B for next year's better supported Formula 5000, could well achieve his ambition of making F1.

One driver who is certainly likely to get into Formula 1 is 1968's premier place winner **Tim Schenken**, the first non-English driver to get the prize. Schenken's fabulous run of Formula Ford victories and subsequent performances in Formula 3 with Sports Motors Chevron B9, Titan Mk 3 and this year the works Brabham BT28, mean that he is ideally placed for an F1 drive in the near future. If his F2 season goes well with the Sports Motors Brabham, then there is every likelihood of the Australian becoming a GP star.

**Alan Rollinson** will be endeavouring to fulfil his promise as the premier 1967 award winner next season both in F2, with the Irish Racing Cars Brabham BT30, and in F5000 with the Doug Hardwick Lola T190. Rollinson, with a wealth of Brabham F3 driving experience behind him even prior to his award, won his title after a season of victory after victory with an F3 Brabham and disappointment after

disappointment with an F2 McLaren. The demoralising performances of the McLaren, and a subsequent poor season in 1968 with an F3 Chevron, certainly retarded his development, and it was only a great run of F3 victories earlier this year which put him back on the map and got him F2 and F5000 drives, in both of which he excelled.

Although he has subsequently proved very successful in the engine building side of motor racing **Brian Hart** greatly justified his third place award in 1963 gained with rapid performances in the Cosworth development Lotus 20 in 1962 and then in the FJ Cosworth-powered 22 in 1963. He went on to gain several successes in works-supported Lotus F2s, and has subsequently proved a fast and reliable F2 driver.

It is too soon to comment at any length of the awards to **Tony Trimmer** and **James Hunt**, both rapid and determined drivers who graduated from Formula Ford to F3, although **Roger Enever**, who won the third place in 1968, seems to have had a quiet year after his many successes with club racing MG Midgets and in BMC works cars, and it may well be significant that his lack of real progress is combined with the fact that he has done virtually no single-seater racing. It would be interesting to see how he would go if he did.

**Peter Gaydon** had a superb year in 1967, when he won his third place Grovewood for some very impressive drives in a Brabham BT18 F3 car. However his fortunes receded somewhat during 1968, probably in the main due to a bad choice of car, and this year, back with a fully competitive machine, he did not shine in F3, but always put in a safe, steady and fast drive; like Brian Hart, he could develop into a good F2 pilot.

Three of the remaining four winners were all killed tragically before they had reached their peak. **Chris Lambert**, who won first prize in 1965, promised most of

all of these. His incredibly rapid rise to prominence in Formula 3 during 1966 made him the obvious choice for the award, and although in 1967 and 1968 in Formula 2 he was dogged by lack of finance and equipment, he looked all set to get his big break just before his fatal accident.

Another driver who promised so much was **Roger Mac**, who at the age of 19 astounded all with some superb driving of an E-type Jaguar during 1964. He continued to shine in 1965 with F3 Brabhams after the first place award of 1964, but two accidents, both of them serious, prompted him to give up motor racing.

The final two drivers in the list, the second-placed winners of 1963 and 1964, were **Tony Hegbourne** and **Bo Pittard**; both displayed immense promise. Hegbourne started to make his name in 1962 with a Lola Mk 1 sports-racing car, which earned him a Normand Lotus 23 sports car drive for the following year. Pittard made his mark in his first year of racing by winning a vast number of races with a big Anglia and, ironically, Hegbourne, after an unsuccessful season with Normand F2 Coopers, became Pittard's team-mate in the 1965 Walker-Day Racing Team, which was fielding a pair of Alfa-Romeo GTZs in long distance GT events. Hegbourne was killed in a horrific accident at Spa with one of the Alfas, while Pittard, after some good races with the Alfa, went to join his friend Chris Craft to do some Italian F3 racing for 1966. At Monza his Lola T60 F3 caught fire, and he was killed.

The fact that such a good percentage of the award winners have made Formula 1 surprises many people, for there was a time when it was said that a Grovewood Award was a natural jinx. But looking at the careers of most of the winners, this hardly seems to have been the case, and no doubt the awards will continue to be highly esteemed.



Roger Enever



Mike Walker



James Hunt



Tony Trimmer

# DON'T MISS THIS PRE-PUBLICATION OFFER!

SAVE 10/-

On the most complete & up-to-date  
Annual of the Motor Racing year

## AUTOCOURSE

Over 200 pages (16 pages in FULL  
COLOUR) containing\*

- ★ Complete coverage on the Grand Prix season including lap charts for every lap of every Grand Prix.
- ★ Report on the first year of the new Formula 5000.
- ★ AUTOCOURSE's Top 11 drivers.
- ★ Complete run-down on the International Rally Season.
- ★ PLUS - comprehensive coverage of the year's Sports car classics, including - Le Mans, Nurburgring, and the BOAC 500.

**PUBLISHED DEC 12th 55/-**

**PRE-PUBLICATION OFFER 45/-**

**OFFER EXPIRES 12th DECEMBER 1969**

**ACT NOW!**

Return completed form to:  
 Haymarket Press Ltd., 9 Harrow Road, London, W2.  
 Please send me ..... 1969-70  
 AUTOCOURSE at 45s per book plus  
 2s 6d post and packing.  
 I enclose cheque/P.O. for 47s 6d.

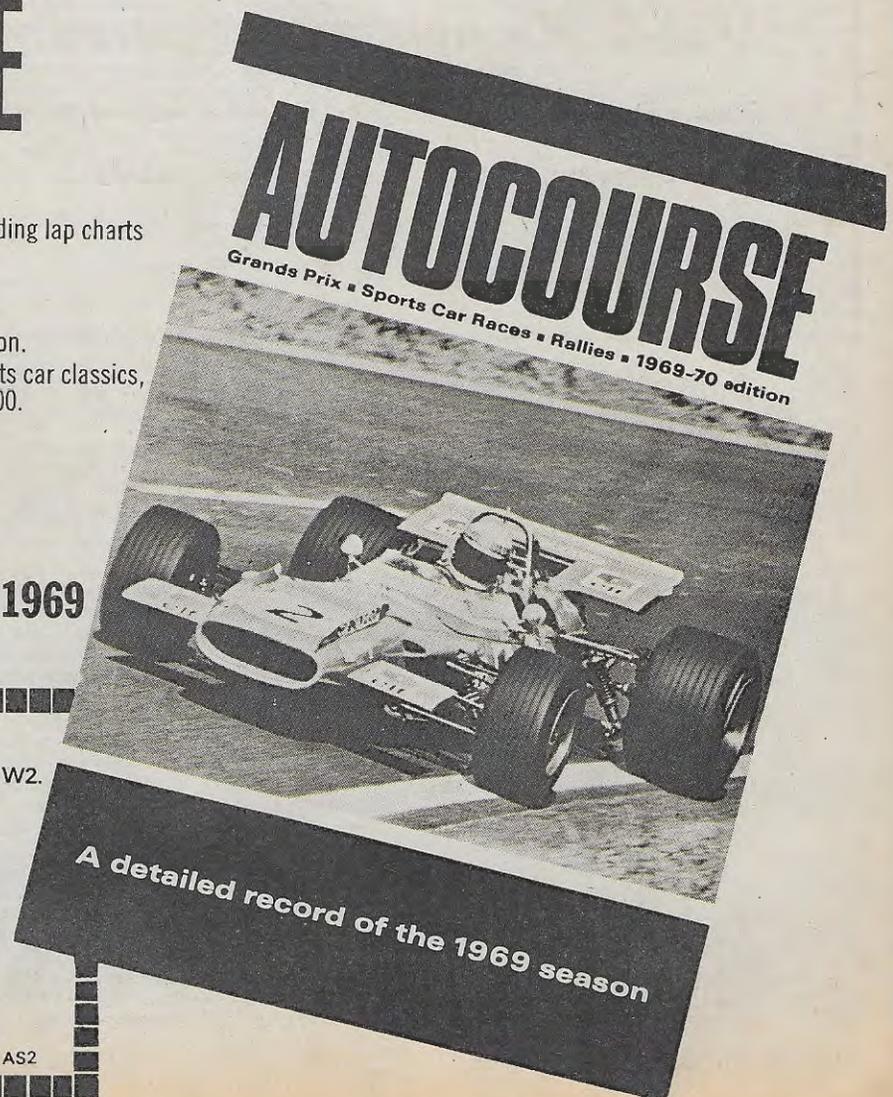
Name .....

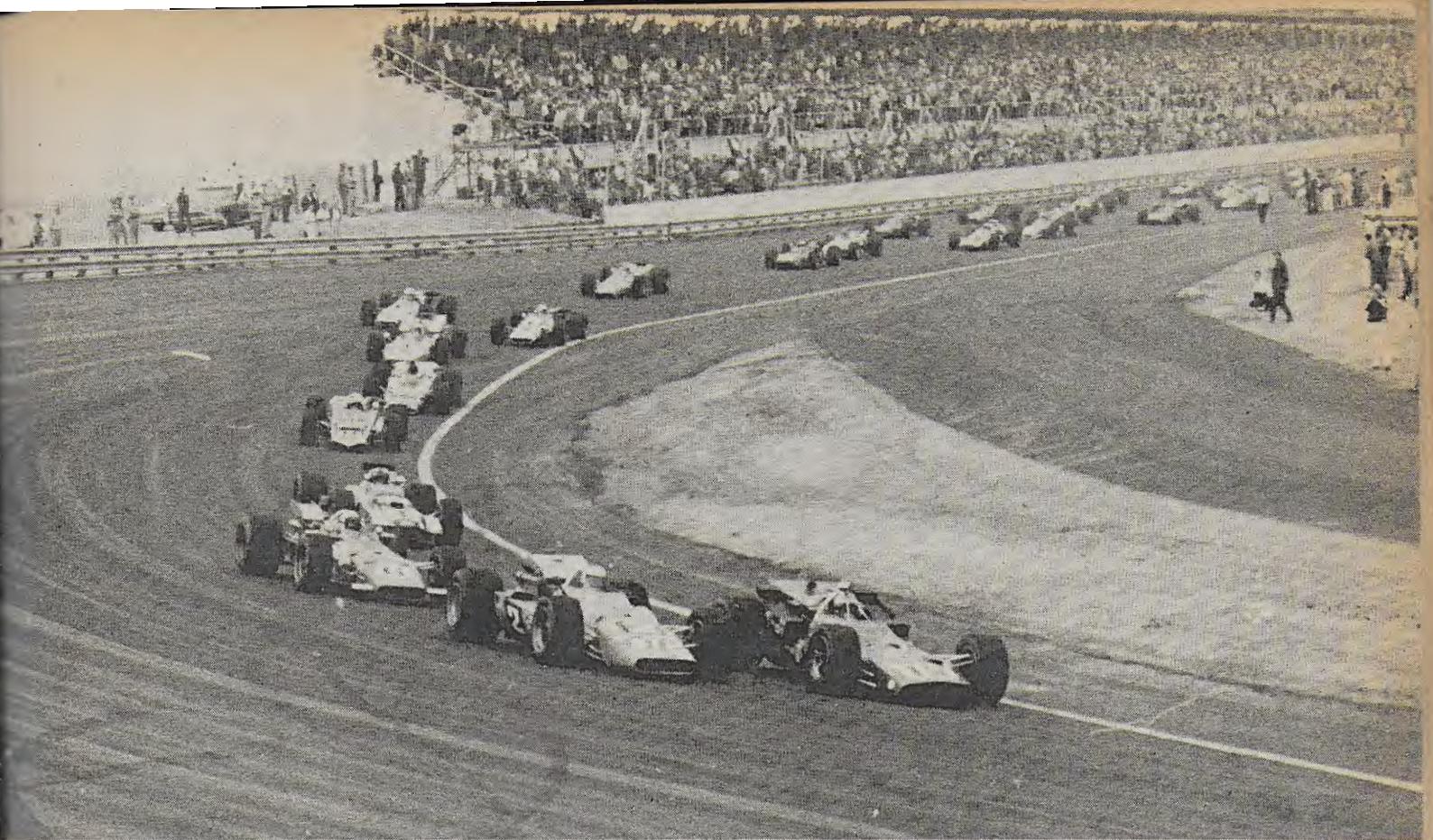
Address .....

.....

.....

AS2





Al Unser, Mario Andretti, AJ Foyt and Bobby Unser head the field at the start.

## USAC Phoenix to Al Unser

Wet Bobby Ball Memorial 200 to Unser Lola — Andretti  
and Bobby Unser crash — Foyt retires

Story and pictures by PETE LYONS

**I**N a race plagued with yellow caution lights and then interrupted by rain, Al Unser scored his fifth USAC win of the year in the Bobby Ball Memorial 200 at Phoenix International Raceway, Arizona, on November 15/16. A. J. Foyt retired after damaging his suspension through tangling with a back-marker, and Bobby Unser and Mario Andretti were both put out by a multiple accident on the damp surface when the rain started, which prompted the race's postponement. Second behind Unser's Lola, which has been converted back to two-wheel drive for USAC oval work, was the Laycock-Offy of Lloyd Ruby, with Wally Dallenbach's Eagle-Offy third.

**T**HIS year's USAC racing has gone its own way, with 22 Championship Trail races run on 19 dates and one to go. It will all add up to a total of 3800 racing miles, run mainly on asphalt oval tracks, but with five dirt-surfaced ovals and five road courses included. On the system which awards points according to the length of the race, Mario Andretti had won his third National Championship by the 16th event, and has scored seven outright wins. He won at least once on each of the three types of track. The other bright star was Al Unser, who scored his fifth victory at Phoenix. Art Pollard, Gordon Johncock and Dan Gurney have each accounted for two wins, and single victories have gone to George Follmer, Bobby Unser, Peter Revson, and A. J. Foyt. On points Bobby Unser is lying second overall with 2225 to Andretti's 4425; after Phoenix Al Unser is third,

close on brother Bobby's tail.

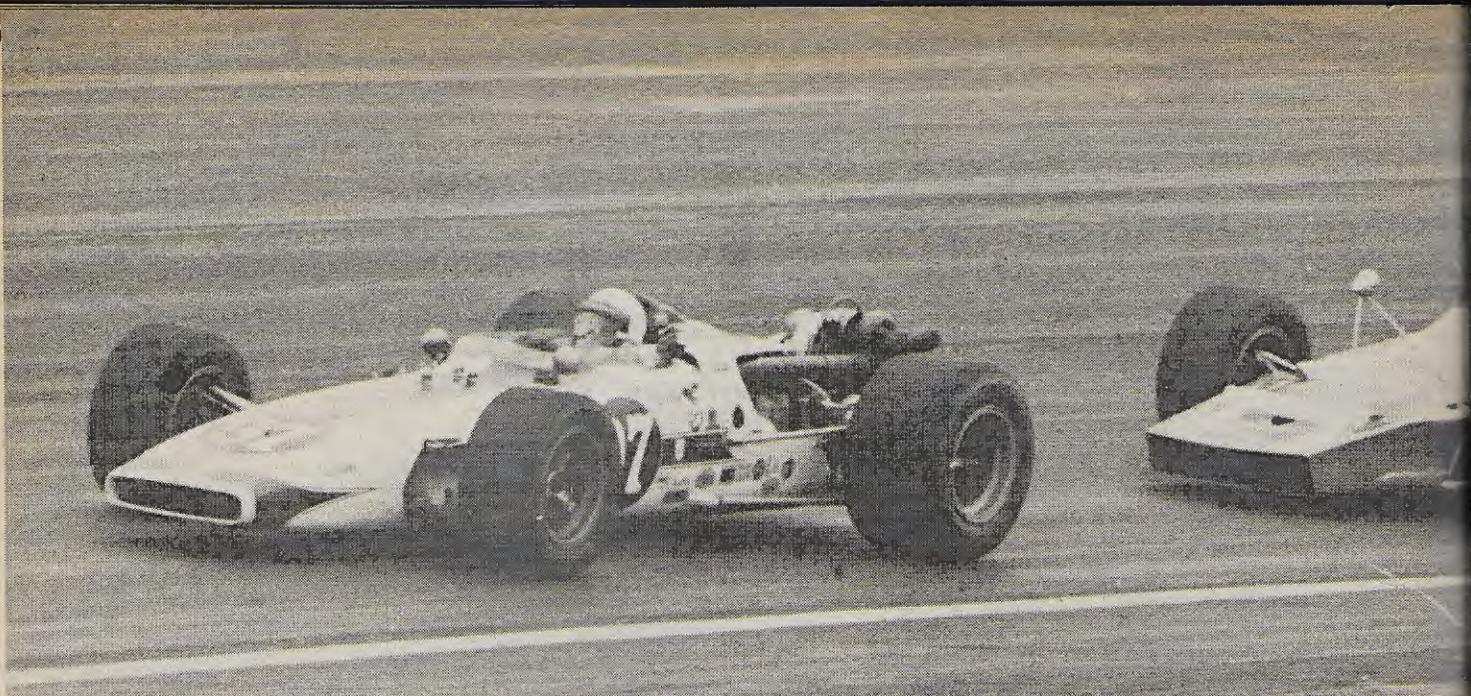
Phoenix International Raceway, in what is supposed to be the sunny Southwest, enjoys two Championship dates per year. PIR is fairly standard in that it is an asphalt-surfaced one-mile banked oval, but it has the enlivening virtue of being asymmetrical. The western end, so-called Turns 1 and 2, is the more steeply banked. The Turns 3/4 end is shallower, and both encompass a shorter than 180 degree arc. The missing degrees of the 360 are made up in the infamous "dogleg," a kink in the middle of the bank straight.

More of the lap distance is in turns than straight at PIR, and for this track many of the drivers fit their elastic head-holders, bungee cords running from left shoulder to helmet. Al Unser held the lap record before this race at 28.36 secs in a 4wd Lola with turbocharged Ford engine. Recently the track had been resurfaced, but Unser

thought it was not a success as the new cover was rougher and the strips laid down by the asphalt machine overlapped carelessly, so cars wanted to dart around too much. Nonetheless in tyre testing before race day, with his Lola converted to 2wd, he got down to approximately 27.8 secs. Lloyd Ruby—they call this "Ruby Raceway" locally—equalled this time, and Andretti was 0.1 sec slower.

Al, describing a lap, mentioned first a sudden dip in the first turn just as the line nears the clipping point. The boundary between Turns 1 and 2 is more than psychological, for here is where most of the drivers "diamond it," letting the car go a few feet high and then forcing it back down to the clipping point in Turn 2. None of them can describe exactly what they do at the transition point; it doesn't seem to involve any gross control movements, and is something they learnt years before on their first dirt tracks. All through this area Unser is keeping some foot pressure on the throttle to keep the turbocharger boost up; at about the second clipping point he starts feeding in some real power.

Out high on the back straight he tries to "straight-line" the kink as much as possible. He reckons to be reaching 160 mph here, at full throttle, but it is a very tricky section. The car's 700 plus horsepower wants to throw it sideways and the surface dips abruptly down and up. It dips down again right away in the breaking area for Turn 3, so that if the "dogleg" has not gone well things can be very exciting here. Again the double-apex line, followed by the problem of feeding in all the power that the tyres will allow coming off Turn 4. The main straight has no tricks, but it is over very quickly and on a clear day the westering sun is full in the eyes. If the driver lets the car drift up out of the "groove" at any point he is in trouble, for the surface is always covered with gravel, and the entire speedway is lined with heavy steel.



Lee Kunzman's Shrike-Offy leads Joe Leonard's 4wd Parnelli-Ford. Leonard finished fifth, four laps behind the winner, while Kunzman was

Al has won road races and enjoys them very much, and points out that his first driving was up the 12-mile dirt road on Pikes Peak; but racing on ovals he finds "more demanding. You have to be smoother, you have to be more accurate on your pattern. You can't make up a mistake the way you can on a road course." He looks at each lap of a race as something new, for the surface is always changing, the tyres wearing, the fuel load shifting, the traffic different.

#### Technical variety

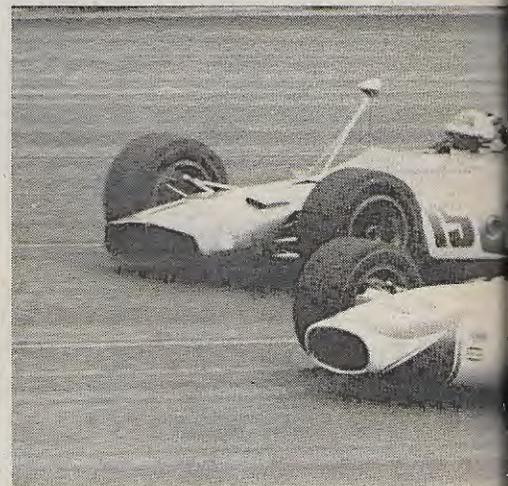
One of the things about USAC is the technical variety, and in the Phoenix entry were represented most of the various options: the 2.65-litre supercharged Ford V8s and Offenhauser 4s, Navarro's 3.3-litre blown Rambler 6, 5.25-litre pushrod V8s, and just one example of the engine that used to rule the roost, the 4.2-litre four-cam Ford. Most chassis, of course, were rear-engined monocoques fertilised by Formula 1, but there will always be people to try their "straight-up" dirt cars, and Quinn Epperly brought his de Dion neo-roadster. Of the 54 entries trying for 26 starting positions, the turbo Fords and Offies were the successful engines, of the non-conventional cars and only Epperly's, driven by Bruce Walkup, made it on to the grid. The Rambler was crashed before the race by its inexperienced driver; perhaps the claimed 1800 ft/lbs of torque had something to do with that! Another disappointing day was put in by John Cannon, who accepted a drive in a Vollstedt turbo/Ford to see what oval racing was all about; in this his first day at it, he found that "I can't keep my foot off the brakes" and failed to qualify by 0.1 sec.

Although Indianapolis takes these people a month, they usually get through the other races in one day. At PIR they set off for first practice, at 8.30 am, and at 11.30 they start running off their individual qualifying laps. Gary Bettenhausen qualified sixth, at 28.87. His car was, in effect, the factory Gerhardt with turbo/Offy and a pure "door wedge" body shape. Lloyd Ruby's car was a similar shape but was made by Laycock; with the same engine he qualified at 28.61. On the right side of the second row was A. J. Foyt, a turbo/Ford pushing his Indy Coyote round at 28.49. Current Champion Bobby Unser was using his accustomed short

track car, an old Eagle of the original cylindrical shape with a turbo/Offy. He really extended himself on his two flying laps to do 28.41, the car wiggling viciously under braking and the tyres occasionally making loud shrilling noises in the turns.

Andretti was using a car similar to his Indy-winning Hawk, but that actual machine had been shunted later in the season. A duplicate had been originally built as a road-racer, and in the balance of the season has had to do double duty. To convert to oval specification there is no change to suspension geometry or brakes, but the brake pedal is swapped with the clutch, and a manifold pressure gauge added to the instruments for the turbo/Ford engine. Mario took it round at 28.17. Al Unser's turbo/Ford Lola started life as a 4wd machine, but after Indy the drive to the front wheels was removed as the car behaves better on short tracks without it, and anyway the rules forbid it next year. The dull blue car is chunky and festooned with gimcracks, but it is effective and Al put up the electrifying time of 27.67, 130 and a few fractions mph, to win the pole.

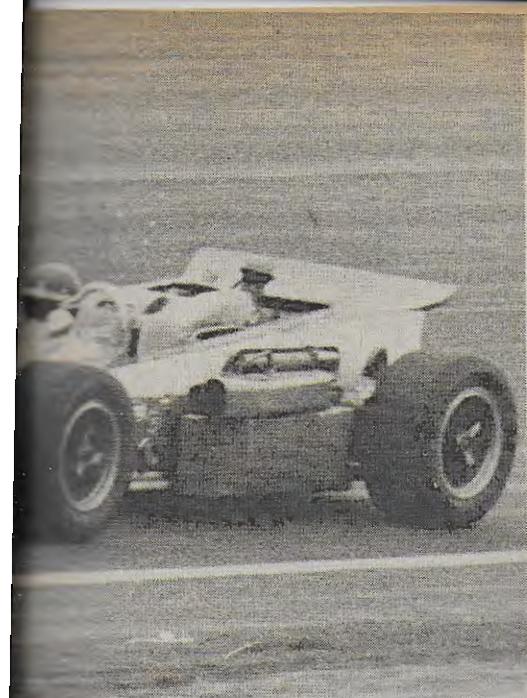
All this was happening on Saturday to cater for a television hookup, and for that reason the start was to be at precisely 2.34 pm. As that time approached the Arizona skies were uncharacteristically gloomy, but it dampened no one's enthusiasm as the starters moved off and formed up for several parade laps—literally that, for the drivers and the crowd wave wildly at each other; it's an integral part of the USAC scene. When the starter finally let them loose to race Unser held his advantage into the first turn and on around the lap, hounded by Andretti and Foyt who had beaten Bob Unser. The Offy-powered car could not quite keep up with the three Fords as they set off in a close line, and soon Bobby was not so much hanging on to them as trying to keep at the head of a pack involving Ruby, Bettenhausen, Johncock and a blur of others. This early in the race they were scarcely into their 75-gallon fuel tankage and their cars looked ponderous and nearly bottomed on the bankings. Over the ripples they bounced and weaved, and if someone went wide up a banking he usually lost a place or two while he scrambled for control in the "marbles." After 20 laps Johncock went much too high in Turn 2, spun and thumped the steel. He was out of the car



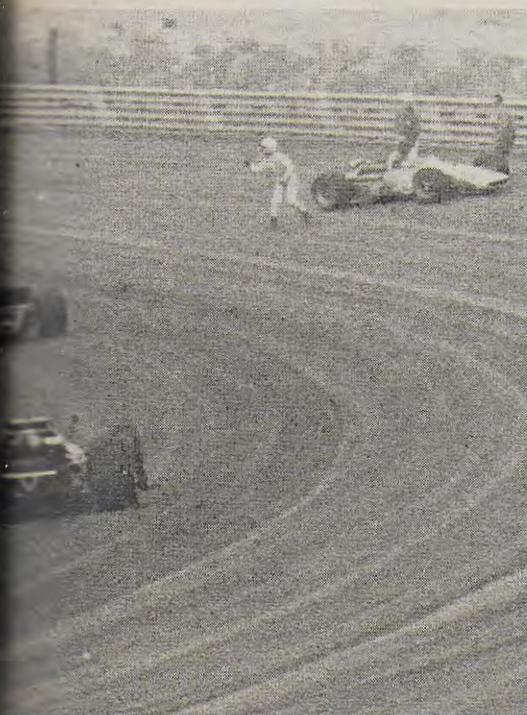
Al Unser takes his winning Lola-Ford T152 (15)



Gordon Johncock shakes his fist at Gary Bettenhausen's Gerhardt, which had spun.



Steve Krisiloff's Gerhardt on his way to victory.



who is in the leading group as they pass John-

immediately and, as the pack came round again, slowing in response to the flashing yellow lights, he stepped forward and shook his fist at Bettenhausen. Then he climbed back in and, with a push start, continued the race and went on to finish, although well down.

That was the first yellow, with the cars all bunched up again in a line like obedient ducklings behind the mother pace car. Once free, the leading trio, now in the order Al, AJ and Mario, set off again. For some miles they had a clear track, but eventually they had to come round into traffic. On lap 33 they disappeared into one particularly thick bunch of naked wheels: Unser came out of it, so did Andretti, but they were slowing and looking in their mirrors at Foyt who was spinning in company with another car. During this yellow AJ pitted to have tyres changed, but when he went out again the car was still handling oddly and so he retired. The survivors were restarted, but had hardly got going when one of the backmarkers lost a wheel. This was cleared up quickly enough, but within moments someone else lost a wheel. Thus on the 60th lap of the 200 laps they were into the race's fourth yellow. Even for USAC this was getting ridiculous.

Under each caution period the pack closed up tight again, wiping out hard-won leads, bunching up fast cars with slow and unquestionably affecting each driver mentally. When the green was once again displayed the leader was still Al Unser, with Andretti right behind, chased by Bob Unser and Bettenhausen. This time these did not string out, for the dull sky began to drop the first sprinkles of rain. It all came on very gradually, and the drivers were aware of it sooner than the officials. The merest hint of moisture affects a speedway tyre, and drivers began making twirly motions to the starter as they zipped under his flying bridge. The track still did not look wet, but drivers said later that the tyres were beginning to throw up rooster tails. Then a chain reaction occurred. Bettenhausen passed Unser into third place and then Andretti went wide in the first turn, letting them both pass him. A second later a rookie driver in his first Championship race lost control coming out of Turn 2, and his spin carried him into Bobby's left side. The Eagle was pushed right into the path of Andretti and the two slid helplessly towards the outside of the dogleg. Unser hit the barrier with a tremendous shock, which bent the heavy rail back a full yard and totally destroyed the car, but the driver escaped with nothing worse than a sore knee. Andretti's car was not damaged beyond a broken upright and bent radiator, and he was unscathed. A fourth car was involved, Larry Dickson's, but it was not damaged at all—until it was literally run over by a crash truck on its way to the crash!

#### Red flag

The red flag went out, about five laps too late, in most people's opinion. USAC types just will not race on ovals in the rain; they refuse even to consider it, and the tyre engineers have never been asked to make rain tyres for them. This seems strange, for they will race on dirt, but to be fair, the power curves of the hottest engines are all wrong for slick surfaces.

Everybody waited around for a while in hopes of a restart, and they even ran a few dozen official vehicles around to dry the track as much as possible, but the rain continued and late in the afternoon the restart was scheduled for the next afternoon, Sunday.

In this sort of postponement situation USAC rules now permit anything to be done to the cars with the single exception of adding oil. In fact Andretti's machine could have been repaired and restarted, but the rules also require a crashed car to be thoroughly magnafluxed and there was neither time nor incentive for this. The delay did ensure Al Unser's win, however, for the mechanics were able to fix his clutch withdrawal mechanism; had they not the Lola could not have restarted after the planned midrace fuel stop. Although only 18 cars were left running after the shunt, 21 came to the line under bright sunshine the next day to be restarted in single file, full of fuel, in the order they had held on the track at the end of the 83rd lap. The track had been washed clean by the rains and gave a bit more grip and a lot more tyre wear.

After a few laps under the yellow to get the drivers settled, Unser, Bettenhausen and Ruby went free of the pack, with Wally Dallenbach moving his Eagle up to chase them. After heartbreakingly few laps Gary Bettenhausen's Offy gave a puff of smoke and went silent, a piston broken—this is one of the turbocharged engine's weak links. He had won this race the previous year, and that he had put his frankly impressive chassis so well up in this race speaks very well of him. This left Unser being harried by Ruby, though the Lola seemed to be able to hold a 2-sec lead at will.

#### Wheel fell off

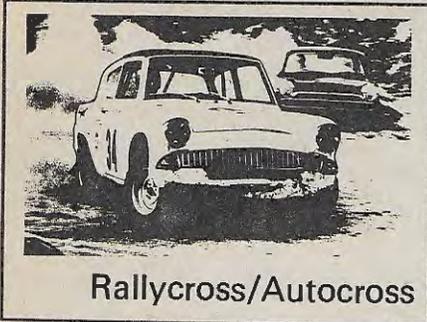
Will is only part of oval racing, however, which was proved by the right front wheel of Pollard's car falling off and rolling freely half a mile round the track. The race hadn't come to the half distance yet! In this sixth yellow of the race Ruby closed right up on Unser, and when the green was given on the 101st lap he stayed right with him. As they lined up for the first turn Ruby tried diving under Unser but found himself baukked by a backmarker, so he smoothly went higher, which forced Unser up out of the groove and back into second place for the first time in this race.

For several laps the yellow wedge held the lead, and then coming up on more traffic going into the kink Ruby had to back off to go under a slow car; at the same time Unser was going at full throttle round the outside, so the two found themselves side by side and Ruby gave way at Turn 3. Now Unser pulled everything out and, helped by an incident-free balance of the race, gained more than half a lap on Ruby by the end. His car was handling smoothly and the engine blaring faultlessly, but Ruby's chassis was handling erratically and was obviously giving the veteran Texan a hard time. After the race, before the tyre technicians spirited them away, one could see his right-hand tyres were nearly in rags.

Bobby Ball Memorial 200,  
USAC championship round, Phoenix International  
Raceway, Phoenix, Arizona, November 16.

- 1, Al Unser (Lola-Ford T152 turbo/c), 1 h 48 m 59 s, 110.009 mph;
- 2, Lloyd Ruby (Laycock-Offenhauser turbo/c), 200 laps;
- 3, Wally Dallenbach (Eagle-Offenhauser turbo/c), 199;
- 4, Johnny Rutherford (Eagle-Offenhauser turbo/c), 198;
- 5, Joe Leonard (Parnelli-Ford turbo/c 4wd), 196;
- 6, Billy Vukovich (Brabham-Offenhauser turbo/c), 195;
- 7, Jim Malloy (Lotus-Plymouth 56), 193;
- 8, Bruce Walkup (Maxson-Offenhauser), 193;
- 9, Jim McElreath (Gerhardt-Offenhauser turbo/c), 188;
- 10, Gordon Johncock (Gerhardt-Offenhauser turbo/c), 188;
- 11, Bud Tingstad (Gerhardt-Offenhauser turbo/c), 182;
- 12, Lee Kunzman (Shrike-Offenhauser turbo/c), 182;
- 13, Steve Krisiloff (Gerhardt-Ford), 179;
- 14, Jigger Sirius (Finley-Ford), 153;
- 15, Jimmy Simpson (Gilbert-Chevrolet), 152;
- 16, Bill Puterbaugh (Gerhardt-Offenhauser), 137.

## club news



Rallycross/Autocross

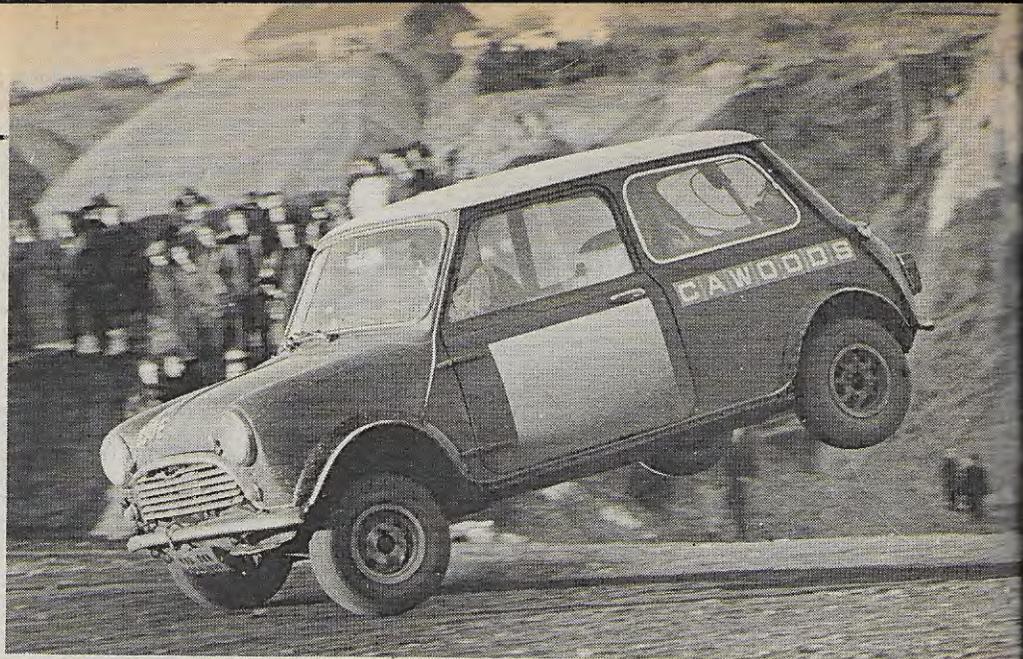
## Ulster slalom to White

TO replace their Ulster championship Night Owl's Rally, cancelled because of the present troubled state of the province, the Ulster AC organised a slalom last Saturday. The rather tight 3/4-mile course was laid out on the flat floor of Miskelly's Quarry at Ballygowan, and on a bitterly cold but bright day competitors had to contend with icy, muddy puddles and there was one very spectacular "yump" where the fastest cars nearly went into orbit.

During practice many people took the wrong route but most had the course taped by the time the competition proper started. The up to 900 cc FWD saloon class went to R. Parsons' raucous Mini with a second run time of 1 m 19.2 s, with John Wilson's more standard sounding model 1.6 secs slower. As usual the over 900 class contained a large variety of fast Minis and comparative newcomers like Tom Lawther and Dermot Boyd put in some spectacular runs in the 1:14 bracket. However, as always it was the McCartney brothers and Ronnie White who really set the pace. White showed once again that he is currently on top form and set what was to be BTM with a second run in 1:10.0 in his 1310 Cooper S. After leading the field on the first run with 1:12.2 (but also incurring a marker penalty) Dessie McCartney was second with 1:10.8, but brother Ronnie with his comparatively heavy rally car had to be content with third in class with 1:13.4.

In the rear-engined classes Ken Shields had a very good time of 1:15.0 in the same VW 1500 he used in the recent Ken Wharton autotests; Bob Curran in a venerable 1600-engined Beetle also went well. G. R. Baird's ex-works 998 Imp won its class, and in the front-engined RWD saloon class Hill Scott got his Escort TC really flying and with a spectacular 1:13.4 shared BTM on the first runs with Ronnie McCartney. However, he could not improve enough at his second attempt and with 1:12.2 had to be content with a class win ahead of Neville Johnston's Toyota Corona and Drexel Gillespie's Escort GT.

One of the surprises of the day was the good time of Billy Morrison in a rather unwieldy and woolly sounding MGC, which won the sports car class by 0.4 sec from Roger Cree's Sprite which, like Shields' VW, had been in the victorious Ulster Wharton test team. There were only two contestants in the ladies' class, but they both put up very respectable times in their Imps, Isobel Thompson getting the better of Christine Nemeč by 1 sec with 1:22.0. After David Stewart retired his



Ronnie McCartney gets the rear end of his 1293 Cooper S well off the ground in a vain attempt to get into the BTM money at Ballygowan.

ex-McCartney Ulster Autocross Championship winning Scoop in practice, Kevin McDonnell was left on his own in the specials class, and his MiniSprint spluttered round on two cylinders on the first run but, despite trailing his exhaust, got a much better run the second time.

ESLER CRAWFORD.

BTM: R. White (1.31 Mini-Cooper S), 1 m 10.0 s; D. McCartney (1.3 Mini-Cooper S), 1 m 10.8 s; W. H. Scott (1.6 Ford Escort TC), 1 m 12.2 s.  
Class winners: R. L. Parsons (848 Mini), 1 m 19.2 s; White, G. R. Baird (1.0 Hillman Imp), 1 m 18.0 s; W. K. Shields (VW 1500), 1 m 15.0 s; Scott, W. T. Morrison (3.0 MGC), 1 m 17.4 s; K. McDonnell (1.3 MiniSprint), 1 m 15.2 s.

● Another chance to see some of the works RAC Rally cars in action offers itself this Saturday (November 29) when the Kentish Border CC and the Cadwell C&KC run the second Players No 6/Weekend rallycross at the superb new Cadwell Park circuit in Lincolnshire. Heading an excellent entry is the RAC-winning Lancia Fulvia 1600, which will be in the hands of Tony Fall; Andrew Cowan will have one of the Triumph 2.5 PIs, and John Sprinzel one of the team prize-winning Datsun 1600 SSSs. The Boreham line-up is very impressive, with four works Escort TCs for Timo Makinen, Hannu Mikkola, Roger Clark and Barry Lee; Stan Clark, Rod Chapman, John Heppenstall, Peter Warren, Pip Carrotte and Roy Edwards will be in their similar Fords. The two British Leyland Johns Rhodes and Handley will be in their usual Minis, and among 27 more Cooper Ss are those of leading privateers Jeff Williamson, Gerry Braithwaite, Norman Harvey, Brian Chatfield, Stuart Brown, George Jackson, Tim Baker, and rallyists Phil Cooper and Bob Freeborough. Peter Harper (Imp) and Dutch champion Hans Kok (NSU TT) will be upholding rear-engine RWD honours, and Jim Wicks will have his Anglia and John Taylor his Volvo. First runs at 1 p.m.

● Several changes will probably be made in the regs for their clubmen's autocross championship as a result of a member's autocross survey recently carried out by the BTRDA. Some definite alterations have already been decided: the popular 850 front-wheel-drive class has been retained, but a 20 thou rebore will be allowed, making the capacity limit 865 cc; and, to fall into line with the RAC and most of the regional championships, the old 851 to 1100 FWD class has been changed to 851 to 1-litre.



Other events

● The final round of the Castrol/MN rally championship is the Oxford University MC's Targa Rusticana on December 6/7, which will be held in Wales on maps 139, 140, 141 and 152. The 200-mile route is non-damaging and clerk of the course is as usual John Brown; the prize fund totals £100. Secretary of the rally is Chris Baron, 114 Cromwell Way, Kidlington.

● By finishing second on the Edwin Instone Memorial Rally on November 15/16, Edward Christian/Michael Kennish (Escort GT) clinched the 1969 Manx Rally Championship. The rally, the penultimate round in the championship, was won by the Cooper S of Doug Baird/John Dods-worth.

● The Falken Racing F1 Cooper-Maserati T86, in the hands of John Markey, invaded the Silverstone Sprint Championship last Saturday and set BTM at the Nottingham SCC's meeting; second BTM was put up by Ken Wilson's Lotus 30. Before the event Andy Belcher (Sprite), John Abbott (U2 Mk 8) and Ian Richardson (5.4 Cobra) were tying for the championship lead having won their classes at the previous three meetings, and they repeated the performance and now share joint first place with 12 pts each. The other class winners were Steve Muir (Mini-Cooper), Geoff Gilkes (Oselli Mini), Anthony Kopiczek (1293 Cooper S), Peter Shelton (Cortina GT), Bob Shellard (MGB) and John Anstice-Brown (Rejo Mk 6). Report next week.

● The results of the BARC SE Centre's sprint-race meeting at Lydden on November 16 were not as published last week, as there were three BTM awards, the winners of which were ineligible for class awards. The BTM men were Don Faller and Colin Rogers in 1-litre Minis and Don Gilham (1.3 Mini); class awards go to A. Mercer (Stiletto) and B. Rodemark (S).



## Focus on FORMULA FORD

**E**VEN though the original idea was good and the subsequent machinery cheap, exciting and closely matched, it must have been a source of surprise to the motor racing schools—Motor Racing Stables and the Jim Russell International Racing Drivers' School—to watch Formula Ford progress from its very early beginnings as a substitute for pupils for the expensive Formula 3 to a thriving international racing formula, producing drivers of the best calibre and racing of the most competitive nature. The Formula has already made drivers into stars, and, just like Formula Junior did in its early days, produced a new breed of car constructors.

**F**ORMULA FORD began in 1967, not as a public formula, but in the racing schools where Formula 3 cars were proving too expensive. The school operators were looking for an alternative, and they came up with the very sound idea of putting 1500 cc Ford Cortina engines into F3 chassis (Lotus 31s etc). The Ford Motor Company were naturally in favour of the idea, and gradually through the year the idea of promoting this as a new, low-cost formula grew up. Then, Motor Circuit Developments, the BRSCC, FoMoCo and certain others got together and drew up some rules for a single-seater formula, using Cortina engines and road tyres, the entire unit costing under £1000. Motor Racing Stables followed up with an agreement with Lotus, who revamped the F3 Type 31 and offered it for sale as the 51 FF. Then the formula was launched. Soon the Russell school did a similar deal with Alexis Cars, which resulted in the Russell-Alexis, and the formula was well under way, receiving a great deal of attention, not just in the motoring press, but in the national papers.

Despite some of the hairy antics of the road tyre shod machines, and some resultant criticism, Formula Ford was really serious by the time that the 1968 season had arrived, and many manufacturers were seeing the formula as their chance really to make good. Merlyn came out with the Mk 11 and, when Tim Schenken started to win all the races, they began to rise from a small constructor to one of the largest. Formula Ford started to spread abroad, with more and more cars rolling off the assembly line.

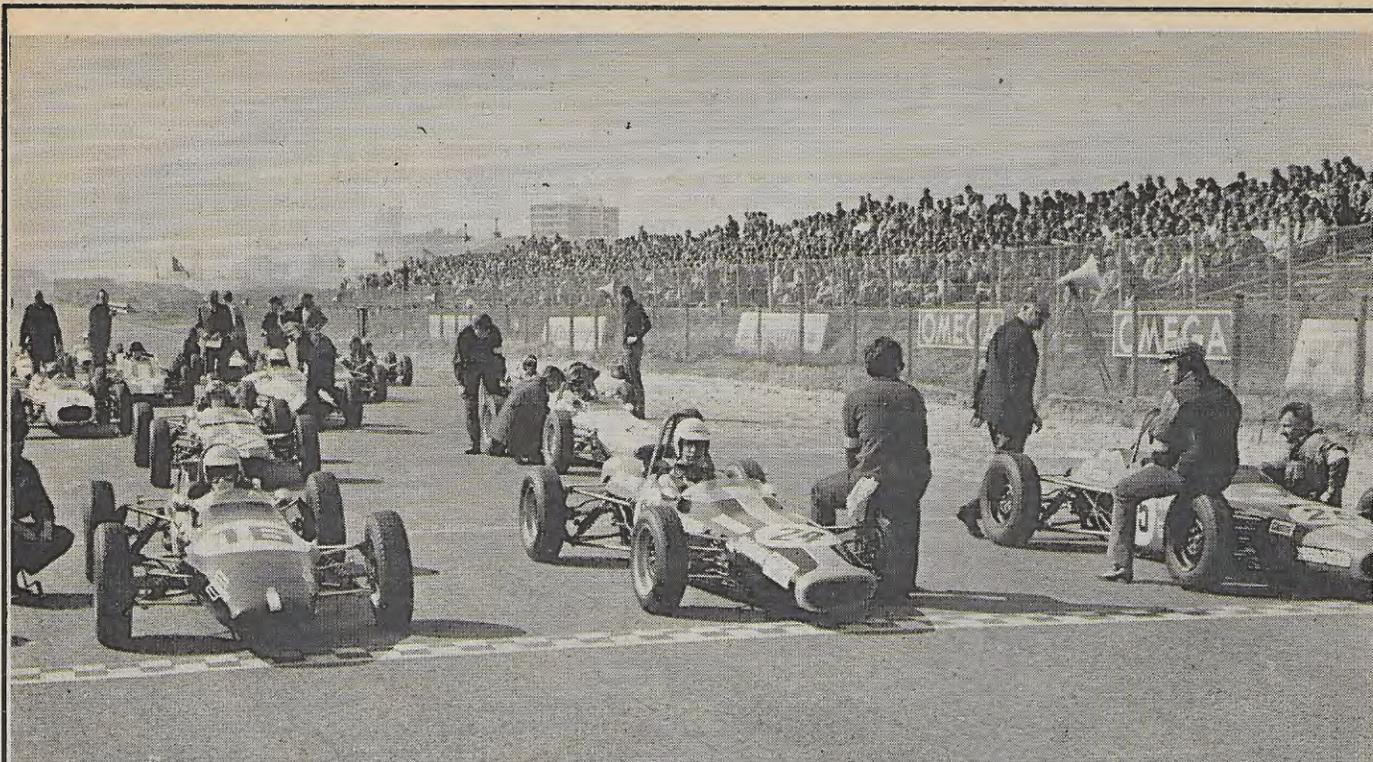
As 1968 progressed the formula began to diversify, with so many cars in existence that British championship races often had to be run in two heats, and there were still ample cars to run concurrent races at smaller club events and at continental meetings. America adopted the formula midway through the year, its only variations being that they decided to allow small section racing tyres and slightly different engine modifications, while the continentals were also taking to FF.

Thus by 1969 Formula Ford had become big business. A European championship

was run, in addition to the assorted British ones, which varied from a national title to little regional championships, while the established manufacturers still continued to churn out cars, and new makes seemed to arrive almost weekly. By the time that the formula had grown this big, it had rather gone beyond the intentions of its originators and, not unnaturally with so much prestige and money at stake, there began to be points of controversy, such as the engine regulations, which were being flaunted, sometimes knowingly, sometimes innocently. However, FF got itself through these, and as the word spread farther afield, so more parts of the world began to take it up. Predictably the £1000 limit had long been impractical, and although it was changed to £1000 for rolling chassis and gearbox alone, this rule has now been dropped, and the formula will probably progress in the way that both Formula Junior and F3 did before it.

The future of Formula Ford is now assured, and indeed the formula is still growing. With ever widening markets, more money and more prestige to battle over, the future looks rosy for these relatively low cost single-seaters.

In the following feature article, *AUTOSPORT* provides a comprehensive buyer's guide for the selection of cars, information on the major engine tuners and some other useful information for those involved with or interested in FF.



## The birth and growth of FF International

**A**LTHOUGH many of the originators of Formula Ford were well aware of its potential for spreading on the continent, few could have realised how rapid that growth would be. In 1968 when the formula got going properly in England, Formula Vee was thriving on the continent and FF hardly looked as if it was set to take over right away. But things happen rapidly in FoMoCo circles and, in June, Ford approached Nick Brittan, hitherto the British Formula Vee man, and asked him if he could get together a bunch of about 20 FFs for a race at Zolder in conjunction with a Cortina promotion exercise. Brittan, somewhat to his surprise, got the party together and they went over, raced there, and impressed the Belgians so much that Ford Belgium asked them to go to Spa for the GP and run as a supporting event. So it grew—quickly. The Swedes were next—and suddenly Formula Ford racing had become an indisputable fact of the international racing calendar.

Here, at last, the continental organisers seemed to have their prayers answered. In FFs, they had racing cars which looked like racing cars (even if they did not sound like them), close racing and perhaps above all, an inexpensive grid, which by virtue of its party nature involved negotiations with only one individual as opposed to a collection of teams.

In fact, a real problem could have arisen in the organisation, or lack of it, in FF internationals. The Zolder trip had all been a bit of a laugh; the following few events went off well, but now, with FF racing rising in popularity, there were all the problems of visas, channel crossings, entries, starting money and the like to be faced. Thus Formula Ford International

was formed. Brittan realised that FF was getting big, so he decided to get the whole thing on a professional basis. He set up FFI as a register of FF drivers wanting to compete abroad, each paying 5 gns for membership. From these members are made up the continental FF circus, Brittan's "performing chorus girls." This all happened at the start of 1969, by which time both he and the organisers were really getting at the situation.

FFI's role is twofold. Brittan negotiates a lump starting money fee for a grid of a given number of cars; for each of the competitors in FFI who go on each trip comes an RAC visa (official insurance policy to race abroad), a boat ticket for car, trailer, driver and mechanic from Dover to Ostend (which Brittan says is the ideal location for almost any trip), hotel bookings and a detailed set of instructions of what to take, do and so on. Initially, there were the usual moans that one man should not be able to set up a monopoly and be able to control continental FF, but soon the cries quietened down as most of the 85 members found how far their membership went (and any doubters should go and ask one of the F3 circus how they pay for a similar service).

In its first year, FFI handled no fewer than 14 races and processed about £20,000 on behalf of competitors, most of which went into their pockets. The idea behind continental FF racing is for a competitor to be able to go racing abroad and spend only what he would spend if he was racing at home that weekend, and this almost always works out. Brittan is emphatic on this point, and says that FF generally is not a professional's formula. However, just

glancing ahead in 1970, now that the Italians, Belgians, Austrians and some others have really taken to FF, there will be some real money in this class of racing. For already 37 races are planned abroad next year, eight of them to qualify for a European championship, similar to this year's but with far greater prize money. Details of this are expected in the New Year, and quite a few eyebrows will be raised when they are revealed.

The incredible expansion of the FF calendar took Brittan almost as much by surprise as anyone else, and mid-season he took on FF Titan driver Tony Dron to help in the administrative affairs, which with so many races and drivers to cater for, was really becoming a 24-hour-a-day job. Next year with 37 races, FFI expect to be handling £50,000 for their members, and for those contemplating doing some FF racing abroad in 1970, the time to get your application forms in is now.

### 1970 INTERNATIONAL FORMULA FORD CALENDAR

March 30	Zandvoort; Monza.
April 5	Coxyde; Osterreichring.
12	Hockenheim; Vallelunga; Salzburgring.
19	Vallelunga.
May 3	Vienna.
10	Zolder; Monza.
17	Vallelunga.
24	Zolder; Monza.
28	Monza.
31	Chimay.
June 7	Monza; Zolder.
21	Monza; Zolder.
28	Anderstorp.
July 5	Monza; Zandvoort.
12	Salzburgring.
August 2	Salzburgring.
16	Osterreichring.
23	<b>Les Rangiers.</b>
30	Salzburgring.
September 6	Vallelunga; Zolder.
13	Vallelunga; Tulln-Langenlebern.
20	Vallelunga.
October 4	Vallelunga.
18	Vallelunga; <b>Brands Hatch.</b>

European championship qualifying rounds in bold type

# JIM RUSSELL INTERNATIONAL RACING DRIVERS SCHOOL 1969 – OUR CHAMPIONSHIP YEAR

THIRD  
ANNUAL CLUB DINNER  
SWAN HOTEL, LAVENHAM  
Friday, 28th November, 1969



Emerson Fittipaldi  
British Formula III  
Champion

David Walker  
British Formula Ford  
Champion

Claude Bourgoignie  
Belgian Formula Ford  
Champion

AND JIM RUSSELL WISHES TO THANK



FOR ALL THE HELP AND COOPERATION THEY HAVE GIVEN  
TO MAKE THESE SUCCESSES POSSIBLE



INTERNATIONAL RACING DRIVERS SCHOOL

SNETTERTON CIRCUIT, NORWICH NOR 10X, NORFOLK, ENGLAND

## ALL THINGS BEING EQUAL!

This is the car you will need to win races  
with in 1970



The Royale  
F.F. Mk III

1970 specs include aerodynamically improved body styling and new  
suspension geometry.

Full details from the manufacturers

**RACING PREPARATIONS LTD.**

ROYALE WORKS, VICTORIA ROAD,  
PARK ROYAL, LONDON, NW10.

TELEPHONE 01-965 3533

TELEX 261 767.

# DAVID LAZENBY & CO. LTD.



The "HAWKE DL2"  
of Tom Walkinshaw.  
1st at Thruxton 30/8/69.  
1st in Heat Mallory Park 1/9/69.  
2nd in Final Mallory Park 1/9/69.  
2 1sts at Mallory Park 16/11/69.

## "HAWKE DL2" FORMULA FORD

WINNER OF 1969 SCOTTISH  
FORMULA FORD CHAMPIONSHIP

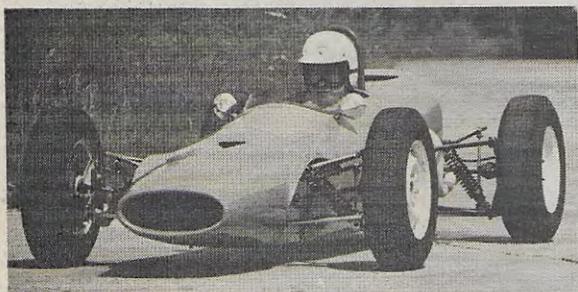
Powered by 1600 cc Lazenby-Ford Engine.

The Car: In full race trim and all extras ready to race ex works. £1,285.

The Engine: Modified to the limits of Formula Ford regulations, dry sumped, run in and dyno tested. £285.

CONTACT TONY ROBERTS,  
DAVID LAZENBY & CO. LTD.,  
146 HIGH ST., WALTHAM CROSS, HERTS.  
TEL.: WALTHAM CROSS 21745, 31468.

## Award yourself an OSCAR FORMULA FORD



This very attractive car has been extensively tested during the latter part of this year, and we are now satisfied that it is fully competitive.

Brian Smith, the author of 'Go Formula Ford' and MRS instructor has done the driving, and he says it is better than any other FF he has driven. This is definitely the car to watch next year.

An 'OSCAR' is at present on view at The Phoenix Motor Co Ltd, Sutton, Surrey.

We are at present moving to new premises in the Guildford area where the 1970 cars will be built.

Meanwhile, please contact:

Nick Overall, 66 Warren Road, Banstead, Surrey  
Burgh Heath 52678

Price: £1,075 less engine

Please note: Oscar Engineering Co Ltd are also able to undertake other racing work.

## PRINGETT RACING LTD.

Who ever heard of after sales  
service for racing cars ?

..... we did .....

ask our customers .....

(Lap record holder—Brands Hatch—Sid Fox—  
Pringett Mistrale—54.4 sec.)

For details of new and secondhand Mistrals  
contact Malcolm Vaughan or Gerry Corbett at:

Stansted Road,  
Eastbourne,  
Sussex.  
(Eastbourne 22028)

**The tyres the chap on the right uses were designed for the chap on the left.**



It's funny but that's just the way it happened. We set out to make our Firestone F 100 radials the finest ever family car tyres. It took us a long time to satisfy ourselves but at last we got what we were after.

At the same time the Formula Ford racing people had been testing standard tyres to find one suitable for the speeds and performance their racing cars require.

And of all the tyres they tested our F 100 radials were overwhelmingly the ones they considered good enough.

What's more, they don't cost a penny more than any other radials.

So now our Family car tyres are over 90% standard fitment on Formula Ford racing cars.

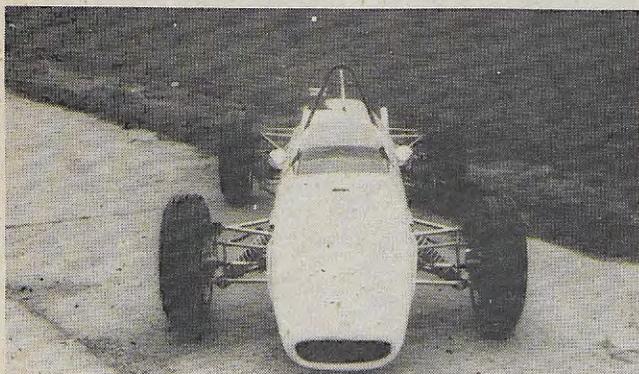
And if that's good enough for the chap on the right isn't it good enough for you?



**Firestone**  
F 100 Radials.  
The family car tyres good enough to go racing.

# MERLYN

**Winners of 1968 Guards Championship**



**STILL THE BEST NAME IN FORMULA FORD  
WITH EVEN BETTER RESULTS THIS YEAR**

**In British and European F. Ford Races**

**84 FIRST  
74 SECOND  
63 THIRD**

*including Eleven First, Four Second  
and Three Third in  
Les Leston Championship Rounds.*

Manufactured and Distributed by :

**COLCHESTER RACING DEVELOPMENTS LTD.**

Little Bentley, Colchester, Essex.

Telephone : Great Bentley 307 and 535. Cables : Merlrace, Colchester.

**How Five New Drivers  
became Five Top Names**

**CHRIS STEELE ENGINES**

**Powered High to 16 major places  
in 16 Leston Races**

That's official—16 races, 16 places. 6 firsts, 6 seconds, 4 thirds. Now they're top names, Allen, Patrick, Bueno, Ashcar, Elliott. And there's two Leston races to go. So count the probables. Anyone with a "Chris Steele" engine.

**C. S. ENGINEERING**  
ORPINGTON, KENT



**B.R.M.  
FORMULA  
FORD  
PRODUCTS**

**FOR: Reliable Formula Ford Engines—**

**B. R. M.**

Cylinder Heads : Camshafts : Dog tooth drives :  
Spun air intakes : Carburettor jets, etc. : Dry  
sump kits : Front or side mounted oil pumps :  
All F.F. spares.

With a full season's race development behind us we can offer any engine specification required.

Our test bed facilities always available.

Why not call us at :

Maidenhead 30277 or visit

**MIKE SPENCE DEVELOPMENTS  
LIMITED**

Reform Road, Maidenhead, Berks.

**YOU KNOW IT MAKES SENSE !!!**



## ALEXIS

Type no: Mk 15.

Wheelbase: 7 ft 5 ins.

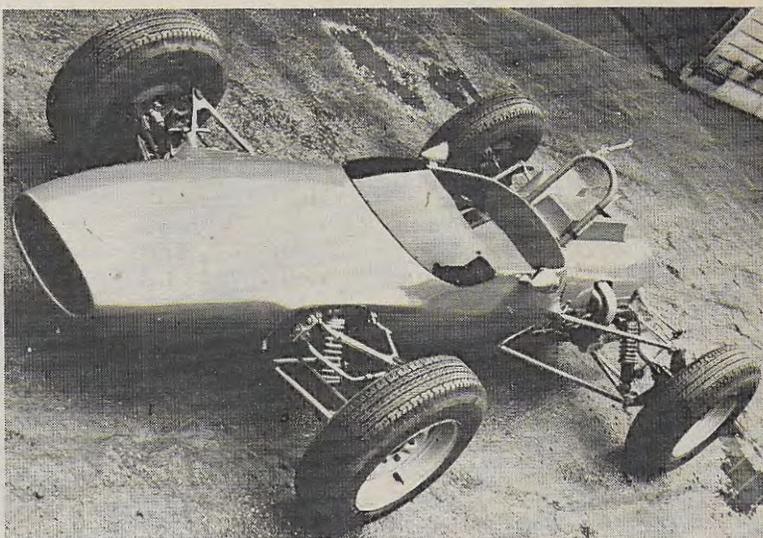
Track, front and rear: 55 ins and 58 ins.

Weight: 900 lbs.

Price of rolling chassis with Hewland gearbox: £1,000.

Optional extras: Seat belts; car cover; long-range fuel tanks; fire extinguisher.

Manufacturer: Alexis Cars, 763 Alum Rock Rd, Ward End, Birmingham 8.



## BEE GEE

Type no: RA4.

Wheelbase: 7 ft 7 ins.

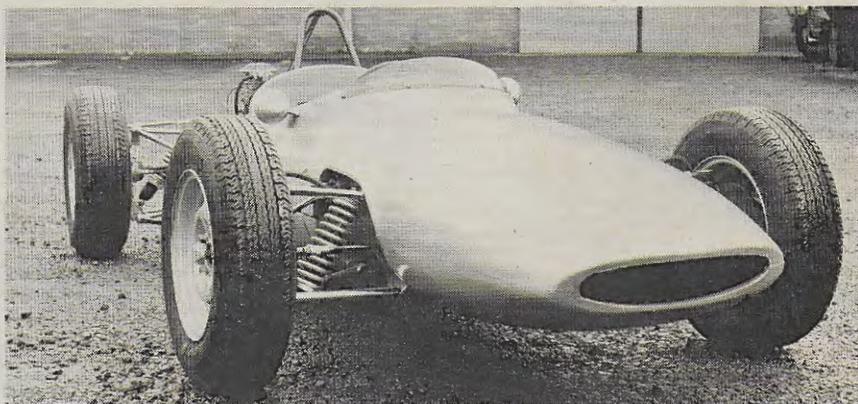
Track, front and rear: 52 ins and 54 ins.

Weight: 930 lbs.

Price of rolling chassis with Hewland gearbox: £1,000.

Optional extras: Seatbelts.

Manufacturer: BPG Engineering Co Ltd, Highmeres Rd, Leicester, LE4 7LZ.



## BEATTIE

Type no: P6000 FF.

Wheelbase: 7 ft 6 ins.

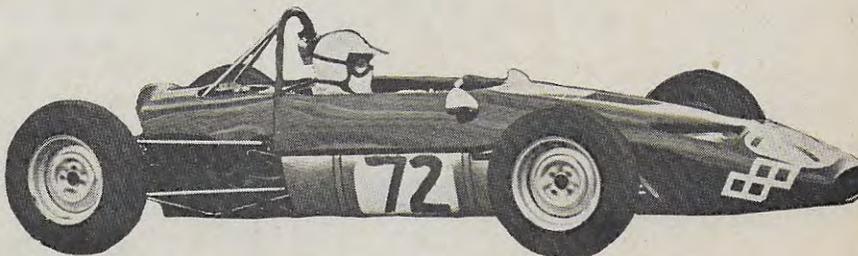
Track, front and rear: 53 ins and 54 ins.

Weight: 883 lbs.

Rolling chassis with Hewland gearbox: £1,195.

Optional extras: none.

Manufacturer: Beattie Cars International, Hanworth Air Park, Feltham, Middx.





## CROSSLÉ

Type no : 16F.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 51 $\frac{1}{4}$  ins and 53 $\frac{3}{4}$  ins.

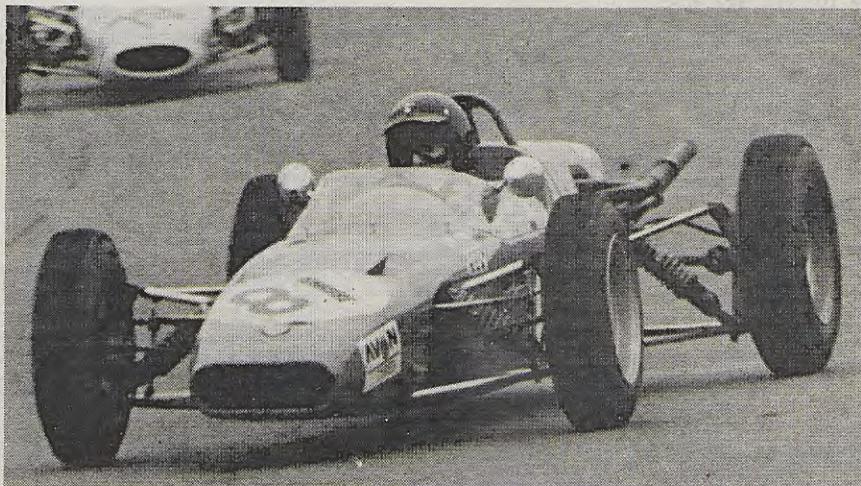
Weight : 885 lbs.

Price of rolling chassis with Hewland gearbox : £1,175.

Optional extras : Seatbelt.

Manufacturer : The Crosslé Car Co Ltd,  
Rory's Wood, Knocknagoney, Holywood,  
Co Down, Northern Ireland.

London distributors : 135a, Lavender Hill,  
London SW1.



39-22-1

## DRW

Type no : 8F.

Wheelbase : 7 ft 6 ins.

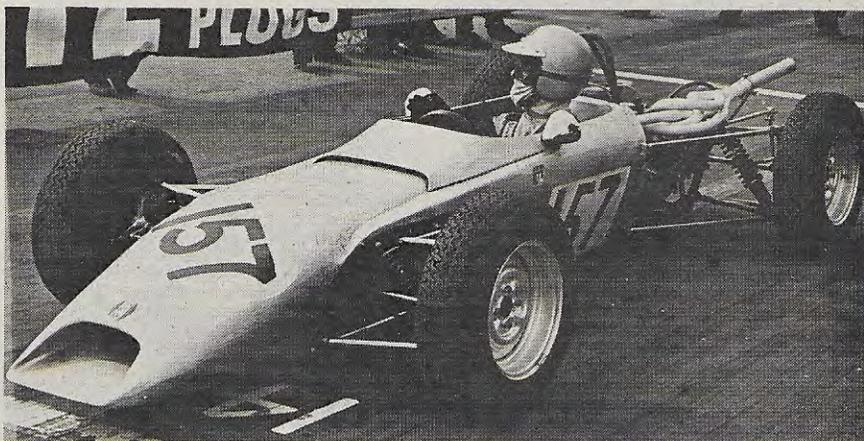
Track, front and rear : 52 ins and 53 ins.

Weight : 890 lbs.

Price of rolling chassis with Hewland gearbox : £1,120.

Optional extras : Seat belt; chromium-plated suspension; wing mirrors.

Manufacturer : DRW Developments, 3  
Hampstead Lane, London N16.



## DULON

Type no : LD9.

Wheelbase : 7 ft 6 ins.

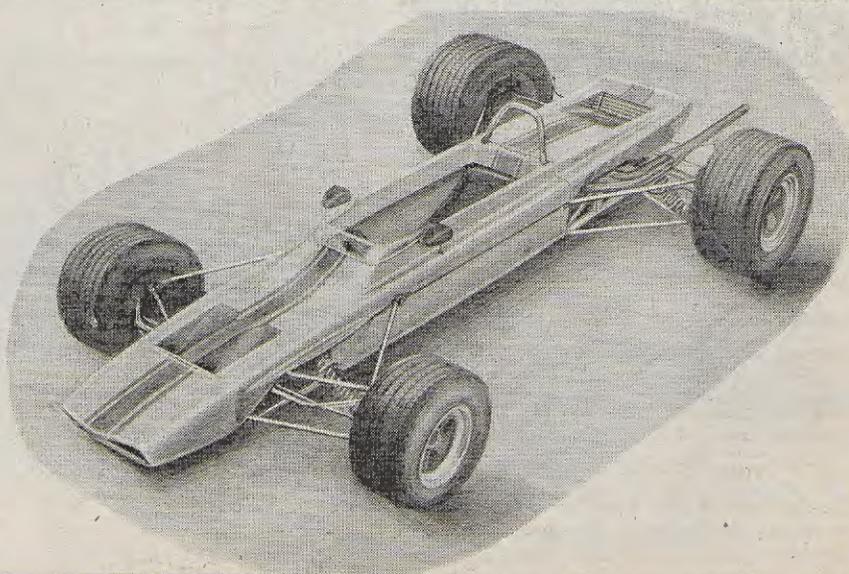
Track, front and rear : 57 ins and 59 ins.

Weight : 891 lbs.

Price of rolling chassis with Hewland gearbox : £1,085.

Optional extras : none.

Manufacturer : Maxperenco Products Ltd,  
Lower Broadway, Didcot, Berks.





## ELDEN

Type no : PH-6.

Wheelbase : 6 ft 10 ins.

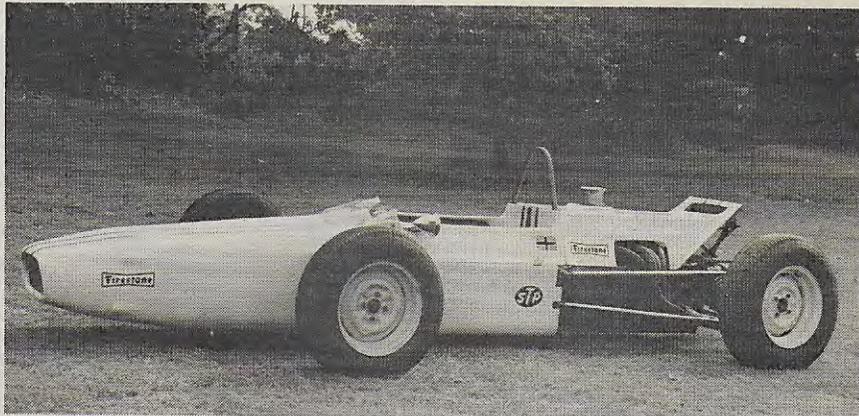
Track, front and rear : 53 ins and 55 ins.

Weight : 887 lbs.

Rolling chassis complete with Hewland gearbox : £1,000.

Optional extras : Seatbelts ; electric fuel pump.

Manufacturer : Elden Motor Co Ltd,  
66 Choumert Rd, London SE15.



## GINETTA

Type no : G18.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 49 ins and 50 ins.

Weight : 880 lbs.

Price of rolling chassis with Hewland gearbox : £985.

Optional extras : none.

Manufacturer : Ginetta Cars Ltd, West End Works, Witham, Essex.



## HAWKE

Type no : DL2.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 52 ins and 52½ ins.

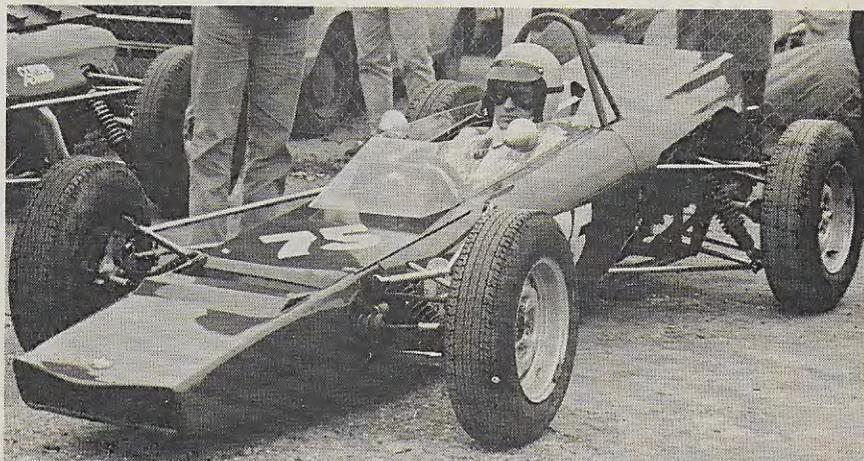
Weight : 890 lbs.

Price of rolling chassis with gearbox :  
£1,000.

Price of car complete with Lazenby engine :  
£1,285.

Optional extras : Seatbelts ; tachometer.

Manufacturer : David Lazenby & Co Ltd,  
rear of 146 High St, Waltham Cross,  
Herts.



39-22-2



## LOLA

Type no: T200.

Wheelbase: 7 ft 4 ins.

Track, front and rear: 54 ins.

Weight: 885 lbs.

Price of rolling chassis fitted with a Chris Steele engine: not fixed at time of publication.

Optional extras: none.

Manufacturer: Lola Cars Ltd, 839 Yeoville Rd, Trading Estate, Slough, Bucks.



## LOTUS

Type no: 61.

Wheelbase: 7 ft 6 ins.

Track, front and rear: 51½ ins.

Weight: 882 lbs.

Price of rolling chassis less gearbox: £999.

Price of car complete with Holbay engine and Hewland gearbox: £1,499.

Optional extras: Armstrong adjustable dampers with adjustable spring platforms and springs to suit; chrome-plated suspension parts; seatbelts; car cover.

Manufacturer: Lotus Racing Sales, Lotus Cars (Sales) Ltd, Norwich. NOR 92W.



39-22-3

## MACON

Type no: MR7B.

Wheelbase: 7 ft 6 ins.

Track, front and rear: 53½ and 55½ ins.

Weight: 881 lbs.

Price of rolling chassis with Hewland gearbox: £1,125.

Optional extras: none.

Manufacturer: Macon Racing Cars, rear of 96-98 Pinner Rd, Harrow, Middlesex.



**THE CROSSLÉ CAR COMPANY LIMITED**  
**RORY'S WOOD, HOLYWOOD, COUNTY DOWN**  
**Tel : BELFAST 63332**

Designers and Manufacturers  
of Championship winning cars since 1958

CROSSLÉ



**Gerry Birrell driving a Crosslé 16F to win the European  
Cortina Formula Ford Championship.**

**SOUTH OF ENGLAND SALES – PARTS – RACE PREPARATION**

**GERRY BIRRELL**

**135A Lavender Hill, London, SW11. 01-228 2323**

A Crosslé 16F Formula Ford is on display at

**THE NEW ACCESSORY SHOP OF**

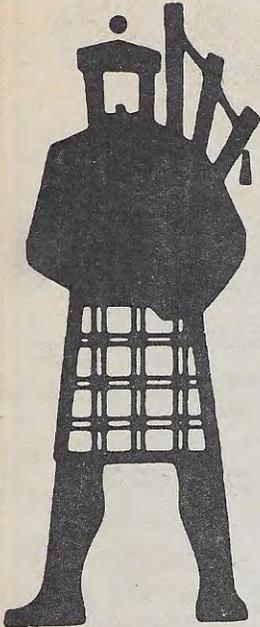
**J. & J. STANTON LTD,**

**51-53 Goldhawk Road, Shepherds Bush, London W12**

**Tel : 01-743 1775**

# PIPER

FOR  
FORMULA  
FORD



AND ALL COMPETITION  
ENGINES AND COMPONENTS

Many claims have been made regarding F. Ford engines in the past few months. The first time a Piper engine was fitted to Pringett Mistrale F. Ford, Sid Fox lowered the lap record at Brands to 54.4 secs. Pringett Racing now offer Piper engines as standard equipment. We have the finest facilities and technical knowledge to build you a race-winning engine. Price £295.

Balancing, Shot Peening, Crack Detection, Engine Testing and Development, Camshaft Design, Supply and Manufacture Air Flow, Cylinder and Manifold work, Heads and Cams for every make of car.

Wootton Road Kingsnorth Ashford  
Telephone: ASHFORD 24681 Kent

## Top tuning by Gowrings - the Ford specialists

A total service for *your* Formula Ford

- Two Chassis dynamometers (rolling roads)
- Static dynamometer
- Crypton Tuning
- Optiflex for Chassis set-up plus many other special features

Gowrings for your race tuned Formula Ford Engine

GOWRINGS OF READING LTD., 160 BASINGSTOKE ROAD,  
READING Telephone Reading 82771

# BELT UP

FOR 1970 WITH A  
WILLANS SAFETY HARNESS

*'You Know It Makes Sense'*

SOLE CONCESSIONAIRES:  
STOCKBRIDGE RACING,  
GROSVENOR GARAGE,  
STOCKBRIDGE,  
HAMPSHIRE.  
Tel: Stockbridge 711

## GO FORMULA FORD

How to start single-seater racing — BRIAN SMITH

Why go racing? How you begin. Racing drivers' school. Cornering technique. Choosing your car, equipment and clothing. Preparing your car. Private practice. Flag signals. Paperwork. Your first race. On the grid. In the pits. Secrets of success. Professional advice. What it costs. Appendix includes FF regulations, circuit details, etc.

36/-



From all good booksellers or by post (add 1/6 per book)  
from Dept. A

**G T FOULIS & CO LTD**  
50a Bell St. Henley-on-Thames



MAIN FORD DEALER SINCE 1911

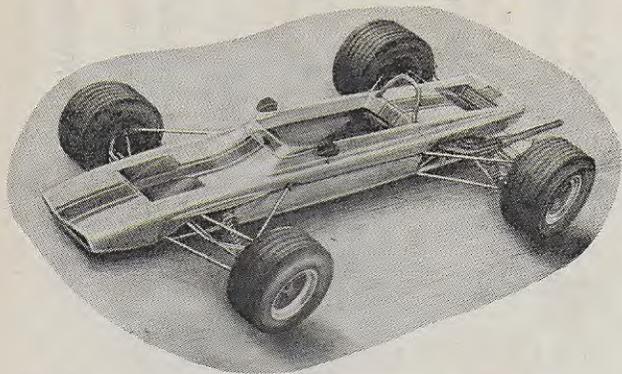
FORMULA FORD ENGINES  
FORD PERFORMANCE PLUS EQUIPMENT  
TAURUS PERFORMANCE EQUIPMENT

Full range of Auto Accessories  
from our Accessory Shop

**HARPERS**

The Harper Motor  
Co Ltd,  
Union Glen,  
Aberdeen 29022

# DULON CARS FOR 1970



**LD9.** Universal car built to suit FB, as well as F3 and FF. Standard car comes complete with adjustable shocks, all chromed, fully adjustable, all spherical bearing suspensions, rubber tanks, full bore exhaust, Varley dry-sump tank and pipework, chronometric rev-counter, 6-point harness, 9/31 Hewland, and for FB with 3 piece, 10s and 12s in magnesium, FT 200, alloy calipers.

**LD6.** Fully enclosed GT car for up to 2-litres with full racing spec. Call and see one at the works.

**LD6 GT.** Dependent upon specification. Rolling chassis from **£1650**

**LD8 F5000** including DG300, complete less engine **£2850**

**LD9 FF** to above spec. (note no other extras required) **£1100**

Kits available from **£425**

Complete car ready to win with Maxperenco Motor **£1375**

**LD9B F3** with Mk 8 Hewland rolling chassis **£1575**

FB with FT 200 rolling chassis **£1775**

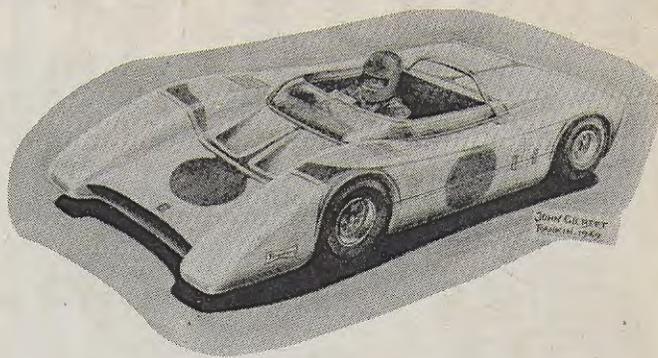
**LD10 F100** complete rolling chassis fully assembled **£915**

Complete rolling chassis kit form **£795**

For further information we recommend a visit to our new factory in North Berkshire.

## MAXPERENCO PRODUCTS LTD

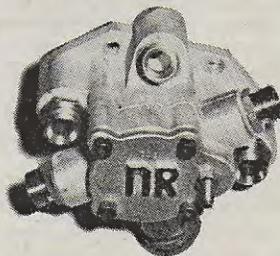
Lower Broadway, Didcot, Berks. (Tel.: Didcot 4564).



**LD10.** New car for F100. Full regulation with Firestone tanks, adjustable shocks, fully adjustable suspension 2 piece body-work with stressed skin semi-monocoque chassis, also available as group 6 for up to 2-litres.

**LD8.** Formula 5000, as being built for Bob Miller. Construction utilising a stressed skin chassis, rubber fuel tanks, twinpot calipers with ventilated discs, body styling similar to LD9, but with aerofoils. All uprights in magnesium, with 3 piece mag. wheels in 15in diameters from 10in to 20in wide.

## MAXPERENCO PUMPS



NON-DRILL

GALLERY

£32.10.0 ea.

TRADE ENQUIRIES

WELCOME

## NEWBRIDGE-FOX

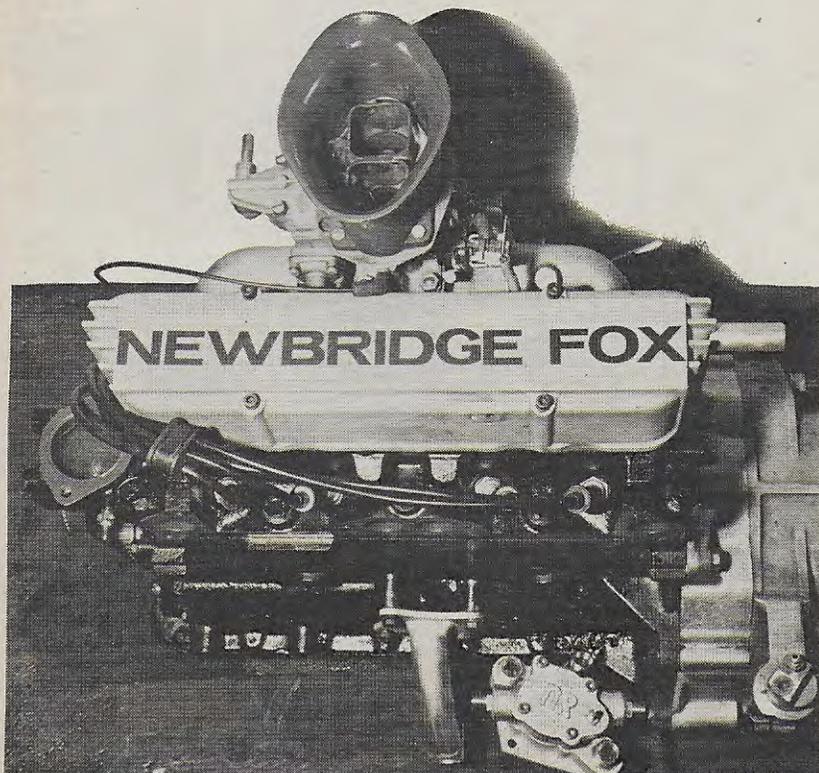
### FORMULA FORD ENGINES

The Newbridge-Fox Formula Ford engine is now available in England ex-stock. This legal engine, has been developed over the 1969 season in the Stockbridge Racing Titan Mk 4 and engines have been campaigned with success in the USA.

All engines leave the works bench run. Come to you at **£286.0.0** complete.

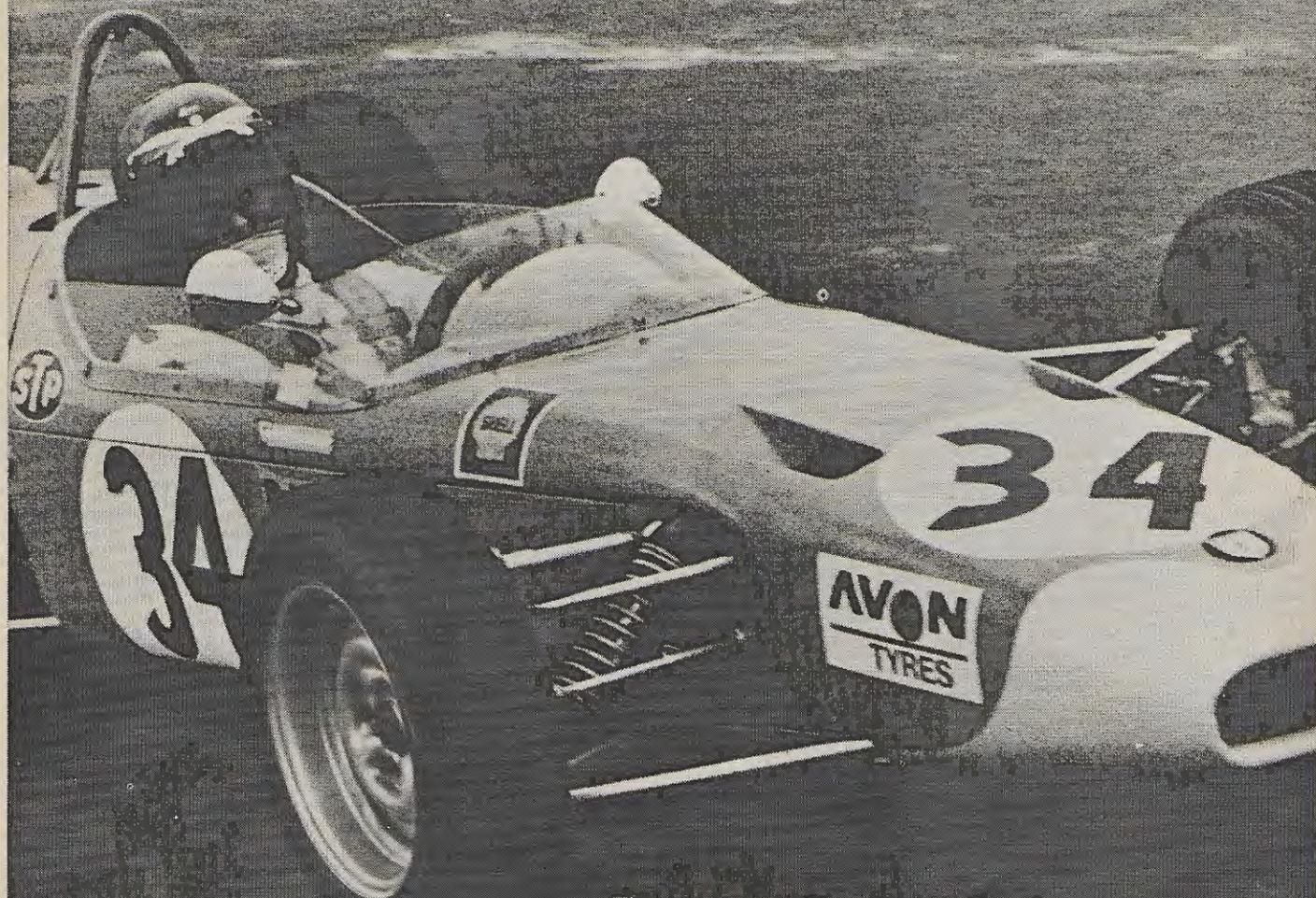
Built by  
**Tony Broster & Sean Wiles**  
Newbridge Racing,  
138a Twyford Road,  
Eastleigh,  
Hants.  
(Tel.: Eastleigh 3010)

Sold by  
**John Fowler**  
West Dean,  
Salisbury,  
Wilts.  
(Tel.: Lockerley 303)  
(To whom all enquiries  
should be made)



# AVON+FORD

= a formula for success.



The championship winning Crossle, driven by Gerry Birrell, is fitted with exactly the same Wide Safety GT crossply tyres that you can fit to your car—whether you've got wide wheels or not. If you want to get the same kind of performance enjoyed by Gerry Birrell and other leading Formula Ford drivers switch to Avon Wide Safety GT crossply tyres.

**AVON**

*Sooner or later you'll change to Avon tyres.*



## MARCH

Type no : 708.

Wheelbase : 7 ft 5½ ins.

Track, front and rear : 56 ins.

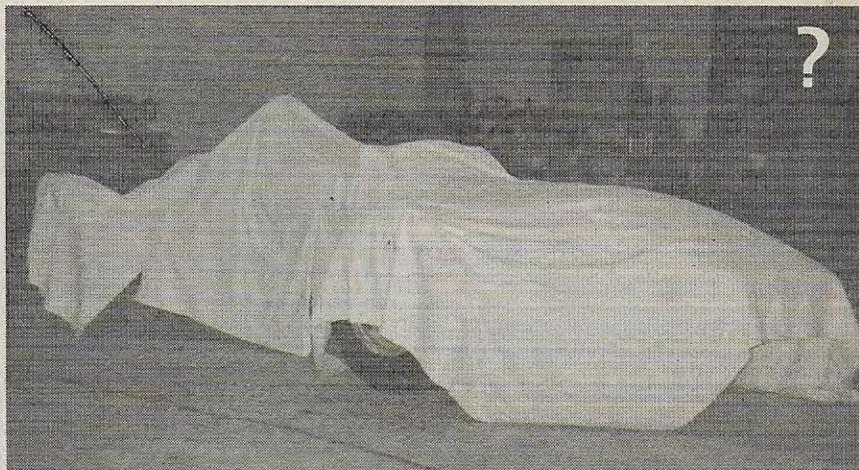
Weight : 881 lbs.

Price of rolling chassis with Hewland gear-box : £1,160.

Price of complete car with Brian Hart engine : £1,485.

Optional extras : None.

Manufacturer : March Engineering Ltd, Murdock Rd, Launton Rd Industrial Estate, Bicester, Oxfordshire.



## MERLYN

Type no : Mk 17.

Wheelbase : 7 ft 6 ins.

Track, front and rear : 52 ins and 54 ins.

Price of rolling chassis with Hewland gear-box : £1,000.

Price complete with Chris Steele engine : £1,312.

Optional extras : none.

Manufacturer : Colchester Racing Developments Ltd, Little Bentley, Colchester, Essex.



## MISTRALE

Type no : none.

Wheelbase : 7 ft 9 ins.

Track, front and rear : 52 ins and 49½ ins.

Weight : 885 lbs.

Price of rolling chassis with Hewland gear-box : £1,000.

Optional extras : Seatbelts ; upholstered seat.

Manufacturer : Pringett Racing Ltd, Stanstead Rd, Eastbourne, Sussex.



39-22-5



## NIKE

Type no: Mk 6.

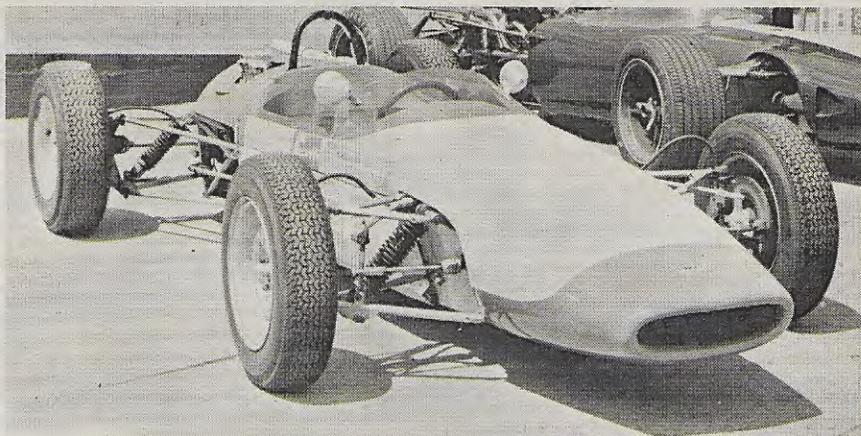
Wheelbase: 7 ft 6 ins.

Track, front and rear: 54 ins.

Price of rolling chassis with Hewland gearbox: £1,000.

Optional extras: None.

Manufacturer: Nicholls Engineering & Development Ltd, 35 Meddon St, Bideford, Devonshire.



## OSCAR

Type no: FF.

Wheelbase: 7 ft 7½ ins.

Track, front and rear: 53 ins and 55 ins.

Weight: 895 lbs.

Price of rolling chassis with Hewland gearbox: £1,075.

Optional extras: Seatbelt.

Manufacturer: Oscar Engineering Co Ltd, 66 Warren Rd, Banstead, Surrey.



## PALLISER

Type no: WDF2.

Wheelbase: 7 ft 7 ins.

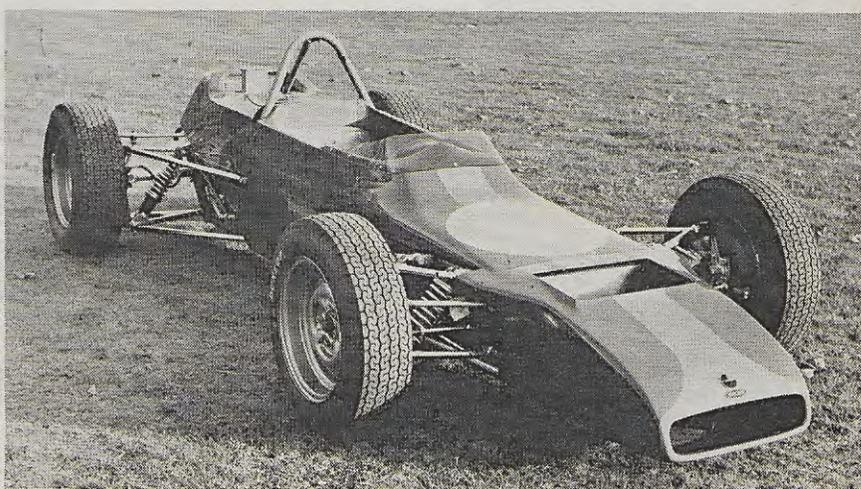
Track, front and rear: 53 ins and 54 ins.

Weight: 889 lbs.

Price of rolling chassis with Hewland gearbox: £1,185.

Optional extras: Seat belts; electric fuel pump.

Manufacturer: Palliser Racing Design, 65 North St, Clapham, London, SW4.



39-22-4



# ROYALE

Type no: FF Mk 2.

Wheelbase: 7 ft 9 ins.

Track, front and rear: 53½ ins and 53 ins.

Weight: 885 lbs.

Price of rolling chassis with Hewland gearbox: £1,050.

Price of car complete with Racing Preparations engine: £1,350.

Optional extras: Seatbelt.

Manufacturer: Racing Preparations Ltd,  
Royale Works, Victoria Road, Park  
Royal, London NW10.



39-22-6

# TITAN

Type no: Mk 5.

Wheelbase: 7 ft 7½ ins.

Track, front and rear: 54½ ins.

Weight: 900 lbs.

Price of rolling chassis with Hewland gearbox: £1,000.

Price complete with Lucas engine: £1,365.

Optional extras: Seat belts.

Manufacturer: C. Lucas Engineering Ltd,  
Windover Rd, Huntingdon Trading  
Estate, Huntingdon.



39-22-7

# U2

Type no: Mk 9.

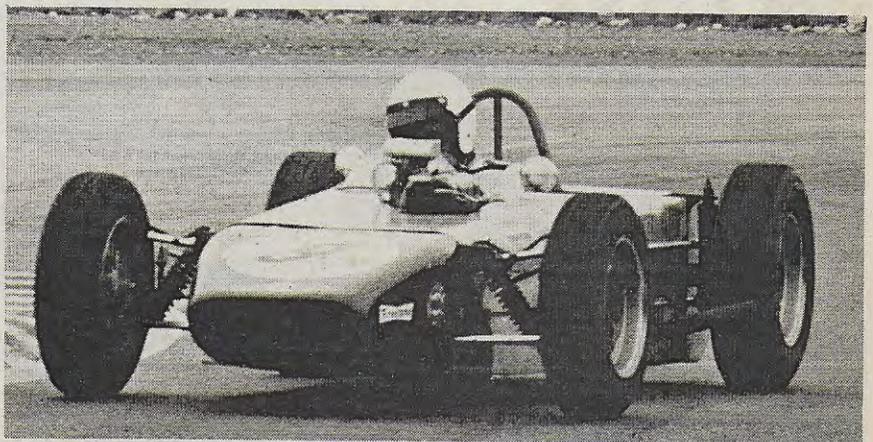
Wheelbase: 6 ft 11 ins.

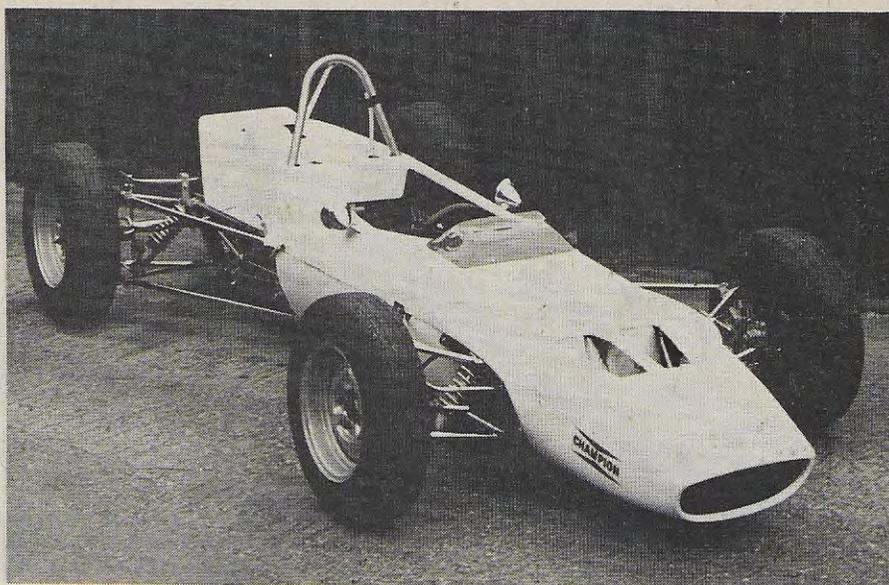
Track, front and rear: 52½ ins and 50½ ins.

Price of kit including Ford V4 gearbox: £560.

Price of complete car with Racing Preparations or BRM engine and close-ratio gearbox: £950.

Manufacturer: A.M.R. Mallock, Mill  
Cottage, The Grove, Roade, Northamp-  
ton, NN7 2PB.





# 1970 Alexis Mk 18 Formula Ford

- Adjustable Suspension for Camber and Castor
- Adjustable Anti Roll Bars
- Adjustable Shock Absorbers
- 105 bhp, Dry Sump Alexis Tuned Engine
- Hewland Mk8, 9.31, C.W.P.
- Extra Large Roll Over Bar for Safety
- Free Test day on delivery

## ALEXIS FF ENGINES

- First 100 mph lap Silverstone
- Dick Barker powered his way to 18 victories
- Many lap records achieved 1969
- All engines blue-printed

*Achieved on Firestone F.100 Radials, the family car tyre  
good enough to go motor racing and win*

*For further details, write, phone or call*

## ALEXIS CARS

763 ALUM ROCK ROAD, WARD END, BIRMINGHAM 8

Tel: 021-327 0379

# Victory is wedge-shaped

Vast experience gained through World Championship winning success is embodied in the unique design features of the Lotus 61 Formula Ford.

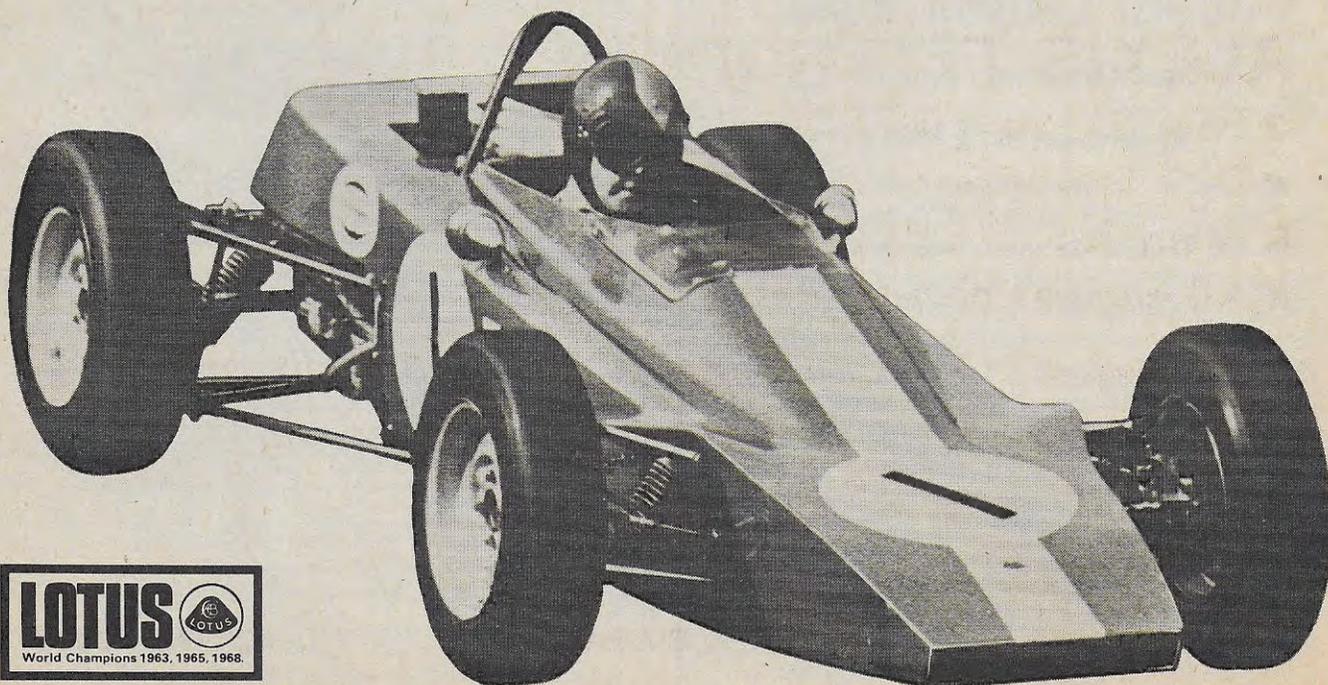
The aerodynamic advantages of the body styling, particularly its negative lift characteristics, are well known.

The technical specification of the Lotus 61 gives a true race-winning potential, and an assurance of a first-class parts and service backing ensures continuous support for even the most demanding international racing programme.

The Lotus 61 is for the man who takes winning seriously.  
Formula Ford — The International class of racing recognised by  
F.I.A., RAC and SCCA (U.S.A.).

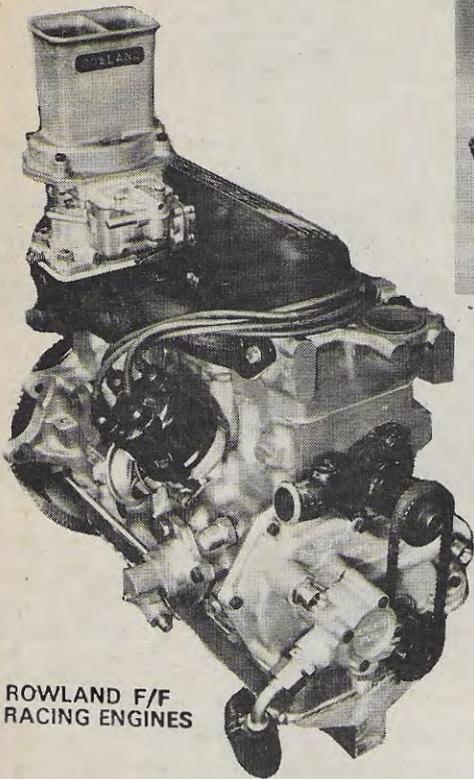
Write for brochure etc., to:—

**Lotus Racing Sales,  
Group Lotus Cars (Sales) Ltd., Norwich,  
Norfolk, NOR 92W.**

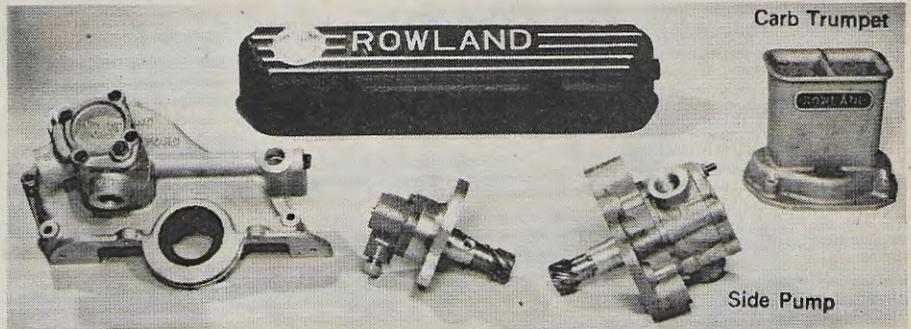


# ROWLAND RACING ENGINES

FORD RACING PARTS ALWAYS IN STOCK



ROWLAND F/F  
RACING ENGINES



Carb Trumpet

Side Pump

**FRONT MOUNTED OIL PUMP** designed to meet all the requirements of Ford push rod engines. Built to the highest possible standards and supplied c/w Oldham coupling, oil seal, gasket, cap screws and modified timing sprockets and instructions. £40.0.0.

**SIDE PUMP** specially recommended for use on twin cams, but can be used where cost or installation problems prevent use of front pump. £28.0.0.

**CARB TRUMPETS** used by most top drivers £3.7.6.

**CAST ALUMINIUM SUMP** designed to improve scavenging and cooling, supplied c/w gaskets, cap screws and removable stainless steel filter tube.

Undoubtedly the most successful F/F engine this season. The works engine drivers Emerson Fittipaldi and Colin Vandervell have scored over 20 wins so far. Your guarantee of quality, reliability and power output. Export and Trade enquiries welcomed.

Engine rebuilds carried out on any engine. Specification brought up to our latest model. All weights reduced to exact min. and balanced with our latest Repco and Avery equipment.

Phone or Write to : 28A Broadway Court,  
Wimbledon,  
S.W.19.  
01-946 3810

## INDUSTRIAL ENGINE (SALES) LIMITED, 30-40 London Road, GRANTHAM, Lincs.

Grantham 5721/2/3

As one of Ford's Industrial Product Dealers, Industrial Engine (Sales) Limited have their fair share of the Formula Ford Engine market. They are able to supply these engines in standard form or as a ready tuned unit for fitment straight into the customer's chassis. The fitting, in the very near future of a Dynamometer will further aid this company's efforts to provide the customer with what they require. Adequate supplies of standard Ford 1600 GT engine spares are available in case of a breakdown and stocks are usually available of new engines when a major "blow up" occurs. This company are suppliers of standard Formula Ford engines, to the Rubery Owen organisation for conversion to highly tuned units.

Suppliers of Ford Power to the  
Specialist Motor Industry.

## Power-Torque Eng: Ltd.

Subsidiary of Rugby Autocar Company

Powered by



Allesley  
Coventry.

Allesley 2177  
Telex 31447.



## FORMULA FORD

These famous 1600 cc GT crossflow engines less generator and starter available at special prices for new or existing formula Ford machines.

- +1 Full range of V4 - V6 high performance and industrial petrol engines.
- +2 Also from the Ford power stable: In-line and V8 configuration diesel engines to solve your power problems.
- +3 Custom built power-packs built to your requirements.

Consult the FORD specialists for free advice at

**PERRY'S LTD.**

Industrial Engine Division  
Cranbourne Road,  
Potters Bar, Herts.  
Tel: Potters Bar 53211/5.



## : The engine tuners

**B**EFORE they started manufacturing Titan racing cars, **C. LUCAS ENGINEERING Ltd** were already well known, first for their F3 team and then for their downdraught F3 engines. Naturally enough, when CLE started to produce FF Titans they went into the engine field, and their Lucas FF engines can be bought separately from the Titan FF cars. Race proven by several cars, although in the main by Tony Trimmer's extremely successful Titan, their engine basically features aluminium rocker cover and carburettor trumpet, dry sumping, modified tachometer drive and F3 clutch, plus all the usual machining, balancing, stripping, rebuilding and so on. Dynamometer tested and run in, the engine sells for £340. Engines with a less exacting specification can be built to order, but CLE usually find that the customer asks for the best version. *C. Lucas Engineering Ltd, Windover Road, Huntingdon Trading Estate, Huntingdon. Tel: Huntingdon 2371.*

With Tim Schenken winning just about everything in Formula Ford with his Merlyn in 1968, the name of Chris Steele quickly rose to prominence, and it was his tuning business which rapidly got its fine reputation for FF engine tuning. This year **CS ENGINEERING Ltd** have continued to shine, notably with Steele-engined Merlyn Mk 11As triumphing in the FF constructors' championship. Steele's engines feature the usual amount of stripping, machining, having clearances corrected and so on, as well as special valvesprings, their own dry sump system, alloy rocker cover and carburettor trumpet. Like the Lucas mills, they came brake-tested and run-in, and guaranteed as legal for £270. *C. S. Engineering Ltd, Oast House Way, Cray Avenue, Kent. Tel: Orpington 23686.*

**GOWRING's of Reading** are primarily known as a very large firm of Ford Main Dealers, but in the past year they have set up an extensive FF engine building facility under the auspices of their Industrial Engines division. Their present engine was largely developed earlier in the season when they ran a Merlyn Mk 11A for James Hunt with some success. They are fortunate as a large firm to have a Heenen & Froude dynamometer and two rolling roads, and they have sold quite large numbers of their engines to America and a few in England. The race-prepared unit includes all the usual tweaks including gas-flowing, stripping, "blue-printing" and dry-sumping. The engines cost £260 each. *Gowring's of Reading Ltd, 160 Basingstoke Road, Reading, Berks. Tel: Reading 82771.*

There were some eyebrows raised when Sid Fox's Mistrale appeared this year mid-season fitted with an engine proudly displaying the monogram "BRM," but with their recent announcement that they will be marketing FF and twin-cam engines seriously, one can be sure that plenty more will be seen of Owen Organisation units which are being marketed jointly by **MIKE SPENCE Ltd** and **BRM**. Featuring the usual modifications, these dry sump engines are manufactured particularly with appearance in mind and to that end they come finished in BRM green and orange with a special rocker cover and carburettor ram pipe. One of the unusual modifications which they feature is a German-made tooth-belt-drive. Mike Spence Ltd briefly ran their own Lotus '61 with BRM-tuned engine for Ian Ashley, but recently Ian Taylor has been using one in his rapid Dulon. The engines cost £315. *Mike Spence Developments Ltd, Reform Road, Maidenhead, Berks. Tel: Maidenhead 30277.*

Deny Rowland used to race a Merlyn Mk 11 in 1968 with limited success, but in the past season he has become much better known as the tuner of the engines which have propelled his Merlyn Mk 11A, which has been driven to many successes by both Emerson Fittipaldi and Colin Vandervell. Now **ROWLAND RACING ENGINES Ltd** offer two racing FF units. One is the all-in model, which costs a total of £340 and comes complete ready to accept an F3 clutch, with balanced conrods which are interchangeable, a Rowland-manufactured front-mounted oil pump, aluminium rocker cover and carburettor trumpet and so on. The other £240 engine is similar but does not include 30 thou pistons, has a normal side-mounted oil pump and standard rocker cover, etc. *Rowland Racing Engines, 28A Broadway Court, Wimbledon, London SW19. Tel: 01-946 3810.*

In addition to manufacturing Royale FF cars, **RACING PREPARATIONS Ltd** also sell FF engines separately, and there are many of their units successfully powering FFs in America and also in the Royales of Ray Allen and Kevin Glynn. The RP unit includes the usual 30 thou pistons, dry sumping, mechanical tachometer drive, carburettor ram stack and modifications to the very latest FF regulations. It sells for £315. *Racing Preparations, Royale Works, Victoria Road, Park Royal, London NW10. Tel: 01-965 3533.*

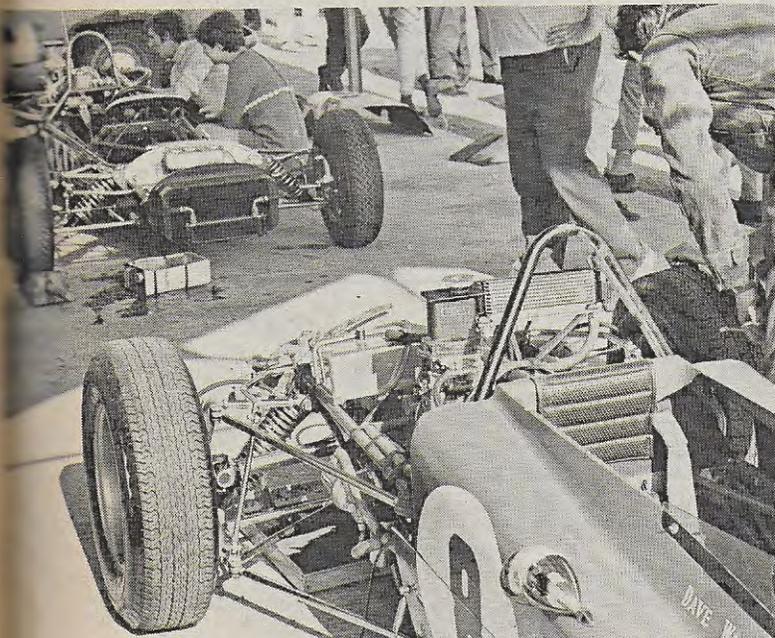
Gerry Birrell won this year's European Formula Ford championship with a Crosslé 16F, powered by a **BRIAN HART**-tuned engine, and so next season Hart engines are bound to be a force to be reckoned with, particularly as they will be fitted to the March FF cars under a similar agreement that Merlyn have with Chris Steele. Hart, known much more both as a driver, an ex-Cosworth engineer and the leading FVA F2 engine rebuilder, offers an FF engine with the usual amount of work, which is, like the majority of others, fully run-in and brake tested, for £310. *Brian Hart, 4 South Place, Temple Fields, Harlow, Essex. Tel: Harlow 32897.*

Besides these major engine tuners, there are several other concerns whose products frequently appear in race-winning cars. **HOLBAY RACING ENGINES**, who have achieved much and devoted most of their efforts in the past to F3, turned their hand to FF this year in a marketing agreement with Lotus, by which the Lotus 61 is Molbay-powered. Some of these Holbay-engined 61s have proved winners, notably the cars of David Walker and Claude Bourgoignie. Holbay engines have also appeared in other chassis from time to time. They sell for £325 retail. *Holbay Racing Engines, Martlesham Aerodrome, Woodbridge, Suffolk. Tel: Kesgrave 3000.*

**SCHOLAR** is the name of another brand of FF engine which has proved successful, notably in the hands of Vern Schuppan's Macon M7B; these units are tuned by two stock car racing brothers in premises at Martlesham Aerodrome, Suffolk, near Holbay's premises. The remainder of the more meritorious engines come from one-off builders or self tuners, although the **LAZENBY** engines tuned by David Lazenby's firm for his Hawke DL2 have also shown up well, and the Waltham Cross firm supply a wide variety of engine tuning components.

George Henrotte, who ran the Gemini Formula Junior team in 1963, tells us that, after a long absence from Formula Ford, his **PIPER** name will be reappearing in the engine tuning line. Piper built an FF car in 1967 which was driven successfully by Graham Tomlins and, now that they have new premises (ex-AAR), they will be supplying FF engines. Among their new customers is the *marque* Mistrale and its associated DJ Bond-Team Pringett team, for whom Sid Fox drives. *Piper, Wooton Rd, Kingsnorth, Ashford, Kent. Tel: 0233-24681.*

The name **RACETUNE** has become familiar to some people through Keith Wilson's driving of an FF Brabham BT15, and this London-based firm offer complete FF engines at £285. *Racetune, 1 Narth Rd, Southall, Middx. Tel: 01-574 3711.*



As in Formula 3, the Formula Ford engines are only allowed a certain degree of tuning and a single carburettor; thus competition is very close both on and off the track between the many engine tuning concerns.

*If you want a Formula  
Ford engine  
If you want Formula  
Ford spares, backed  
with full, reliable service,  
then contact us:*

Engine Department,  
**LUTON COMMERCIAL MOTORS,**  
Grovebury Road,  
Leighton Buzzard, Beds.  
Tel: Leighton Buzzard 4151

**THE INITIAL TRIAL TO  
DRIVE A LOTUS - 51 WITH  
MOTOR RACING STABLES  
STILL ONLY COSTS £10.10.0.**



Most people are apprehensive about driving a racing car for the first time. There is no need to be — the thing's only got a clutch, brake, throttle, four forward gears etc. — just like any other car.

Why go through life thinking you might just have had the potential to become a really great racing driver, without ever having taken the opportunity to find out?

Why not come down to your nearest circuit and take the Initial Trial, in an easy, informal atmosphere but where the accent is on safety? You can sample the operation and decide whether we can help you to become a top racing driver.

Fill in the coupon below **NOW** — and we will send you full details of the Initial Trial.

To:

**MOTOR RACING STABLES LTD.,**  
Brands Hatch Circuit, Fawkham, Nr. Dartford, Kent.

*I am interested in taking the £10.10.0. Initial Trial at:*

**MALLORY PARK**  Choice of dates  
**BRANDS HATCH**  Fridays (all day)  Saturday (mornings only)  
**SILVERSTONE**  Friday (mornings only)  Sunday (all day)

*Please send details to :-*

NAME .....

ADDRESS .....

(Block capitals please.)

**motor racing stables**

A/69

# TO EUROPE

The Palliser-Winkelmann—more than just a Formula Ford. British built but until now sold only in America where it has outsold (and usually beaten!) all others.\* Easily up-rated to Formula 2 or 3.

We could quote £996 for a rolling chassis as a load of bits, less exhaust, engine mounts, oil tank and lines etc. etc.

But for £1,185 our car comes assembled and absolutely complete with chromed suspension, ready to accept the engine of your choice. Or from £1,335 with engine.



Palliser Racing Design Ltd.,  
65 North Street, London SW4.  
01-622 0755 Telex 267595.

US Agent: Robert Winkelmann Racing,  
200 Caledonia Street,  
Sausalito, California 95965.



\*More Palliser-Winkelmann FFs were registered in 1969 than any other model. (Certified by Formula Ford Register, Detroit, Ill.)

## MANN'S OF SAXHAM

As Ford Specialist Product Dealers

*offer their*

**2255E/1599 cc High Performance Four Cylinder  
in line petrol engine for Formula Racing.**

**THESE UNITS ARE AVAILABLE EX-STOCK**

*For further details contact :*

**GRAHAM WILDE ON BARROW 333  
(STD 028481)**

*or write to him at :*

**J. MANN AND SON LTD,  
Saxham, Bury St. Edmunds, Suffolk.**

**Williams**



For

**'FORMULA FORD'**

**AND ALL YOUR FORD ENGINE AND  
PARTS REQUIREMENTS CONSULT :**

**WILLIAMS POWER  
PRODUCTS LIMITED**

25 Lower Byrom Street,  
**MANCHESTER M3 4PW**  
Telephone 061-834 2557/8

**POWER BY** 

# CARS FOR SALE

## AC

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
 1962 AC ACE 2.6. Reconditioned engine, Raymond Mays Mead, 3 SUs, Cobra wide wheels, flared wings. Good condition. £650 ono. Tel: Claverley 386. (48)

## ALFA ROMEO

**NEW**  
**ALAN DAY LTD**, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPstead 1133. (TC)  
**ALFA ROMEO EXPORT CENTRE**, 142 Holland Park Avenue, W11. Tel: 727 0611. (TC)  
 WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

## ABARTH

**ZAGATO** 750 single cam. Excellent order mechanically/bodily. Blue/silver. Black interior. £400. Hurstpierpoint 2595 (Sussex). (48)

## ASTON MARTIN

**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)  
 WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**ASTON MARTIN DB4** convertible 1963. Silver blue, overdrive. £400 overhaul at factory 6,000 miles ago, very low mileage, in perfect condition throughout. £1,295 o.n.o. Tel: 021-743 2254 or 021-705 2074 evenings. (48)  
**1964 ASTON MARTIN DB5**, all extras, immaculate car. Also 1965 Aston Martin DB5, silver grey, chrome wires, excellent. Terms and exchanges. Tel: Chesterfield 75518. (48)

## AUSTIN

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**AUSTIN COOPER (DRY)**, 1964. 998 cc balanced engine, new gearbox, Armstrongs, Xas's, seat belts, laminated screen, pipes inside, new rear sub frame, reverse light, M.o.T. £299. Tel: Bilston 42008. (48)

## AUSTIN-HEALEY

**GROUP SIX 3000**. The only one of its type. All aluminium. Professionally built GT body. Short passenger door. Works Sill exhaust. All rally equipment timed at 147 mph. Cost over £2,500, £1,250 ovno. Will accept Mk III 3000 or Elan in part-exchange. Tel: 06285 21746. (48)  
 WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**MK II SPRITE**, 1962. Immaculately finished in luxurious metallic lagoon blue. Mk II Sebring bonnet, stage II recon. tuned engine, competition clutch, oil cooler, oversized radials, new competition brake linings, aluminium panels. Everything immaculate. £260 o.v.n.o. Tel: John, 021-422 6321. (48)

# MOTORWAY SPORTS CARS LTD.

SPORTS CARS URGENTLY WANTED  
 S/hand tonneau covers £5

- 1968 F Reg. Marcos Mini. An outstanding, fully trimmed car in marigold with black interior. £595
- 1967 MGB GT. 2/4 str. A very well kept car, with overdrive and wire wheels. £935
- 1966 (December) MGB Sports Roadster, wire wheels, etc. 1st class example. £665
- 1966 Healey Sprite Mk 3. (winding windows) 1098 cc engine, etc. superb. £450
- 1965 Healey Sprite Mk III. (Winding windows) Hard/soft tops, tuned engine, mag wheels. £445
- 1964 Lotus Shapcraft Elan. A really beautiful car with fast back, hardtop, etc. £785
- 1964 Triumph TR4 Roadster, wire wheels. £515
- 1963 AC Ace. 2.6 Ford Ruddspeed unit. Wire wheels, etc. Virtually immaculate. £695
- 1962 Jaguar 'E' type F.H.C. Chrome wires, etc. Probably the finest early 'E' available. £765
- 1961 Healey Sprite Mk. I. Excellent example. £265
- 1961 Healey/Jaguar 3000. Jag engine, wide wheels, flared arches. Remarkable car.
- 1961 Aston Martin DB4, 4 str. GT. o/d. Chrome wires, etc. Magnificent example. £995
- 1961 Healey Sprite Mk. I Detachable hard top, etc. A really beautiful car. £285
- 1960/61 Porsche 1600 356 B. 2/4 str. F.H.C. Superb car. £495
- 1960 MGA 1600. F.H.C. Wire wheels. Very clean. £345
- 1959 Lotus 7, Aquaplane Ford unit, wide wheels, etc. A real showpiece. £365
- 1959 Triumph TR3A Sports Roadster. £295
- 1956 JAGUAR XK140, drop head coupe. A really outstanding example with overdrive. £345

**THE CARS**—We pride ourselves on our cars are the finest available. They are fully pre-sale checked and serviced (large workshop facilities) and most cars made 1962 onwards are parts and labour guaranteed for 3 months or 3,000 miles. Generous price reductions for cars taken as they are. We can respray the car to your colour choice.

**THE FINANCES AND ARRANGEMENTS**—We take almost anything in part exchange. H.P. is easily arranged at 40% deposit, balance over 24 months. Third party insurance is O.K. on balances up to £100. No guarantors required. Insurance arranged cheaply with good companies and by instalments on request.

**THE PLACE**—We are on the A2 between the M2 motorway (1 mile) and Canterbury (6 miles), 50 miles from London (mostly Motorway standard). Our postal address is: The Street, Boughton, Nr. Faversham, Kent.

**THE TIME**—We are open Monday to Wednesday 9-6 Thursday to Saturday 9-9. Sunday (not fully staffed) 10-6.

**THE TELEPHONE NUMBER**—Boughton 223 or by STD 022-775 223.

# AUTOSPORT

CLASSIFIED ADVERTISEMENTS

Press time: Monday

Tel: 01-636 7766/3600

**SPRITES . SPRITES . SPRITES . SPRITES**  
 All models for sale and wanted for cash. Insurance arranged. Part exchange welcomed. HP with Third Party Insurance arranged.  
**CATERHAM CAR SALES**  
 Town End. Tel: Caterham 46666, Surrey. (TC)

- 1968 (Nov) Mk IV SPRITE. Tartan red, 9,000 miles only. £675. Mays of Dorking. Tel: Dorking 2244. (48)
- HEALEY 3000 Mark III, 1965. Many extras including overdrive, wire wheels, radio, taxed, MoT. £700. Tel: Bristol 692122. (48)
- SPRITE 1963, ASHLEY bonnet, radio, belts, new radials, hood, brakes. Red, pampered. £290. Tel: 01-586 2660. (49)
- MK II 3000. Four wheel discs, servo, 6in J, 72-spoke wires. Late carbs, overdrive, Yale locks, safety belts, woodrim wheel. Exceptional condition. Resprayed metallic Capri beige. £550 ono. Abbott. Tel: 01-435 8412 day. Theydon Bois 3109 evenings. (48)

DECEMBER 1967  
 AUSTIN HEALEY SPRITE

Fitted with wire wheels, laminated screen, anti-roll bar, tonneau cover, underseal, Cinturatos, oil cooler, BRG with black upholstery. This car has one previous owner and has been kept in excellent condition. £595. H.P. and part exchanges considered.

Tel: 01-427 0022. (48)

## AUTOCROSS CARS

997 cc COOPER autocross rallycross car. Lightweight body, roll cage, antirollbar, full race engine, 649 cam, s/c c/r gears, 461DA Weber jetspeed manifolds, balanced, etc. locked diff and power-loc diff. Many spares including rolling shell trailer. Many awards. Tel: Jordans 2254. Offers to John Emerson. (48)

## AUTO UNION—AUDI

**NEW**  
**ALAN DAY LTD**, 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPstead 1133. (TC)

## BEACH BUGGY

PROFESSIONALLY built on 1967, 1200 cc, Twin carbs, heater, weather proof, white. £550. Tel: 01-445 4850, (48)

## BENTLEY

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**BENTLEY MARK 6**. Full flow engine; beautifully restored. New tyres. £385. Tel: Camberley 25402. (48)

## BMC

### DOWNTON

Conversions for BMC cars.  
 New Austin, Morris or MG cars sold.  
**Downton Engineering Works Ltd.**,  
 Downton, Salisbury, Wilts.  
 Tel: Downton 312 or 351. (TC)

## BMW

1965 BMW 1800 TI, Silver, Cinturatos, radio, record player. £725. North Road Garage, St Helens, Lancs. Tel: St Helens 25015. (48)

## BOND EQUIPE

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**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)

## COMPETITION CARS

**COMPETITION SPRITE 1100** Formula Junior Block with Downton Head. ZF limited slip diff, close ratio gearbox, lowered suspension with adjustable roll bar. Minilite wheels. John Britton front. This season, six firsts in class and seven seconds in class. £475. Tel: Chester 23286. (49)  
 1965 MARK III SPRITE. Complete with hardtop, soft top and tonneau cover. 5½ J wire wheels with 175-13 Goodyear Rally Specials. Competition brakes. 1275 engine, close ratio straight cut gear box, limited slip diff. 11/16th anti-roll bar, Armstrong shock absorbers. Sump shield, flared wheel arches, roll over bar, 13in steering wheel. Along with spare set of 5 x 4½in wire wheels and complete supercharger to fit. £475. Will deliver if required. John Hazard. Tel: Thanet 22919 day; 32206 night. (48)

## DAIMLER

DART fitted wire wheels, hard top, new hood, Cornet Bogey horns, burglar alarm, heater, petrol reserv, red, 12 months MoT, 8 months tax, leather wheas, bucket seats, first £375 cash. Tel: 021-743 2254, home 021-705 2074. (48)

## DAMAGED CARS

1967 MG MIDGET, 6,000 miles. Wires front. Damage c/book. £300. 1964 Spitfire front damage c/book. £150.  
 1967 Mustang 7-litre fast back. Front damage. £550.  
 1963 MGB, wires, o/drive, clean book. £150.  
 1969 TRIUMPH 1300 TC. Needs shell, c/b. £325. G Reg. Cooper 1275 'S', front, c/b damage. £325. Tel: Chesterfield 79920. (48)

## ELVA

ELVA Courier 1600 MG. Close box, long M.o.T., vgc. Many extras. £265 or exchange more space. Cook, Tel: St Neots (Hunts) 3136. (48)

## 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)  
 WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
 1965 FERRARI 330 GTO. An ex-damaged vehicle that has been repaired to an extremely high standard. Immaculate, with radio, Borrani wheels, new tyres, overdrive. Finished in Ferrari red. Property of our director. Definitely one car for the connoisseur. £2,300. Terms arranged. Holding & Barnes Ltd, Mill Road, Ilford, Essex. Tel: 01-478 4863/4599. (48)

Parade Motors Mitcham Limited



## NEW CARS for immediate delivery

- M.G. MIDGET. Flame red, wire wheels.
- M.G.B. Glacier white, overdrive, Rostyle wheels.
- M.G.C. G.T. Tartan red, wire wheels, overdrive.
- AUSTIN MAXI. Connaught green.
- AUSTIN MAXI. Porcelain green.
- MINI Clubman. White, black interior.

DEMONSTRATION MODELS—M.G. B.G.T., AUSTIN 1300 G.T.; AUSTIN MAXI.

## WE WELCOME YOUR PERSONAL EXPORT ENQUIRIES

USED SPORTS CARS  
 1954 M.G. T.F. Black/beige. Whole history known. In absolute specimen condition.  
 Price on application

- 1961 M.G. MIDGET. Grey. Hardtop. Very good condition. £255
- 1963 M.G.B. Tartan red, tonneau and other extras. £455
- 1964 M.G.B. Five Bearing. B.R.G., o/drive, etc. £599
- 1964 M.G.B. White, 1 owner, superb through-out. £525
- 1966 M.G. MIDGET. B.R.G., wire wheels, tonneau, etc. 1 owner. £475
- 1966 M.G. MIDGET. Red. Heater. Tonneau. luggage rack. Excellent. £465
- 1966 M.G.B. Mineral blue. W/W. B.M.C. hardtop. £675
- 1966 M.G.B. White, wire wheels. £675
- 1967 M.G.B. Mineral blue, wire wheels. £755
- 1968 M.G. MIDGET. Brasilica blue. Heater. Tonneau. 1 owner. £599
- 1969 M.G.C. G.T. Pale primrose, wire wheels, overdrive, Wabasto roof, etc. £1,299
- 1969 M.G. 1300 Mk. II. Low mileage, Trafalgar blue, radio, reclining seat, etc. £825
- 1963 AUSTIN A.60. Blue. Immaculate condition. £299
- 1966 AUSTIN-HEALEY SPRITE. Wire wheels. £460

M.G., AUSTIN-HEALEY, TRIUMPH SPORTS CARS WANTED FOR CASH

## SALES AND SERVICE

66/67 Monarch Parade, London Rd, Mitcham, Surrey.  
 01-648 3392/7188.

## B.L.M.C. Spares & All Accessories

71 Monarch Parade, Mitcham, Surrey.  
 01-648 5141.

John Gillett Sports Cars



Offer the following Guaranteed Cars:

- 1967 (F) ELAN D.H.C. Red, radio, knock-ons. £1,145
- 1967 ELAN D.H.C. White, radio. £1,095
- 1966 ELAN 53 F.H.C. Special equipment, radio, etc. £945
- 1966 ELAN 52 D.H.C. K/ons radio; blue, 1 owner. £875
- 1965 ELAN 52 D.H.C. White with blue hardtop, radio. £830
- 1963 JAGUAR "E" TYPE F.H.C. £745
- 1964 (Dec.) JAGUAR 3.8 Mk. II. Chrome wire wheels, Konis, XAS tyres, radio, Lucas airflow head. 33,000 miles. £745

INSURANCE FINANCE

YOUR ENQUIRIES ARE INVITED FOR THE ROWLAND ENGINE CONVERSIONS FOR LOTUS & B.L.M.C.

## SALES AND SERVICE

32 Monarch Parade, London Rd, Mitcham, Surrey.  
 01-640 0969.

# CRS CARTER RACING SERVICES

SPECIALISTS IN NEW & USED RACING CARS

**MERLYN Mk. IIA** Formula Ford. Ex-Ray Allan Championship car. In beautiful order **£1050**

**COOPER T76**. Fitted Holbay F3 motor with twin Webers and Hewland box. Little used and in extremely good order .....**£750**

**COOPER T56**. Used only in hill climbs and Monoposto with great success. BMC F3 Unit. Very pretty car in good order **£675**

**FORD FALCON**. Ex-Martin Birrane and Roy Pierpoint. Highly successful. Successes and modifications too numerous to list **£2550**

**FORD MUSTANG**. Ex-Ron Fry. Beautiful car with a good history. Just about every mod possible. Just rebuilt. Finished in Rolls Royce dark blue ..... **£1850**

**BMW**. Special hill climb/sprint car. Looks like Sortover - - - Thing. **£300** or **750** books Greensfield Stamps.

**HILLMAN IMP**. Billy Williams 1000 cc. Race winning car expertly built at cost of **£1200**. Absolute bargain at ..... **£575**

**JW4 TRIUMPH 250** ..... **£325**

**LOLA T65**. Cosworth SCA (carburetters). Hewland 5 speed ..... **£725**

**LOTUS 23**. Rolling chassis. Very smart **£595**

**PIPER GT**. Rolling chassis, Hewland Mk. 5 available ..... **£650**

## ENGINES

**COSWORTH FVA** ..... **£600**

**FORD 4.7**. Ex-Matra, Webers, etc. Complete **£525**

**COSWORTH Mk 13**. Twin cam. All steel, complete ..... **£475**

**FORD 1600 GT**. Crossflow. Complete ... **£95**

**COSWORTH 1500** ..... **£85**

**COSWORTH 1340** ..... **£75**

## GEARBOXES

**Mk. 5** ..... **£190**

**Mk. 5 Limited slip diff** ..... **£210**

## SERVICES

Complete racing car rebuild and preparation services. Re-chroming and re-spraying quickly carried out at reasonable cost. Collection from London no problem.

LET'S FACE IT  
WE'RE THE BEST



1 HIGH ST. GODALMING, SURREY.  
TEL: GODALMING 6618

## FERRARI

### £2,395 LUSSO BERLINETTA

One owner, absolutely beautiful example of this classic. Finished in traditional red. Consider exchanges. Tel: 061-445 5142 (Manchester). (48)

## FIAT

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**NEW MARANELLO CONCESSIONAIRES LTD** officially appointed retail dealers for Fiat. Tower Service Station, Egham By-Pass, Surrey. Tel: Egham 3966. (TC)

## FORD

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**FREE 105E ANGLIA**, another bargain from Powerspeed. Buy the 1500 engine and the discs for £85 and we will give you the Anglia, ready to go except for a coil and a few odd bolts, etc. Don't delay telephone right away. Powerspeed, Page Heath Villas, Bromley, Kent. Tel: WID 5818. (48)

**EX-BARRY LEE** 1560 cc, '65 Anglia. All synchro box, lowered 5/8Js, adjustable servo. Fully instrumented. Many extras. £350 ono. Tel: 01-550 6219 Essex. (48)

**MUSTANG**, 1965, 4.7 litre V8, 4 speed manual, Colorado red, red interior, radio, air horns, rally pack. Perfect mechanics, immaculate throughout £895, HP and part exchange available. Tel: 01-578 1345. (48)

## WILSONS OFFER

Superspeed 1600 GT Escort.

Iodine vapour spot and fog, Lotus quarter bumpers, lowered suspension, front negative camber, reputed Lotus struts. Mike Microcel seats, Pye push button radio, drivers full harness seat belt, passenger lap diagonal, wide rim wheels, with Michelin ZX tyres. Truly remarkable performance for £845 ono.

Tel: David Wilson 01-622 2484 for demonstration. (48)

**1968 September ESCORT GT**, 11,000 miles. Willment modified and Brabham balanced engine fitted at 5,000, modified suspension I.S.T., radio. £750 ono. Illey, Brentwood 1, daytime. Dominion 4203 evening. (48)

## JEFF UREN LIMITED

**FOR IMMEDIATE DELIVERY NEW 1600Es, GT ESTATES, CAPRI GTs and TWIN CAM ESCORTS** for conversion to one or other of our V6 3-litre engine specification.

177 Uxbridge Road, Hanwell, London W7

Tel: 01-579 0991. Grams: Raceproved London W7. (TC)



## 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)

**Q CAR**, 1961, Ford Zodiac Mk. II, sun roof, Raymond Mays aluminium big valve head, high lift camshaft, 6-branched manifold, twin SU's, towing unit, all-leather trim. £365. Px considered. Tel: York 26510. (48)

**1966 CORTINA GT**. Maroon, 1650 cc engine, with steel rods, 5 1/2 Js with G800s, uprated front struts, with selector rear, 2000E gearbox, Motorola radio. Immaculate condition. Taxed till June 1970. £525 o.n.o. Tel: 01-567 3627 (Business), 01-997 3656 (Home). H.P. arranged. (48)



## ONE OFF—1969 351 MUSTANG

Metallic dark green, 10,000 miles. Specially built for Ford engineer. All unnecessary chrome strips left off, front and rear spoilers, slatted rear screen, 8in mag wheels, Polyglas tyres, close ratio gearbox, competition springs and shocks, quick steering, power discs, twin exhaust, 10.7 compression, 10DE lamps, radio, leather wheel.

£2,600 o.n.o. tax paid

TEL: FARNHAM (SURREY) 21947 (48)

**WILLMENT SPRINT CORTINA GT**. Two-door, white with black interior. All mods to give rapid acceleration and road holding. For only £670. Cost well over £1,200 when new in 1967.—For full details Tel: 01-540 4566. (48)

## GILBERN

**1967 GILBERN 1800 GT**. Finished BRG and black trim. O/d, wire wheels, radio. 20,000 miles, one owner. £835 cno. On view at Simpkins Garage, Chandlers-Ford, Hants. Tel: 3853. (48)

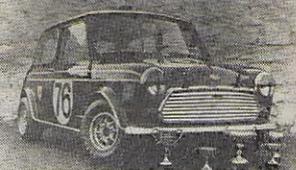
## GINETTA

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**UNREGISTERED GINETTA G4**. Ideal prod sports or road. Near finished, less engine. Tel: 01-500 7546. work. RO. 64754, home. (48)

**1968 "F" REG. GINETTA G4**. Ford 1500 GT balanced engine, independent rear suspension. Disc brakes. Close ratio gearbox. Racing bodywork. G800s on 5 1/2 Js. 9,500 miles. 1950 o.n.o. Tel: 021-554 1986 evenings. (49)

**GINETTA G4**. Green, August 1966. 1500 cc GT engine, hardtop, bucket seats, new 5/8J wheels with 5P sports. 0-60 9 sec 108+ mph. £560. Or 7/ ex 1966-7 onwards Imp value £300. Must be good.—Tel: 01-639 9353. (48)



**1929 Downton Cooper S**. Spares include new Firestones and Dunlop R7's. Ready to race and win in 1970. May be sold in UK. Apply: **DONNELLY'S GARAGE**, New Street, Dublin 8. Tel: 53757 or 58322.

## 1968 GINETTA G16 (A) FVA

FT200. Immaculate throughout. Spares inc. new clutch, 4 prs: gear ratios, etc. 14 sprints and hill-climbs only since complete engine rebuild. March, 1969. 220 bhp on test. H.P. arranged. Serious offers only to:

CURFEW GARAGES LTD.

Tel: Moreton-in-Marsh 323. (52/AW)

## GORDON KEEBLE

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

## HILLMAN

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**NEW GT** Minx available from stock, HP and exchange Jones' Garage, Syston, Leics. Syston 2257. (48)

**HILLMAN** Rallye Imp, 998cc, Autocrossed regularly this season, many class wins, circuit racing plans 1970 make price £350. Epic Accessories, Leicester 21501. (48)

## HONDA

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

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

## JAGUAR

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**1968 E type Roadster**, tangerine, hard top, soft top, tinted windows, Mag wheels, terms and exchanges. Tel: Chesterfield 75518. (48)

**1967 E type 2 + 2** silver green, beige trim, excellent car, wonderful value, £1,395, terms and exchanges. Tel: Chesterfield 75518. (48)

**1966 SERIES E TYPE, FHC**. Immaculate, in dark blue with red interior, chrome wire wheels, radio and spots. £1,050. Tel: Hales 205 (Shropshire) or 01-589 2986. (48)

**1964 Jaguar 3.8**, red, black trim, wire wheels, overdrive, sun roof, Konis, selector ride, etc. Wonderful value. £395. Tel: Chesterfield 75518. (48)

**E TYPE JAGUAR 2 + 2 (M.B.)**, 20,000 miles. Silver with black interior, chrome wire wheels, immaculate £1,195, saving £350. Write Box ASP 771.

**XK150 1959 F.H.C. B.R.G.** £300 spent July, wires M.o.t., taxed immaculate. Offers. Tel: 01-834 5672 evenings. (48)

BRABHAM RACING SERVICE

FRANK WILLIAMS

**1966 (July) BEDFORD TK TRANSPORTER**. Carries two single seaters, 30 spare wheels, spares, engines, etc. New tyres all round. Engine and front suspension overhauled this year ..... **£775**

## ENGINES

**1967 FVA 7033** ex-team Surtees. Unused this year. Rebuilt by Brian Hart ..... **£1100**

**1968 FVA 8097**. Used two races only in Argentina. Rebuilt by Brian Hart ..... **£1275**

**1967 FVA 7003**. Rebuilt by Brian Hart ... **£1000**

ALL ABOVE ENGINES COMPLETE WITH INJECTION EQUIPMENT AS DELIVERED EX-FACTORY

**1969 FVA**. Rebuilt by Cosworth. Unused since June ..... **£1600**

MIKE YOUNG,

361 BATH ROAD,

CIPPENHAM,

SLOUGH, BUCKS.

Tel: BURNHAM 4646.

Telegraphic address: RACECARS, Slough.

**XJ6 JAGUAR 4.2 (G Reg).** Automatic, power steering, heated rear window. £2,425. Tel: Warner. Daytime, Norwich 26281. Evenings, Mulbarton 741. (49)  
**3.8 MK II, 1961, red, manual with overdrive, chrome w/w, new radio and tyres, reclining seats** £235. PUT 4067 after 7 pm. (48)  
**1967 SEPT E ROADSTER.** This perfect car has never been marked and is finished in original ivory with black trim. Fabulous specification includes ivory hard top, Minilite wheels, tinted glass, radio and Coombs gasflowed head. 22,000 miles. Full service history. £1,740. **1966 E 4.2 FHC.** Carman red. Two owners. This exceptional car has fitted radio, heated windscreen, wide rim wheels and low profile tyres. Full service history. 40,000 miles. £1,425. HP arranged. Part-exchange welcome. Tel: Collier Street 281. (48)

**XK 140 ROADSTER**  
 This car must be without a doubt the best in existence. 1 owner, very low mileage, absolutely original and in concours condition. C.V. type engine, wire wheels, etc. £1,250 or consider exchange. (48)  
 Tel: 061-445 5142.

**'E' TYPE 4.2. FHC, 1965 BR6** with beige interior. Fitted p/button radio, wire wheels, heated rear window. Well above average condition. Recently checked over. ONLY !!! £899. Finance. Exchanges. Tel: Reigate 47296/42179. (48)

**1962 E-TYPE.** Severe body damage, mechanically perfect, can be driven, offers over £250. Mr A. Prince. Tel: Stone 3631 extn 4126 9 am-5pm. (48)

**E-TYPE. ENJOY** a dry comfortable winter in my rapid beautiful '62 architect owned, mechanic maintained, £650. Ludgate. Tel: 01-636 8033 day; 01-359 2690 evenings; Maidstone 57985 weekend. (49)

**1965 E-TYPE Roadster.** Very smart in black. Only 30,000 miles. Beautiful condition. Motorola, chrome wires. £1,100 ono. Martin Warren, Alton. Tel: Alton 2059 (Hants). (48)

**'E' TYPE Roadster, 1963.** Excellent condition t/out. Finished Indigo blue/black interior, chrome boot rack, front nudge bars, s/light, Motorola. Cints all round. Taxed Feb '70. Must sell. £665 ono. Would consider p/x. Tel: Nottingham 248515 9 am-5 pm. (48)

### LANCIA

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

### LOTUS

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**TARA'S EUROPA 52,** used in Avengers series, Porsche tangerine, distinctive number. Many extras. Lotus maintained. Lotus employee selling due to arrival of new Europa. £1,495 ono. Tel: Costessey 2300. (48)

### LOTUS AND COVENTRY CLIMAX

Spares and service

### RACING PREPARATIONS LTD.

Royale Works  
 Victoria Road  
 Park Royal  
 London NW10  
 Tel: 01-965 3533

(TCAW)

**LOTUS ELAN** rolling chassis, complete with wheels, etc. £135. Lotus twin cam engine, carbs, clutch, etc. £130. Lotus Elan body, 1600 cc, complete doors, boot, bonnet, etc. From £185. Also various Lotus Elan spares available. Tel: Days 9 am to 6 pm 01-286 5976, evenings after 7 pm 01-735 1172. (48)

## LOTUS SERVICE

Factory trained mechanics provide expert service and advice. Comprehensive spares stocks including adjustable dampers. Engine tuning undertaken in association with Rowland Engineering.

Tel: 01-668 4010

### PURLEY PERFORMANCE CARS

Foxley Hill Road,  
 Purley, Surrey.

(51)

Complete 1969 new 1100 c.c. Ford Escort less body shell and trim. £250.

One New full race 999 c.c. Cooper 'S' engine, Downton big valve head, etc 90 b.h.p. +. £250.

One 1965 Mini Cooper 'S'. New BMC gearbox, recent overhaul. Good condition. £375.

## R. & I. SEARLE LTD.

Rowlands Road Garage,  
 95, Rowlands Road, Worthing  
 Tel. Worthing 38080



'WILSONS'



Reliant



TRIUMPH



Early delivery all models

OPEN SUNDAYS

**NEW CARS**  
**MARCOS 2-litre & 3-litre.** Choice of colours List  
**SPITFIRE.** Choice of colours. List  
 1300, Damson. List  
**M.G.B. & G.T.** Choice of colours. List  
**MIDGET & SPRITES.** Choice of colours. List  
**COOPER & COOPER 'S'.** Choice of four. List  
**VITESSE.** Saloon and Convertible. List  
**RENAULT R16 & TS.** Choice of colours. List  
**SCIMITAR GTE.** Early delivery List  
**LOTUS.** Early delivery all models. List

### USED CARS

**ASTON MARTIN DB6, 67.** Automatic, olive, usual Aston refinements, chrome w/w, 14,000 miles, power steering, sun-roof. £3,150  
**E-TYPE, 65 F.H.C.,** Opalescent maroon, chrome w/w, push-button radio. £1,195  
**LOTUS 2+2,** white, 15,000 recorded mileage. £1,495  
**LOTUS, 67, S.E. F.H.C.,** Metallic blue, mag. wheels, stereo tape, radio. £1,145  
**LOTUS ELAN, 69, S.E. F.H.C.** Yellow, H.R.W., 1 owner, 5,000 miles. £1,395  
**SPITFIRE, 63.** Yellow, radio. £295  
 63 Red, 1 owner, supplied new by us £365

**64 Black, radio** £385  
**TR5 Coupe, white, o/d, w/w, radio, 1 owner** £1,025  
**MARCOS, 68. (G).** 1600. Mag. wheels, fuel injection. Many, many extras. Cost new £2,360. £1,395  
**68. (G).** 1600. Mag. wheels, fuel injection. Many, many extras. Cost new £2,360. £1,395  
**67 1500.** Badrama yellow, w/w, radio. £1,245  
**MG MIDGET, 68 G,** one owner, mag wheels, 5,000 miles, engine conversion. £695  
**65. Blue.** £385  
**CORTINA GT, 67, 4-door,** dark green. £615  
**68 1600 E, dark green,** 1 owner £995  
**LOTUS CORTINA 68 (G),** white, radio, 1 owner, 11,000 miles. £1,795  
**ALPINE, 67 GT, B.R.G.,** one owner, o/d £695  
**67. GT, B.R.G.,** one owner, o/d. £425  
**63. GT. Red.** £425  
**HONDA, 67 (F).** White, one owner. £565  
**VOLVO 66 P1800 S.** Red, o/d, radio, one owner. £1,025  
**69, 164 Saloon, auto, sunroof,** white, 1,500 miles £1,795  
**COOPER 67 White/black,** reclining seats, 1 owner supplied and serviced by us £465  
**MGB, 69, red, wire wheels,** radio, tonneau, 1 owner. £985

We also buy good, used sports cars.

**I-3 DORKING ROAD, EPSOM,  
 SURREY Tel: Epsom 23901**



DISTRIBUTOR



**1967 F LOTUS ELAN FHC SE.** Yellow/green, ultra close ratio gears. 1 private owner, fine condition, special fuel tank. £9,750 ono. Tel: Littlehampton 3625.

**DISMANTLING MINI SPRINT** for spares. Super tuned engine, etc. Holding & Barnes Ltd, Mill Road, Ilford, Essex. Tel: 01-478 4863/4599. (48)

Largest stock of Elan and Plus 2 spares outside of factory. Comprehensive stock of all Lotus twin cam parts. Trade discount given.

Tel: 01-370 4114 -:- Telex: 22584

LEN STREET (ENG) LTD

67-69 Drayton Gardens, Chelsea, London SW10 (TC)

### IAN WALKER

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)

**PLUS TWO, 1969.** Royal blue, 11,000 miles, Webers, SP Sports. £1,650 ono. Tel: Hingham 292 (Norfolk). (49)

### LOTUS 7 LOTUS 7 LOTUS 7

Caterham Car Sales are the Sole Concessionaires for the Lotus Seven. Cars serviced by factory trained mechanics. (48)

Early delivery of the New Series III Seven @ £795 in component form. Holbay and Twin Cam models also available, Special H.P. and insurance facilities available. Send s.a.e. for details.

ALL MODELS LOTUS SEVEN FOR SALE AND

WANTED FOR CASH

### CATERHAM CAR SALES

Town End, Caterham. Tel 46666 (Sales), 42381 (Works), 42382 (Parts). (TC)

**LOTUS CORTINA, 1966,** 34,000 miles. Immaculate order throughout. New 175 x 13 F100s. M.o.T. Sale due to driving ban. £625 ono. Tel: Thorney 351 (Peterborough). (48)

### IMPORTANT NEWS FOR ALL LOTUS+2 OWNERS.

At last a pair of solid drive-shafts can be fitted to cure the surge and breaking up of the rubber couplings. Only £60, fitted. Or kit complete, £50.

Contact A. P. RACING,

47 Lodge Road, Walsall, Staffs. (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)

### LOTUS-7777777-SPECIALISTS !!

LOCKHART SPORTSCARS offer:

1969 "H" Lotus Super 7 series 3, 1600 cc. BRG. Just run in, as new.

1967 Lotus Super 7 Cosworth 1500, red w. full w. equip, w. rims, c/r g/box.

1965 Lotus Super 7 Cosworth 1500, red w. full w. equip, w. rims, c/r g/box.

1965 Lotus Super 7 balanced 1500, fabulous canary yellow, special interior.

1964 Lotus Super 7 Cosworth 1500, red, roll over bar, full w. equip.

All models for sale and wanted for cash.

For the best choice in Lotus 7s, visit The Croft, Chithurst-in-Trotton, near Rogate, Tel: Midhurst 3658 (Sussex). (TC)

**LOTUS ELAN +2.** 1969 'G' Regn. French blue, 8,000 miles, immaculate. £1,625. HP available. Tel: Southend (0702) 79174. (48)

## T. R. CLAPHAM LTD.,

offer:

**Chevron B.8.** Fitted big valve B.M.W., long range tanks, engine just rebuilt and in excellent condition throughout. £1,950 ono.

**Chevron B.9.** Brought to B.15 specification and modified to take twin cam and F.T.200 gearbox. Used solely for hill climbs and indistinguishable from new. Suitable F.3. Hill climbs or Formula B. Rolling chassis £900 ono

**Alfa Romeo G.T.A.** with special suspension, engine to full Auto Delta specification, wide rim wheels and large quantity of spares. The only G.T.A. in the country to this specification and capable of giving competitive racing with great reliability. £1,450 ono.

Contact Tom Clapham at  
 Keighley 7586.



# ALDON AUTOMOTIVE

Midlands distributors: John Aley roll over bars

## SPRIDGETS!

After several years racing development we can now offer a complete range of Spridget Competition Equipment. If you intend competing a Spridget next year then contact us first for details of our equipment and services including: Panhard rods, anti-tramp bars, raised and lowered springs, lowering blocks, twin radius arm conversions, fully adjustable front suspensions, dual braking systems, etc., etc. All items are rose jointed (where needed), easily fitted and fully eligible for 1970. Agents required. Prototype design and manufacture, engine conversions and rebuilds, race preparation and repair carried out.

Contact **ALAN GOODWIN** or **DON LOUGHLIN**  
5 BUTTRESS WAY, off ROLFE ST, SMETHWICK, WARLEY, WORCS. 021-558 4343

**LOTUS CORTINA 1964 S/E.** 2 owners from new. Maintained by specialists. Excellent condition throughout but for small dents on side. Absolute bargain!!! Offers above £299. Yes!!! £299. Tel: Reigate 47296/42179. (48)

**LOTUS SEVEN**, built 2 years ago, suitable for Clubmans, sprint or hill climb car, 1500 Cosworth engine, dual brakes, mag wheels, or gears £450. Len Bridge. Tel: Basingstoke 3415. (48)

**LOTUS CORTINA**. Rolling chassis, complete. Offers. Wanted Escort twin cam or GT in any condition. Tel: Sutton Cold field 4367. (48)  
**1966 ELAN FHC**. Mint. £895. Tel: 01-660 7044. (48)

**LOTUS OWNERS IN ILFORD AREA.** First class work carried out on all Lotus and high performance cars. Personal attention to all customers. **DAVID SMITH MOTOR ENGINEERS**, RO/50, 52 High Street, Barkingside, Ilford, Essex. Tel: 01-550 2035. Evenings 01-550 9928. (51)

**MAY 1969 ELAN +2.** Canary yellow, many extras. Tel: 04867 2685 after 7 pm. (48)  
**CATERHAM CAR SALES** offer December 1968 Lotus Elan 54 FHC. Webers, yellow, k/o wheels, servo. £1275. Tel: Caterham 46665. (48)

**LOTUS SEVEN** Series I. Ford 1200 tuned engine. Kit form, requires building. Many spares. Weather equipment. £200 ono. Tel: Asfordby 304. (48)

**ELAN 2+2.** Red, 1967/8 F Reg. One owner. Radio, new G800s. £1495. HP and exchange. Jones Garage Ltd. Syston, Leics. Tel: Syston 2257. (48)

**LOTUS SEVEN** series II. New 1600 Xflow unit (needs fitting). £285. Rushton, Exeter 74883 daytime, 76721/77758 evenings. (48)

**ELITE SUPER 95.** Reconditioned Climax. ZF box. Webers, taxed, tested, sacrifice at £425. Tel: Chester-le-Street 2325. (48)

**GIVE AN ELAN THIS XMAS.** Festive Carmen red, clean, reliable, '64 convertible. Year's MoT. £625. PX considered. Tel: 0380 2906. (48)

£340. 1963, Lotus Cortina. High ratio G-box, G800's. Adjustable S/A's. Radio, belts. Good condition. Ropley 3392, Hampshire. (48)

**ELAN S4 SE COUPE.** Reg 1959 May. Pristine condition. £1,400. Accept 3000 Healey. Tel: 06285 21746. (48)

# KINGFISHER GARAGE

120 BRIDGE ROAD  
EAST MOLESEY, SURREY  
Tel: 01-979 2315 or 2195  
(near Hampton Court)



## LOTUS + 2S AND EUROPA S2

Both available for very early delivery.  
Test drives available in both cars. Please telephone for an appointment.

**Mercedes-Benz 230SL.** Finished in moss green. Fitted with detachable hardtop and hood. Manufactured in 1965. Registered 1966. 30,000 miles only. Fitted with an extremely expensive Becker radio. Immaculate. £2350

**1967 Lotus Elan F.H.C.** Racing Green £1075  
**Lotus Elan, 1965.** Convertible. Bahama yellow £825

**1968 Volkswagen, 9 seater** minibus. Left hand drive, excellent condition £650

**LOTUS CORTINA, 1966.** Immaculate condition, completely unmarked. Stereo speaker system, carpeted boot, etc. Lotus colours—not cluttered with accessories. £625. HP available.—Jon Woods. 051-625 5193. (48)  
**RICHARD-DAVID** Automobiles offer: Elan S4 1969, Lotus, yellow, knock-ons, radio; exceptional condition throughout. Terms, exchanges, £1,295. Tel: Leamington 22022. (48)  
**LOTUS "ELITE"** Series 2, 1961. £350. Must sell. White, Spring Cottage, Little Milton, Oxon Tel: Thame 2903 office hours. (48)

### MARCOS

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

### HEXAGON OF HIGHGATE LTD.

Marcos distributors for London and Home Counties offer immediate delivery of the new steel chassis cars, from stock, choice of colours, 2 litre prices from £1,590, 3 litre from £1,770. Demonstration cars always available.

26 North Hill Highgate, N6

Tel: 01-340 3431 (TC)

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

### MASERATI

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)  
**1968 Series MASERATI MISTRALE**, 12,000 miles. Absolutely as new. Hard/soft tops. Navy blue, chrome borranis, white hide interior, £3,450, cost double, or exchange. Tel: 061-445 5142. (48)

### MERCEDES-BENZ

● **NEW**  
**ALAN DAY LTD.** 341-7 Finchley Road, Hampstead, NW3. Tel: HAMPSHEAD 1133. (TC)  
WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

## 1962 300SL ROADSTER

17,000 miles only

Finished in red with matching detachable hardtop, beige hide interior trim. Becker self-seeking radio, with automatic aerial. Recently fitted 4 new Dunlop Sport tyres. Documented history from new, condition throughout can only be described as mint. With the original spare wheel and tyre unused. An opportunity for the discerning to indulge in an investment that is probably unique. £3,250. Terms and exchanges. The Odney Motor Co, Sutton Road, Cookham Village, Berks. Tel: Bourne End 24801/23381. (48)

**190SL 1961**, hard top, three owners, truly outstanding condition, a recommended investment £799. Carpenters Autos Ltd, The Green, Hampton Court. Tel: 01-979 5255. (48)

**1967 MERCEDES 250 SL**, hard top, soft top, 14,000 miles. Immaculate. Also 1966 Mercedes 230 SL, hard top, soft top, finished in green with beige trim. Excellent car. For further details telephone Chesterfield 75518. (48)

### MG

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

**MIDGET**, 1965. Genuine 31,000 miles. Ashley fast-back hard top, white, new tyres, unused past year. £405. Keep, Lattin Down, Speen, Aylesbury. Tel: Hampden Row 432. (48)

**1967 MGB GT**, finished in silver blue metallic with black trim, fitted with radio, woodruff steering wheel, sports wing mirrors. £850. Tel: GER 9010. Poland Street Garage, W1. (48)

**1967 MGB Roadster**, British Racing green, wire wheels, folding hood, radio, excellent car. £725, terms and exchanges. Tel: Chesterfield 75518. (48)

**1966 Sept MGB**, white, hardtop, oil cooler, belts, Pirelli's, known history, superb condition. £635, ono. Reading 51608. (48)

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

**1967 MGB Sports colour black**. One owner, 4 months or 6,000 miles guarantee. £740. Kennings Long Eaton. Tel: Long Eaton 2143. (48)

**MG 1600**. Must sell. 1960. No rust, respray tarta red. Good, soft top. Recon. 1,500 ago. New G800s. £250 ono. Tel: 44239 (day). 66902 (evening). (48)

**MGB GT. E Reg.** Cost over £1,450, push button radio, lock type aerial, wire wheels, overdrive, badge bar, twin racing mirrors, spot lights, alloy steering wheel, alarm, centre consol, safety belts, G800 tyres. BRG. 1st class condition. £900. Tel: 346 8936 Finchley after 5.30. (48)

**MG MIDGET**, 1966, 1098 cc Stage II head, 45 Weber wide wheels, cints. New hood, many other mods. £425. Tel: 01-958 4758 or 01-286 3037. (48)

### MGs WANTED. TOP CASH PRICES

Any models. Any condition.  
Dismantling **MGA, ZA, ZB, TF, TD, TC, TA, PA, J2, NA, M** type.

Also 16 in, 17 in, 18 in, 19 in tyres and wheels  
ono. Tel: 44239 (day). 66902 (evening). (48)

We offer an exchange/reconditioned engine service from £32 for  
MGA, TF, TD, TC (available on pay as you drive)  
Ex-Crawley branch

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

**MG TF, 1954.** Very good, original condition throughout. Red, black upholstery, new tyres, taxed. Inspection invited. Offers. Tel: Runfold 2410 (between 5.30 to 6.30 pm if possible) Farnham, Surrey. (48)

### Largest stocks of

### MG SPARES IN THE NORTH

All available parts for 1932 onwards.  
Let us know your requirements.  
Ex Staines branch

**ARCHWAY ENGINEERING LTD**  
The MG Specialists  
Collier Street, Liverpool Road,  
Manchester, M3 4WL  
Tel: 061-834 6455

Always a good selection of MGs in stock (TC)

# DICK LOVETT

## Specialist Cars

Offers the following selection:

**1967 ASTON MARTIN DB6** automatic. PAS. Dubonnet, tan upholstery. Radio. Chrome wire wheels. Superb ..... £2800

**1966 BRISTOL 409** Saloon. Metallic grey. Light grey upholstery. Radio. Automatic. One owner ..... £2650

**1969 BMW 2500** Saloon. Polaris silver. Radio. 3,000 miles only. New condition ..... £2850

**1969 BMW 2002** automatic Coupe Saloon. Tan upholstery. Radio. 8,000 miles. As new £1650

**1968 BMW 2002** Coupe. Pacific blue. Grey upholstery. Radio. 16,000 miles. Immaculate ..... £1325

**1965 BMW 1800TI.** Bristol grey. Radio. Two owners. Excellent condition ..... £795

**1968 LANCIA FLAVIA 1.8** Saloon. Fuel injection. White, black upholstery. 9,000 miles. As new ..... £1395

**1965 GORDON KEEBLE** Coupe. Metallic blue. Radio. Electric windows. Excellent ..... £1495

**1963 PORSCHE 1600 S75** Coupe. Bali blue, black upholstery. Radio. 48,000 miles ..... £725

**1955 BRISTOL 405** Saloon. Fitted 2.2-litre engine. Disc brakes, radio. Exceptional condition ..... £750

**1954 BRISTOL 404** Coupe. Red. Reconditioned engine and gearbox. A rare car ..... £895

Main Agents for BMW Cars  
For immediate delivery  
New BMW 2800 Coupe, Polaris Silver.  
New BMW 2800 Saloon, Atlantic.  
New BMW 2500 Saloon, Sahara.

Terms—Exchanges  
**FAIRWATER HOUSE,**  
High Street, Wroughton,  
nr Swindon, Wilts.  
Tel: Wroughton 387.



# GOLD SEAL CAR COMPANY LIMITED

253-255, New Cross Road, London, SE 14

Telephone: 01-639 3204/5/6



**MORRIS**



## ASS. NEW CROSS MOTOR CO. LTD. NEW CARS

We offer very early delivery on the following  
**ELAN S4**. Special equipment, fixed head, burnt sand.  
**EUROPA S2**. Bahama yellow.  
**PLUS 25**. French blue.  
 All new **LOTUS** models very early delivery, excellent terms and service. Demonstrations without obligation by appointment anywhere London area. Specialists in personal export. Prompt and efficient service. Contact us for all your **LOTUS** requirements.  
**LOTUS Plus Two, EUROPA and ELAN S**. Four Demonstrators available.  
**M.G.B. Roadster**. Tartan red, overdrive.  
**M.G.C. GT**. Yellow, wire wheels, overdrive.  
**M.G. Midget**. Red with black interior, SP tyres, heater.  
**M.G. Midget**, 1970 model. Blue royale, SP tyres, w/w, tonneau anti roll bar.  
**Mini-Cooper 998**. Sandy beige/white.  
**Mini-Cooper 1275S**. Almond green/white. (48)  
**Mini-Cooper**. Antelope/black trim.  
**Morris 1300 GT, 1970**. Glacier white, black interior.  
 Excellent allowances on sports cars in exchange for the above new saloons.

### PERSONAL EXPORT

We specialise in all personal export deliveries. Coming home, going abroad, or just visiting. Contact us for prompt and efficient service.  
 Enquiries dealt with quickly and efficiently.

£1,595. Lotus Elan 2+2 "F" Reg. Red with black trim, radio. One owner from new. Supplied by us.

£1,525 Jaguar 'E' Type, 2+2. Manual, Indigo blue, push button radio.

£1,395 Triumph TR6 Roadster, 1969. White, black trim, wire wheels, overdrive, radio, 11,000 recorded miles.

£1,345 Fiat 2300S Coupé GHIA Bodied, 1966. Cobalt blue with black trim, electric windows, sun-roof, two owners.

£1,175 Alfa Romeo Duetto, 1967. Pearl white with red trim.

£1,045 Triumph TR5, 1968. Finished in royal blue with black interior. An immaculate one owner example with 21,000 recorded miles. Fitted with radio, wire wheels and overdrive.

£945 M.G.B. GT Mk. II, 1968. Tartan red with black trim. one owner, radio.

£935 Lotus Elan F.H.C., 1966. Medici blue, K.O. wheels, good condition throughout.

£895 Ford Lotus Cortina, 1968. Blue mink with black trim, new radial tyres, one owner.

£865 M.G.B. Roadster, Oct. 1967 "F" Reg. Mineral blue with black trim, wire wheels, overdrive, radio, tonneau cover, Cints, etc.

£765 Triumph GT6, 1968. LHD. Dark blue, blue trim, overdrive, sunroof, radio, twin spots, etc.

£645 Lotus Seven, 1968. Yellow. In excellent order throughout. Fitted 1300 Ford engine.

£645 M.G.A. F.H.C., Mk. II, Nov., 1961. Old English white with red interior, 1 owner, 19,000 miles, w/w, spots, etc.

£565 Honda 5800 F.H.C. 1967. "F" reg. White, black trim, fitted sun roof and radio.

£495 Triumph Vitesse Convertible, 1966. White with black interior.

£485 Ford Cortina GT, 4-door, 1965. White, with black trim.

£295 G.S.M. Delta, 1964, fitted Ford engine, in white with black trim.

### WIN-A-EUROPA

With every secondhand car purchased with a value of £450 or over regardless of make you can enter our exclusive Lotus winning Europa competition.

Buy a car and enter now

The sign of constant GT and sports car quality from England's leading sports car dealers

MGA 1600 1960, 2 owners, many new parts and extras, including new hood, 5J wheels, C/R box, £260. GLA 6081. (48)

TONY COSGROVE offers 1968 MGC Roadster, overdrive, wire wheels, Motorola radio, very low mileage, in superb condition throughout. HP/Road car exchange £925. Vigilant (442) 4456.

MGB, 1963. Rebuilt with 1966 shell, modified engine, Gold Seal g/box and o/drive, only 5,000 miles. F/glass front with E Type wings. New hood, resprayed spitano yellow. Many good extras. £550 o.n.o. Tel: Slinfold 242 (Sussex). (48)

MGB GT, 1967. Immaculate grampian grey, o/drive, w/wheels, new Xas, many extras. £875. Tel: Theydon Bois 2107/3617 (Essex). (48)

1967 MGB GT. Mineral blue, black trim, wire wheels, overdrive, Webasto roof, oil cooler, stereo tape recorder, as new. £850. Part exchange and H.P. Tel: York 26510. (49)

MGA 1600 FHC 1960. Taxed, M.O.T., radio v.g.o. £230 o.n.o. Tunbridge Wells 32619 day. (48)

MGB, 1964. Wire wheels, Motolita. New hood and tonneau, pb radio, heater, etc. Come for a look and make an offer. Tel: 01-449 0638 (Barnet). (49)

1965 MGB. Overdrive, radio, restalls. Excellent condition. £550. HP available.—Hindle. Tel: Bournemouth 24022 (business). (48)

MG TD 1950. Everything in good condition. Taxed, tested, reliable. £250. Tel: Woburn Sands 2371 (Bucks). (48)

### MINI-COOPER

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

970 cc COOPER 'S' in superb original condition, seldom used (35,000), MoT Oct. '70. Taxed February. First with £365. Tel: Maidstone 53911. (48)

TONY YOUTLENS Group Five Austin-Cooper S. Full race Janspeed 1293 engine, CR box. Now rebuilt in detuned road trim. Bargain £495 o.n.o. Ring Potters Bar 57195. (48)

COOPER S, immaculate, G reg., 1969. Tuned engine, W wheels, T tanks, CR gears, bucket seats, 45 Weber, L rim. 9,000 miles, many extras, £550. Ingrebourne 41398. (48)

COOPER Plus Performance, Mini Insurance. 1966 Mini Super, immaculate inside and out, prepared to Mini Seven Formula by Janspeed including close ratio gears, Microcell seat, etc. £375. For full details Tel: Waltham Cross 37022 evenings, weekends. (48)

FULL RACE 1000 cc Cooper. Lightened shell Perspex. Rollbar, harness, etc. 6in. Mags with new C.R.70s. Balanced motor, 649 cam. 45DCOE 'S' brakes. Resprayed. Immaculate. Must sell. Nearest £300 accepted. No time-wasters please. Iver Heath 4113 (Bucks). (48)

FULL RACE 1293 cc Cooper S. Partly built. All parts to finish. £450 o.n.o. Tel: Cuffley 3885 (Herts). (49)

BT23 Chassis No. 1. Ex-J. Brabham. Complete FT200. Fire extinguisher less bottle. All installation. Accessories for FVA or T/C. FVA or T/C exhaust system. Recently rebuilt with all necessary new parts. Monza red. £1450 ono. HD4 HEWLAND 40 racing miles. £200 ono. NEW 5-SPEED conversion for HD4. £40. COMPLETE MARK 13 Steel Cosworth, 400 racing miles. £525. VARIOUS LOTUS 15in 6 stud 6in and 7in. Phase 3 T/C head, complete. £135 ono. VARIOUS BRABHAM 7in rims.

Contact: T. D. REID,  
Tel: Tandragee 224.

FOR SALE. Tony Pearce's Racing Mini, 1967 shell. Complete with sub-frames, brakes, competition hydro-elastic suspension. Minus engine and gearbox. Excellent Autocross, Rallycross or Circuit car, £200. Also YAP 92. Mini-Cooper 'S' 1275. Now detuned for road use. Comp. brakes, suspension, etc. Twin 1 1/2 SU 630 Cam full race head. Excellent road or rally car. £350. Or sell both for £500. Tel: Ferndown 3819. Pearce, Glenwood Lane, West Moors, BH22 OEL. (48)

MK 2 MORRIS COOPER registered Dec. 1968. El Paso beige/white, 6,000 miles. £605. North Road Garage St. Helens. Phone St. Helens 25015. (49)

OCTOBER 1966 Cooper 998 cc. All extras plus. Quick sale, £320.—Tel: Bognor 4800 anytime. (48)

1965 MORRIS COOPER S 1275. Finished original silver with black reclining seats. Full width instrumented dash, radio, etc. Engine has special head which in no way impairs reliability. Two owners, 32,000 miles only. Immaculate specimen. £495. Tel: 01-852 8581. (48)

### COOPER 1275 'S', 1969 H REG.

1,180 miles only, less engine unit, front seats and brake servo.  
 £295 with log book.  
 Tel: 01-445 7540/01-444 0716. (48)

COOPER S 1293 cc Group III conv. Lightweight, streamlined, lowered. Fibreglass doors, boot and complete front. 4 1/2in wheels. Dunlop R7s. Latest block, crank, 639 cam. Janspeed head, trim slip comp brakes, tapered roller bearings. 45 DCOE webber. Roll-over bar, capable 120 mph. £445 ono. Tel: 01-995 2936 evenings. (48)

### MORGAN

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

BASIL ROY LTD, main London distributors—Official spare parts stockists. Service and repair. Sales enquiries for overseas visitors or purchasers invited. 181 Gt Portland Street, W1. Tel: 01-LANgham 7733. (TC)

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

MGY 701 MORCAN/DAIMLER V8. Fibreglass wings, alloy body, painted metallic gold bronze. Full trim, bucket seats and weather equipment. Mod. springs, Koris, neg. amber, lengthened wheel studs, various wheels. SS 1/4 mile 15.0 secs. 30 plus mpg touring. Full details and history Tel: Truro 2929. (48)

### MOTOR CARAVANS

WILSONS MOTOR CARAVAN CENTRE offer the best selection of new and used. All types available. Acre Lane, London S.W.2. Tel: 01-274 4011. Otley Road, Bradford 3, 0274 630180. (TCAW)

### PIPER

PIPER GT (H Registration). British racing green, 8in wheels, tuned BMC engine. Fully taxed and negligible mileage. 1985 ono. For this rare car Tel: 01-584 1244 after 7 p.m. (48)

### PORSCHE

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

PORSCHE CARS GREAT BRITAIN LTD invite prospective purchasers to test drive the latest 915, 911 and 912 models. Illustrated literature on request. Falcon Works, London Road, Isleworth, Middx. Tel: ISLeworth 1011. (TC)

FOUR 7 in steel wheels, with Dunlop racings to fit 911. £70. FLA 5730. (48)

PORSCHE 356A, 1600, 1959. Lovely order, taxed March. MoT Sept. £475. View NW1. Tel: 9-5, 01-837 5136. Watford 36276. (49)

1959 Porsche Coupe, finished in red, beige trim, good value at £375, exchanges. Tel: Chesterfield 75518. (48)

1967, 911 S. 1 owner, 20,000 miles. Full documented history, electric roof, etc. £2,595. Consider exchange. Tel: 061-445 5142 (Manchester). (48)

£1,495. 1966 SERIES 912. One owner, only 34,000 miles, in excellent condition. Dark blue with special leather trim. Tel: 01-485 1529. (48)

### RACING CARS

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

### 1969 TECNO

AS DRIVEN BY PETER GAYDON  
 LUCAS ENGINE

10in and 12in rims fitted YB11's. F2 magnesium uprights. Twin Bendix fuel pumps. Stripped, refurbished and repainted.

Offers or Part Exchange

Vast supply of suspension parts to be sold by negotiation to purchaser

Spare Lucas Engine ..... £450  
 8in and 10in Rims, fitted YB11's ..... £195  
 4-wheel high speed Trailer with storage containers ..... £175

Set of Knobbly Firestone wet weather tyres, unused ..... £55

Set of Gear Ratios ..... £165

Miscellaneous gearbox spares including crown wheel and pinion, shafts and bearings, etc. Various other useful spares for F3 Team.

Cosworth SCB 1600 cc engine less carbs. Virtually unused ..... £750

Contact: GRAHAM OWEN,

13 Hillside Way, Weston Favell, Northampton.  
 Tel: Northampton 44522 (home),  
 Chapel Brampton 3019 (day).

GRAND PRIX LOTUS 1961 F1 team car 1 1/2 litre twin cam climax/5 speed ZF box, used only once since rebuild. Ideal circuits sprints, etc., genuine reason for sale. £465 ono. Tel: 021-454 7672, day. (48)

GROUP 5/2 970 Cooper S. Built August 1969. One race only, intended for European Championship but change of plans forces sale. Offered at a fraction of cost. £595 ovno. Possible part-exchange. Tel: Harlow 24442. (49)

01-373 8480

Ask our PARTS GUY—he WORKS for YOU!

STOCKISTS NEW FORD AND SINGLE SEATER PARTS

ARMSTRONG HEWLAND  
 BORG & BECK LAZENBY  
 DUNLOP SPAX  
 FORDWALL ROSE  
 GIRLING VARLEY

New 1970 F3/FF catalogue 8s 6d.  
 WORLD ENQUIRIES WELCOME.  
 LONDON MOTOR RACE PARTS,  
 61c, Nevern Square, S.W.5.

# BOB HOWLINGS RACING CARS

## LOTUS 7 SPECIALIST

**LOTUS 7 IRS.** Very famous car, ex-Natalie Goodwin, mags, new diff, etc. Complete rolling chassis ..... **£395**

**LOTUS 7 IRS.** Ex-Richardson car, mags. Many new parts. Complete rolling chassis ..... **£395**

**LOTUS 7 IRS.** Ex-David Wragg 1969 car, mags, etc. Immaculate condition.

**LOTUS 7 Cosworth.** Built 1968. My own car. Mint condition ..... **£650**

**LOTUS SUPER 7 S2.** 1965. Full road trim. 1500 Ford. Well above average ..... **£495**

**LOTUS SUPER 7 S2.** 1962. Wide wheels, G800's. New weather equipment. Taxed, MoT ..... **£395**

## LOTUS 23

Ex-Ken Crook car. Cosworth Mk II steel. Hewland 5-speed, dry sump, alloy calipers, etc. .... **£895**

## "E" TYPE DHC

Without exception this car is probably one of the best early convertibles left. If you are fed up with hearing about superb, immaculate, mint, etc, then come and see this one. You won't be disappointed. Carmen red, Bluespot radio, taxed, MoT. Absolutely magnificent condition ..... **£725**

Choice of 4 TRAILERS from ... **£35**

## SPARES

**F/Ford 1600 Engine.** Carb, manifold, distributor, dry sump, pump, tank **£95**  
Selection of racing tyres, mag wheels, Varley batteries, Lotus 7 springs and shockers, etc.

**JAGUAR, 1963, 3.8 auto.**

**JAGUAR, 1959, 3.4.** Wire wheels.

**HUMBER HAWK, 1961.** Good tow car.

**ANGLIA, 1963.** Taxed, MoT.

**ANGLIA, 1962.** Taxed, MoT.

Racing cars or spares taken in exchange for any or all the above vehicles.

**14 ARCH TRAFFORD STREET,  
MANCHESTER 1**

**061-834 8033 DAY**

**061-437 2817 NIGHT**

**COOPER 'S'.** Full race specification. G/F panels, etc. 1007 bhp 1071 cc. Nominal use, never damaged. Immaculate. £315. Trailer £30. Tel: Sittingbourne 3758. (48)  
**GERRY TAYLOR** says owing to the back-word on the sale of my Anglia, it is still for sale at £700 ono. Engine by WRA. 1740 cc. Down-draught, now having full check at Works. Body is immaculate, suspension is fully adjustable and fully lowered. Only those really interested need apply. Tel: Lichfield 3212. (48)  
**FULL RACE 1760 cc.** Down-draught engine by George 'WRA.' Whitehead, ultra-close Lotus box, lowered and adjustable coil spring suspension. Many platings this season. Almost won "Ford Sport" day Mallory. That's my Anglia! £700 ono. Engine having Works overhaul now. Tel: Lichfield 3212. (48)  
**FORMULA 2 COOPER CLIMAX, 1957.** Works team car. Famous and successful car in far East. Completely rebuilt and restored to original. C/W trailer, spare cogs. Owner going abroad. Beautiful car, still competitive on hills and eventually historic. £1,400 ono. Tel: Blaber, Cooden (Sussex) 3780. evenings. (49)  
**GROUP 2 MUSTANG.** G.T.40 motor and brakes, etc. prepared for next year's internationals. £1,600. John Nicholson, Tisted (Hants). Tel: 242 anytime. (50)  
**HIGHLY SUCCESSFUL Autocross Mini.** Not usual grotty shell but absolutely immaculate 1293 Riley Elf. Built last season, 99% new parts. Full race motor. 649. Ultra-light steel flywheel. 45D COE. Works exhaust. CR/SC gearbox. New Powerlok diff. 5 in mags. Absolutely faultless. Engine stripped for inspection. £565 or £600 to include trailer. Symonspeed, Torquay. Tel: day 25647. Evenings 26596. (48)

## WORCESTERSHIRE RACING ASSOCIATION OFFER FOR SALE

Chevron GT '86. Fitted latest big valve BMW engine, long range tanks. Highly successful Group 4 car. £2,000 ono.

Ginetta G16. Four events only since new. Ideal for 1970 Group 6 Racing, Formule Libre or Hill Climbing. Would take V8 engine for Hill Climbing! Price, less engine and gearbox £1,000. A saving of over £600 off the price of a new G16. Will consider part exchange.

BMW Alpina engine, 1991 cc. Dry sump. Never raced since complete overhaul. £550 ono.

Hewland FT 200 gearbox. Complete £450 ono.

Tel: David Mead, Dudley 53042; Michael Jefferson, Solihull 2493 or John Bamford, Chaddesley Corbett 208 evenings. (48)

**LAWRENCE TUNE** offer their Mk 4 Titan F/F, complete and ready to race, for £900. Also Thames Trader transporter for £200. Tel: 01-748 0232, Jan Churchill. (48)

**PEARLESS SAH** tuned; sun roof; overdrive; w/w; red; slight damage; £130 repaired, £250 ono. 01-262 0263 any time. (48)

**CHAPMAN** Buick 5-litre V8 Special; standing quarter around 13 secs; 'E' Jag all-synchro; De Dion; Koni 22s; Borrani; new Cinis; Elan screen, hood; Kenlow. £250 spent on road conversion. £375 ono. 01-262 0263 any time. (48)

**LOTUS 7 CLUBMANS**, ex-Robert Glass/Peter Wardle. Fully sorted. Adjustable suspension (twin trailing arm rear, Panhard rod), 5.1:1 diff (BMC), complete less engine and gearbox. Includes trailer. Tel: for details OPE 366559 weekends, OCA 363157 business. Robert Glass. (48)

**ALEXANDER 1275S** Group 5, 8 Port headed Mini for sale. Rebuilt ready to race. £600 ono. Contact Hillier, Tel: Haddenham 520 (Bucks). (48)

**ELVA BMW GT**, 2-litre and must be the best in England with full race Nerus engine as new, Hewland box, Goodyear tyres. This car is just back from works and is in perfect condition. Full details Tel: 01-205 9782 night, 01-953 6411 day. £1,000. No offers at all. (48)

## BILL HUNT OFFERS

Ex East Anglian Racing Cars twin cam Anglia. Fitted 1600 cc twin cam, fitted almost new Goodyears on 7J rims. Immaculate, locked diff, fully sorted, £500 ono. "The Cottage," Gt. Braxted Hall, Great Braxted, Witham, Essex. Tel: Wickham Bishops 569 (evenings). (48)

## MIKE KEARON RACING



### OFFER FOR SALE

his immaculate ex-"Bob Brown" trans-American

### CHEVROLET CAMARO

Full GP II car to 1970 spec. Complete with host of spares. Engine just had complete overhaul. Ready to race and win. This car won its class at the Sebring 12-hour race in Florida driven by Bob Brown. Serious offers to:

**MIKE KEARON**  
Tel: 051-428 1213.

**TURNER** 1122 cc short stroke 'S' engine with brand new Alan Wood head giving over 105 bhp. New CR box, racing clutch, L.S.D. 7½ in F3 Brabham wheels with latest low profile Firestones. This highly competitive 'Mod' sports car is offered complete with trailer and spares at £675. Tel: 01-656 0878. (48)

**F5000 LOTUS** Holman/Moody full house engine. Very fast, light and reliable. Colossal fan. Hawtin. Tel: Bursford 3173. (48)

## JEREMY RICHARDSON

Ginetta G16a Climax  
now fully sorted. A competitive 2-litre group 6 car. Mk III, 2-litre Climax reliable 195 bhp FT 200 gearbox. Host of spares including 8 spare wheels and tyres hardly used, value £600. Also 4-wheel trailer.  
Offers around £2,250.  
Hungry Hall, Witham, Essex.  
Tel: Silver End 3305. (51)

**FULL RACE COSWORTH** twin cam Anglia. Immaculate condition, 1594 cc, 158 bhp, dry sump. Recent overhaul, new crank, suspension fully sorted by Luton Motor Company. 7½Js. Low profile. Dunlops. Ready to race. £650 ono with trailer. Full details from Andrew Le-Prevost. Tel: Axbridge 419 (Somerset) (48)  
**PETER WALDAR'S LOTUS SEVEN**, 1498 cc Holbay. Immaculate. Third big engine car Lotus Seven Championship. £530. Trailer £45. Tel: 01-353 9781 day. Evening 01-455 4215. (48)  
**MK 9 U2 MALLOCK F-FORD-CLUBMAN** 1600 cross-flow, special gearbox, chrome suspension. Trailer. Offers? Tel: Rownhams 3429 (Hants). (52)

## TEAM IRELAND OFFER

Due to purchase of 2 new cars, the ex-team Lotus 48 Formula 11s, in first-class condition, complete with FT 200s, at the unbelievable price of £1,595 each less engines only. Vast stock of spares.  
1968 Lucas all steel 1100 cc twin downdraught. £350.  
Gerry Kinnane,  
372 Falls Road, Belfast 12.  
Tel: Belfast 23946. Home 24934. (49)

**ALAN HARVEY** is selling his Sprite. Downton prepared short stroke engine. One of the quickest 1150s in the country. Complete with wet and dry tyres on Minilite wheels. £750 ono. Tel: Whitchurch 2905 (Bristol). (48)  
**LOTUS CLUBMANS** 1000 cc. Successfully raced 1968/69. Now has discs on front and generally overhauled. Cosworth Ford. £345. Johnston. Tel: 01-734 5130 evenings. (48)

**TERRIER MK II.** Very quick. 1172 Formula Ford engine. Tel: Seaford 5257 (Sussex), mornings only. (49)

**TERRIER CLUBMANS** complete, less engine, gearbox. Aluminium calipers, Rosa joints, new dampers, 184M tyres. £165. No offers. Tel: Basildon 24226. (48)

**COOPER JUNIOR TYPE 56**, full Downton engine, 5-speed gearbox, many awards, excellent condition. With trailer. £395 ono or exchange. Tel: Frome 2874. (48)

## CROSSE-B.M.W. AND RACING ANGLIA

The ex-Tony Dean sports racing car. One of the fastest GTs on the circuits and an outstanding private entry in the European Mountain Championship. 185 bhp B.M.W. engine. Hewland gearbox. Dunlop 184s on 8 in and 10 in rims. Offers around £1,100, 1000 cc Anglia. Nerus engine. Prepared to exceptional detail and in the best possible condition. £390 o.n.o. Trailer available. Part-exchange on either car.

Rob York, 'Linden,' Folders Lane, Burgess Hill, Sussex.  
Tel: Burgess Hill 2855. (48)

**WANTED:** Tony Cosgrove requires all racing and sports cars for cash. Tel: VIGilant 4456. (TC)  
**TURNER FORD 1650.** Full race spec. Special lightened chassis/body, 7 and 8 inch rims with R7s, Lotus gearbox, 1s diff, steel rods, special crank, etc., full race engine. Race or autocross. £375. MacLay, 01-937 0364 or 01-262 5077 ext. 51 day. (48)  
**AUTOCROSS/Rally/Hiliclimb** saloon wanted. Anything considered. Please ring Reigate 43786. (48)

## BRABHAM BT21B

Lap record holder at Crystal Palace.

Ex-Allan Rollinson.

Set YB11, 10in, 12in rims.

Set Dunlop wet tyres.

Rolling chassis. £1,200 ono, or with 692 Holbay.

Tel: Fleetwood 4642. (48)

**LOLA FF.** New rolling chassis this season. Just had engine rebuild, dry sump. Competitive, with spares and good trailer. £695. Tel: Rustington 4500. (49)  
**UNIPOWER** competition rolling chassis. All new brakes, Rose jointed suspension, hub carriers, discs etc. Must sell offers? Tel: Gerrards Cross 82521. (48)

## BRABHAM BT21 A

Epstein Enterprises Ltd., offer a Brabham which has just been completely overhauled and is fitted with an ALAN SMITH rebuilt Cosworth Mk 13, twin-cam with steel crank and a GANLEY & RILEY rebuilt Hewland Mk 5 gearbox incorporating limited slip diff and new competition doughnuts.

The overhaul has just been completed and the test sheet and all bills are available. OFFERS invited. Please telephone:

**EPSTEIN at  
DORKING 6517.**

F3 Tecno Ex Works '68 Broadspeed D/D with spares, Van and Trailer, £1,550. Tel: Gerrards Cross 82521. (48)  
**EX** Langrop, Willie Green 1293 Mini, ultra light shell, Alan Smith engine, straight cut box, Minilites with dry Dunlops. Wet tyres, one of the quickest carbred Minis. At moment stripped for winter rebuild £525 ono. Tel: Afordby 304, HP arranged, P/X taken. (48)  
**LOTUS SEVEN**, successful reliable sprint/hillclimb car, placed 7 times in 9 events this season. Supercharged BMC unit, c/r gears, good Dunlops.—£350 ono. Full details Tel: Ian Smillie 041-956 2467. (48)

**COMPLETE 69 F3 OUTFIT**

Chevron B15/R69 Holbay

Mk 8 Hewland, YB 11s on 10 and 12s. Delivered in July this car is literally as new and has never been shunted. £2,125.

68 Holbay. £475

Both engines unbed since works rebuild.

Cosworth short block, less crankshaft, £200.

970 Dunlops mounted Chevron 8 and 10. £160.

Numerous spares: YB11s over and under exhaust systems, 3 watch lap timing board, Varleys, etc.

Bedford Diesel 2-car transporter

Good condition throughout, sleeping accommodation for 3. Fridge, cooker, hot and cold water. Blaupunkt-radio, electric lighting, etc. £525.

All items ono.

RICHARD SCOTT

Tel: Burnham 4646 day. (48)

IAN SKAILES

offers for sale his

IMMACULATE CHEVRON BMW

delivered April 1969. The engine and gearbox have just been fully rebuilt and spares include 5 wheels with wet weather tyres.

£2,500 ono.

Tel: Hales 205 (Shropshire) or 01-589 2986 (48)

HAVING a clear out. Prod Sports Elan 1968. Race spec engine requires attention. "Viro" F/Ford. Sigma engine, Hewland g/box. Ready to race. Spare Racing Twin Cam Engine. G/box and L/S diff. New 1600 crossflow engine. New Hewland F/F box and adaptor. New set .030 pistons. 4 Armstrong units. Various other Elan and F/Ford spares. Also my 1962 Facel Vega Mk II. Spec/equip, 38,000 miles. Torquoise, chrome rims. Still blow most off road. Roy Adlam, Tel: Basinstoke 22268. Evenings 5777. (48)  
**DINO-FOUR**. Noel Stanbury's ultra lightweight 1000 cc Clubman's car. Five bearing, all steel Ford motor. Latest Dunlop rubber. Twelve wins and five seconds. £650 o.n.o. H.P. available (or sell less engine) 01-405 1721 (office) 01-550 9158 (home). (48)

**GRAHAM BIRRELL**

offers

**EX WORKS SUNBEAM IMP.** The sole remaining works car—1,000 cc Weber engine, 100 plus bhp engine, ultra-close g/box. Group 6 lightweight bodyshell, glassfibre panels, perspex windows and heated windscreens. A fantastic go-er either for road or rallying. Offered after complete Factory re-build (genuine) in about 2 weeks at £950. HP arranged.

**CROSSL 16F Formula Ford**—sister car to Gerry Birrell's European Championship car—lap record holder Ingliston and 2nd Scottish FF Championship. Racing Services (legal) engine, Mk 6 gearbox with spare ratios—fully adjustable rose jointed suspension with Armstrongs and new Avon cross-ply tyres. Complete with trailer in immaculate red. £1,250.

**SINGER CHAMOIS-CLIMAX** 1,200 cc. Very competitive ex Gerry Birrell car.—Shannon tuned 100 bhp Climax and 5-speed Knight box. Fully rose jointed adjustable suspension. Big discs on front, Alfins at rear. Very light bodyshell with special lightweight cellular rigidity panels. Offered complete with 2 sets of wheels and Parker 4-wheel trailer in Chrysler blue at £850.

392 St. Vincent Street,  
Glasgow C3

Phone 041 CIT 4534 (day)  
041-339 4559 (evening).

**LOTUS 22/31**, modified chassis, completely rebuilt at beginning of season. New box, Cosworth power unit. Absolutely perfect, two sprints only this season, hence two awards. Business force sale. Very reliable and immaculate. Tel: 0429 66454. (48)  
**ALL LOTUS** high performance racing cars. Lotus Components Ltd., Norwich, Norfolk, NOR 92W. Tel: Wymonham 3411. (48)  
**F5000 COOPER TR86B**. Absolutely new less engine and box. Ultra light weight monocoque 12 and 15 rims. £1,400 ono. Tel: Gerrards Cross 86230. (48)  
**LOTUS 20/22** rolling chassis complete with G/box. Ideal F/Ford, Mono, etc. P/E considered. W.H.Y. ? Offers and details Tel: 01-274 8655. (48)  
**ATTRACTIVE** Brabham BT6/9, Ford 1500 cc, Dry sump engine, twin Webers, £750 ono. Details: Aspinwall, Shefford 516 (evening), Silsoe 421 (day). (48)

**ABARTH 1600 07. LHD. 1967.** Abarth 1591 cc twin cam with 6-speed Colotti-Francis box. Spare wheels tyres, box, etc. £1,100. I will exchange and pay cash for more expensive car. Tel: Chris St Quintin 01-788 8052 at home. (48)

**KINCRIFT** trials car chassis complete with side panels. Absolutely new. Offers to 021-308 2737. (48)

**EX-COOMBS** lightweight racing 3.8 Mk II fuel injection, D cams etc. All modifications. Further details Abbott 01-435 8412 working hours, Theydon Bois 3109 evenings. £565 ono. (48)

**GRACE SPRITE**, fitted with 1293 cc engine, C/R gearbox, L.S.D., Minilite 7 1/2 in wheels. Eligible for 1970 Regs. Can be seen at Brands on Nov 30th. Mike Bundy, Martin Road, Broadchalke (Tel: 394), Near Salisbury, Wilts. (49)

**MAGNIFICENT LOTUS 23B GT**, BT21 suspension 2 sets 10 inch, 12 inch, with brand new YB11. New Hewland, less engine. £675 no offers. Dronfield 3157. (48)

**HAWKSPEED OFFER** their full race MGB fitted 8 1/2 x 13 inch rims. This car is a winner in the right hands 97 bhp at wheels, finished to your colour with trailer. £550 o.n.o. Tel: Vange 3039 days, Southend o/s 47509 evenings. Dave. (48)

**RUSSELL ALEXIS** for Formula Ford. Complete, sorted and ready to race with Sigma engine and Hewland box. £750 or would consider road car in exchange. Tel: 01-660 8561. (49)

**GRP FORD** single seater, full race 105E. Fully rose jointed, adjustable suspension. Class winner last time out at Doune. £425 complete with trailer. Napier, Greenock 20311. (48)

**FULL GROUP FIVE 1300 cc ANGLIA**. Completely rebuilt 135 bhp engine, full suspension treatment, radius rods, Watts linkage, adjustable shocks and special struts etc. Ideal for club car, only one race since new it has been used as a show car for the Ford Motor Co. £995. Contact: Mr Keith Greene, Broadspeed Ltd., 101 Stratford Road, Birmingham, 11, Tel: 021-772 0639/6234. (48)

**FORMULE LIBRE/MONOPOSTO/FORD**, immaculate Kincraft modified Lotus 22/51. Complete rolling chassis to Mono or FF specification, adjustable dampers, alloy or steel calipers, 7 and 9 magnesium or 5 1/2 steel wheels, long range tanks, safety harness, full cover, spare bodywork, dampers, springs, etc. Suspension can be simply modified to 61 specification for £29. Trailer available. Aston Clinton 642 (near Aylesbury). (48)

**U2 Mk 6B Clubmans 1500 cc full race Ford**. 6in and 8in mag wheels 184 Dunlops. Lotus CR box, etc. Very competitive. £375. Full details Tel: Castlereagh 422 N1. (48)

**F3 BRABHAM BT 21B**. Spare set of wet wheels and tyres, now on YB 11s. Also spare set of dry tyres. Gears, cover, trailer, etc. The lot £1,750 ono. Road car taken in part exchange. Tel: Chesterfield 75518. (48)

**999 RACING MINI**, trailer etc. Engine just rebuilt, recent set of tyres. The lot £350 ono. Road car taken in part exchange. Tel: Chesterfield 75518. (48)

**UNIQUE FORMULA FORD** for £400. Famous Project X. It is always interesting to be different. Tel: Dartford 20208. (48)

**G.W. MOTORS**. 999 cc Cooper S. Recent engine and g/box rebuilt, fitted 5/C c/r gears L.S.D. 4.6 final drive. £425 ono. Road car considered in p/ex. For full details contact Mick Whitehead, G. W. Motors, Cotton Lane, Derby. Tel: Derby 45830. (48)

**COMPETITORS**

NEXT SEASON YOU WILL BE ABLE TO COMPETE IN 1/4 MILE DRAG RACES AGAINST EACH OTHER AND AGAINST CLOCKS ACCURATE TO .001 SEC.

**THE NATIONAL DRAG RACING CLUB**

PROMISES YOU GOOD ORGANISATION, KEEN COMPETITION AND PRIZE MONEY.

FULL RAC APPROVAL.

WRITE FOR MEMBERSHIP DETAILS NOW TO:

THE MEMBERSHIP SECRETARY,  
2 FIELDINGS PLACE, GRAVELEY, HUNTS. (48)

**EXPORTING ?**

If not why not contact

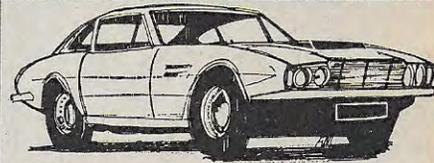
Bob Elice

For representation in the USA, agencies arranged, contacts made. Specialist in FF cars and engines, but any commodity catered for.

30 Cooks Spinney,  
Harlow, Essex.

Tel: Harlow 24087, 24442. (48)

**HUGE SELECTION**



**SPORTS CARS**

**1967 TR4A. I.R.S.** You will pinch yourselves when you see this car. It's like a dream come true. Glistening white cellulose with black detachable hardtop and trim. Sparkling wire wheels, chrome tonneau cover, wing mirror, map lights, reversing lights. Just a few points that I feel sure will sell this car to you. The price isn't bad either. Top Stanborough quality and value. £849

**1965 Triumph Spitfire Mk II.** Gather round you lady chasers, this is the one you will catch them with. Finished in spotless pale blue with matching trim and black trim. Glistening wire wheels, chrome luggage rack, wing mirrors, wood racing wheel and burglar alarm, plus Motorola radio. If that lot does not charm them in give up. Our price. £399

**1968 'G' reg. Morris Cooper 1275 'S' Mk II.** Here's good news for you long suffering, patient, potential customers. We have now got the very vehicle you have been waiting for. Sorry for the delay. These cars are like moon dust. This is a one owner and has covered only 18,000 miles. Very interesting features are the Webasto roof and push-button Motorola radio. Finished in green, with white top. Supreme Stanborough quality. £699

**1968 MGB GT.** Once seen never to be parted from. Virtually as new. This glamorous vehicle is finished in Mineral blue, with black trim. One meticulous owner who thoughtfully ordered the car with wire wheels and overdrive. Don't ponder. Come quickly to save any heartbreak. £899

**1968 MGC GT.** Finished in Mineral blue cellulose and black trim. This one owner car has only covered 13,000 recorded miles. Wire wheels, radio. A sensational offer for only £999

**1963 Triumph Spitfire.** Finished in beautiful Royal blue coachwork. The previous owner went to great expense by fitting Mk III seats and carpets, which help to make this a most attractive car. Radio, heater, screen washers, many other extras. All for only £349

**1968 MGB Sports.** Finished in gleaming tartan red cellulose, black trim. This sensational car has only covered 14,000 recorded miles. The extras include overdrive, wire wheels, radio and many other little goodies. A real gem offered at £869

**1964 model E-type Jaguar FHC.** Come to find fault and you will be most disappointed. This must surely be the most fastidiously cared for car in existence. Finished in almost unmarked Warwick grey, with red trim. Dazzling chrome, wire wheels, really set this vehicle way above the rest. £799

**1963 Austin Healey Sprite.** We welcome back an old friend for we have known this car for about three years. Supplied by us to the previous two owners. Fitted with Gold Seal engine. Included in the extras, burglar-proof ignition. Finished in pale blue cellulose with slightly darker blue trim. Really is a stunning little vehicle. Don't delay. To save disappointment pay us a visit today. £299

**1965 MG Midget.** This one sure is original. Finished in beautiful red cellulose with white Bermuda hardtop. Must be seen to be appreciated. Wire wheels are also supplied to make this splendid vehicle complete. Offered with the Stanborough 3-month guarantee. This is one car you must not miss—truly fabulous. £459

**1968 Bond Equipe 2-litre.** Want to be different? Well, now's your chance. Truly superb lines, bags of performance. Seats four comfortably, finished in white with black trim, G800 tyres fitted on wire wheels. I expect you now if not sooner. Tremendous value at £759

ONLY A SAMPLE OF OUR STOCK  
OVER 200 SPORTS CARS, SALOON CARS  
AND ESTATES TO CHOOSE FROM

**STANBOROUGH MOTORS**

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

Open 6 days,  
9.30 am to 8 pm,  
Sundays 11 am to 5 pm.

**THIS CAR APPEARED FOR THE FIRST TIME ON AUGUST 2nd, 1969.  
IT HAS RACED EVERY WEEK SINCE AND ACHIEVED THE FOLLOWING RESULTS :**

**AUGUST 2nd, 1969**  
CRYSTAL PALACE  
1st overall  
LAP RECORD 55.4 secs  
(old 57.6)  
**AUGUST 10th, 1969**  
MALLORY PARK  
1st overall  
LAP RECORD 50.6  
(old 51.0)  
**AUGUST 17th, 1969**  
NOGARO (FRANCE)  
1st in class (3rd overall)  
LAP RECORD 58.2  
(old 62.2)  
**AUGUST 24th, 1969**  
BRANDS HATCH  
1st overall  
LAP RECORD 51.2  
(old 52.0)



**SEPT. 1st, 1969**  
BRANDS HATCH  
2nd overall  
LAP RECORD 1.37.0  
(old 1.41.5)  
**NÜRBURGRING 500 KMS**  
7th overall  
2nd in class  
**SEPT. 13th, 1969**  
CRYSTAL PALACE  
1st overall  
(See front cover Autosport  
SEPT. 18th issue).  
**SEPT. 29th, 1969**  
BRANDS HATCH  
1st overall

**THE ASTRA RNR 1 Powered by the 1600 cc FVA Cosworth-Ford  
ORDER YOUR 1970 ASTRA NOW FOR EARLIEST DELIVERY**

From October all cars will be fitted with new 1800 cc FVC Cosworth-Ford as standard. Coventry-Climax, BMW or Ford Twin-Cam can be fitted.

**ROGER NATHAN RACING LTD., 1A Ascot Court, Clapham Park Road, London SW4 Tel: 01-622 5895**

**TECNO FORMULA 3**

Immaculate car brought up to full 1969 specification, fully sorted but never been raced. £1600 for definite sale with spares and 30 sets ratios, will consider splitting, reluctantly offered by

**KEITH NORMAN Tel: WINDSOR 65047. (49)**

**FF DULON LD4B** rebuilt by works, new bodywork, now immaculate, rolling chassis, £495. Another at £415. Choice of engines and gearboxes available. Also the works car as driven by Ian Taylor took 14 wins £1125. Tel: Didcot 4564. (48)  
**MALCOLM FLANDERS** offers for sale his fully competitive Lotus 7 less engine, Brands 57 secs. Castle Coombe 73 secs. £350. Tel: 01-850 1903 evenings. (48)  
**MICHEL MARTIN** invites offers for his almost new 1969 Ecurie FORD FRANCE BP entered GT 40. Fitted 5 litres Westlake engine and factory built ZF gearbox, whole car is immaculate and prepared regardless of cost, numerous spares. Write G.A.O. 108bis, rue Leon Désoyer, SAINT-GERMAIN-en-LAYE (78) FRANCE or telephone 963-37-69. (49)

**A40 GROUP 5  
INTERNATIONAL**

racing Saloon with B.M.C. "F3" works engine 999cc. Short stroke big bore. DCOE 45 Weber, "S" head, new Alexander alloy 18 port cross-flow head with 2 DCOE 38 webers unused (would sell separate £100). Porsche diaphragm clutch MK3 C/R S/C gearbox synchromeshed. 120 ton dragster half shafts, new 525 m 186 Dunlops on 6J Dunlop wheels, set of spares, set of diffs, discs with servo. Adjustable shockers, anti-roll bar, body hand built all alloy F/G front wings, Perspex all round, raked bonnet and screen, Corbeau racing seat and full harness, roll over cage, full instruments, special radiator and heater tank, host of spares, oil cooler. Engine now running at 9000 r.p.m. peppy at 9,500. Last time out at Silverstone G.P. circuit 2:004 mins official with third gear only and slipping clutch—now renewed. This car is ideal for climb and beginner racing. Very safe, she goes and stays just where you put her. Will be repainted for new owner. This car has cost over £4,000 to develop, now perfect. Best offer over £600 with all spares.

T. F. Sheppy, Bank Farm, Half Key, Malvern, Worcs. Tel: Leigh Sinton 271. (48)

**JIM RUSSELL  
OFFERS**

Emerson Fittipaldi's F.3. championship winning Lotus 59 complete ready to race.

Jim Russell Racing Drivers School  
Snetterton Circuit, Norwich NOR 10X  
Tel: Quidenham 451 (48)

**BRABHAM-BUICK BT14/21** 3528 cc alloy V-8 with Iskenderian camshaft, 2 twin-choke Rochester's, Balanced etc. HD5 gearbox—many spare ratios, good 970s. 6th 1969 Hill Climb Championship. Will consider splitting. Tel: Jim Johnstone, Collingham Bridge 2730. (49)  
**BRABHAM BT21A** Vegantune T/C 1594 cc. Chris Court's immaculate and highly successful car is offered for sale, 170 bhp engine, modified Mk 5 Hewland, Don Parker Trailer, spare gears, C. B. Court, 14 Westridge, Sedgley, Staffs. Tel: Sedgley 2967. (49)  
**FORMULA FORD LOTUS 18** chassis. New 1600 Crossflow engine, good tyres, Renault gearbox. Immaculate, can be viewed Old Farm Service Station, Sephton Road, Liverpool. Tel: 051-928 6722. (48)  
**LANDAR R6** as raced by Clive Radnall, 2nd in Motor- ing News Championship 1150, 2 sets of wheels and tyres and spare set of body panels, genuine and reliable 100 bhp. Immaculate and ready to race. £950.—Landar Components Ltd., 4/14 Dartmouth Street, Birmingham 7. Tel: 021-359 1341/2. (48)

**1966 BRABHAM BT 18 F2**

with Cosworth all-steel full race twin cam motor. Hewland Mark 5 gearbox, 8in and 10in wheels. Dunlop 184 tyres. Very fast and successful car. Immaculate condition. £1,550 ono. Road car taken in part exchange.

1965 (June) **LOTUS 22/31** 1600 Cosworth Full Race 150 BHP Engine.

Hewland Mk 5 5-speed. Bin and 10in Mag wheels. New Dunlop 184s. Never circuited or bent. Tom Elton only driver. Many 1st and FTD awards. 300 miles only since new. Immaculate. Class winner Weston, 1969. HP arranged. Gift at £1,075.

**ELTON'S MOTORS, Westbury, Wilts. Tel: 2262. (48)**

**CLUBMANS** dry sump engine and box at 30° IRS 4.4 diff. Lotus mag wheels c/w Dunlops. Set Lotus 41 wheels, c/w Firestones AR Calipers, Lotus CR box, alloy Bellhousing damage to O.S. But all parts available for rebuild. Clean car but driver trouble. £425. Tel: Marlow 3798. (48)

**RENAULT**

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)  
**GORDINI** Nov 66 Twin Choke Carbs. 5½Js G8005. Finished French racing blue, not raced or rallied and not run since £100 engine rebuild. £525 ovno. Tel: Burntwood 2662 (Staffs). (48)

**RILEY**

**RILEY PATHFINDER, 1955.** Suitable for spares, rebored. Good tyres, Servo flashers, Any offers? Tel: 0203 465409. (48)

**RELIANT**

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**ROVER**

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)

**SAAB**

**WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)  
**S.A.H. ACCESSORIES LTD.** Distributors for Bedfordshire, Leighton Buzzard, Beds. Tel: 3022. (TC)



**LOTUS DEMONSTRATIONS IN EUROPA**

**ELAN +2S MODELS**

Earliest possible delivery  
Export enquiries welcome

**BUY ANY OF THE CARS BELOW AND YOU COULD WIN A LOTUS EUROPA.**

A selection of cars from our carefully chosen used car stock:

1968 Lotus Elan +2. In carnival red. H.R.W. radio, 1 owner, low mileage. £1,745  
1968 (G Reg.) Lotus Elan +2. White, fitted heated rear window, radio, etc. One owner. £1,645  
1967 MGB Roadster, finished in carnival red, fitted wire wheels, overdrive, radio, twin speakers, electric aerial, 1 owner. £745  
1967 December (F) Lotus Elan. S/E, D.H.C., metallic bronze. Fitted radio, all usual extras, excellent condition. £1,095  
1966 Lotus Elan S2 Convertible. Finished in carnival red, radio. Outstanding condition. £875  
1966 Jaguar 'E' type. F.H.C., metallic gun metal. Chrome w/w, radio. 1 owner. £1,295  
1967 M.G.B. G.T. in Grampian grey fitted wire wheels, overdrive, radio. One owner. £875  
1967 M.G.B. Roadster in Trafalgar blue. Overdrive, wire wheels, radio, burglar alarm, Cinturato tyres. £745  
1966 M.G.B. GT. Tartan red, o/drive, chrome w/wheels, radio, immaculate. £845  
1966 M.G.B. Roadster. B.R.G., wire wheels, radio, superb condition. £645  
1963 M.G.B. Roadster. Bahama yellow, wire wheels, radio, recon. engine, immaculate condition. £450  
1968 Escort GT. Red, fitted radio, excellent condition. £645

Please contact us:  
**VICTOR RAYSBROOK MOTORS LTD**  
182 High Street, Watford  
Telephone: Watford 41281

Westleigh  
Garage Ltd

---

**Europa S2 and Elan +2S available for demonstration.**

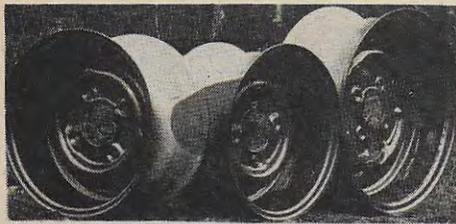
1969 'G' Europa, 4,000 miles, radio, etc. Finished in red. £1,565  
1968 'F' Elan S4. F.H.C. Supplied and maintained by us. £1,295  
1967 Lotus Cortina. Recent engine rebuild. Superb condition throughout. £815  
1967 Ford Cortina GT. Bronze. Extras. Excellent condition. £635  
1964 3.4 Jaguar. Fitted overdrive, etc. £590  
1967 'F' Volvo P1800. One owner, 13,000 miles, radio, sunroof. £1,395

---

AGENTS FOR PIPER CAMS  
AND CONVERSIONS  
SUN ELECTRONIC TUNING

---

1339 London Road  
Leigh-on-Sea **Morgan**  
Essex  
Tel: Southend (0702) 77789



**WIDE WHEELS  
WIDENED WHEELS  
ALUMINIUM WHEELS  
STEEL WHEELS  
DUNLOP WHEELS**

Tel: Heckmondwike 2001.

ASQUITH BROS. LTD., STAINCLIFFE, DEWSBURY.

**SPORTS CARS**

**PUTTOCKS LIMITED** offer selected sports cars from their stock of used cars

- 1968 MGB. British Racing Green with black trim, wire wheels, overdrive, etc. One owner ... **£895**
- 1968 BOND GT 2-litre Equipe. Finished in blue with dark blue flash and black trim, overdrive, radio, fog and spot lamps. Low mileage. One owner ..... **£1025**
- 1968 TRIUMPH SPITFIRE Mk III. Finished in Jasmine with black. One owner. Radial tyres, wing mirrors ..... **£650**

**PUTTOCKS LIMITED,  
BY-PASS ROAD, GUILDFORD.  
Tel: 60751. (48)**

**SUNBEAM**

- WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)
- 1955 SUNBEAM 90 MK III Saloon. Specimen car in magnificent condition throughout. Low mileage. Two owners. One of the few first class 90s left. £250 ono. Doughty, 10 Lynton Road, Peterborough. Details Peterborough 4788. (48)
- TIGER. One owner, 42,000 miles. 1965. H/top, s/top. Chrome boot rack, good RS5's. Superbly maintained, good MoT, taxed April. £650. HP and exch. Jones Garage Ltd, Syston, Leics. Syston 2257. (48)
- ALPINE '65 Series IV. Excellent condition, dark blue with pale blue trim, hard top, tonneau, overdrive, new tyres and exhaust system. £470. Tel: Ashted 3522. (48)
- 1967 IMP Sport, Lincoln green with black interior. Please ring for full details Reigate 43786. (48)
- TIGER, 1965, hard/soft top, white, 48,000 miles. £660 ono. Tel: Ux30382. (48)
- TIGER V-8 Nov. 1966. Hard and soft tops, Cinturatos, spots, wheel trims, H.P. may be possible. £666 o.n.o. Tel: 642 1824 after 8 p.m. Sutton, Surrey. Forgot to put in the colour—white, black interior. (48)
- TIGER, one of the rare ex-Rootes development cars. Wide wheels, sorted suspension. Blue spot radio. £495. Tel: 01-660 7044. (48)
- 1964 ALPINE. 3 owner, new engine, red/black, radio, tonneau, excellent throughout. £415 ono. Terms, exchanges. Tel: Frome 2874. (48)

**TOW CARS**

7-LITRE Buick V8, dark blue, matching interior, power windows, seats, aerial, genuine 1960 car, fitted tow bar and radio, new tyres, etc. £275 ono. Tel: Horley 6124. (48)

**TRANSPORTERS**

- LAWRENCE TUNE'S** Thames Trader, double ramps good tyres. Ideal for two F/F. Also Titan F/F to fit. £200 for transporter, rather more for Titan. Tel: 01-748 0232. Jan Churchill. (48)
- UNIQUE FORWARD CONTROL** Land-Rover. Single car transporter. Tow second car behind. Only £360. Also Thames 15 cwt. Artic 15ft. platform. £250. Both good condition. New tyres. Ring 01-460 2877 (Bromley) Now. (48)
- MODERN 3-TON** forward control Austin van. Must be worth £495. But will sell for practically any offer due to owner going abroad next week. Internal space 20ft x 6ft. Roller shutter rear door. Genuine inquiries to Epping Motor Co Ltd, 50-54 Farnham Road, Seven Kings, Ilford, Essex. Tel: 01-590 3103, after hours 01-508 2721. (48)

**BEDFORD RACING TRANSPORTERS**

5-ton TK. Completely self-contained unit. Ideal for a European season. Absolutely every extra. Capable of carrying two cars and sleeping four people ..... **£495 ono**

Box Van TK. Fitted out to carry one car. All racing equipment and capable of sleeping two people ..... **£375 ono**

Tel: 01-340 8642/01-883 8718. (48)

**TRAILERS**

- RACING CAR** and transporter trailers, components, accessories, towing brackets. Don Parker Motors Showrooms: 113 St Johns Hill, SW11. Tel: BATTERSEA 7327. (TC)
- RACING CAR TRAILERS** and Transporters made in all capacities from 8 cwt upwards. Halson Engineering Ltd, Railway Rd, Newhaven. Tel: Newhaven 237/1181. (TC)
- BATESON CAR** Transporter trailers. All sizes available. Ex-stock. Doodfield Works, Marple, Cheshire. Tel: 061 427-2663. (48)



**RADAR DETECTION INSTRUMENT**

Protect your driving licence which is priceless! Completely self-contained, ready to clip on sun visor. Detects radar speed traps and is completely legal. R.F. and radar scatter signals picked up even round bends for approx 1/2-mile (up to 2 miles warning on motorway). 6 months guarantee. Size 4 1/2" x 3 1/2" x 3" £13 5s including p/p. COD available. For technical details telephone Stan Bennett; he's on 01-660 2896 or send 8d in stamps.

**BELDING & BENNETT LTD**

(Box 17) 45 Green Lane, Purley, Surrey.

**TRAILERS 1/2 ton to 3 tons**



John Reid & Sons 90-93 Mill Rd - Christchurch - Hants - Tel: 3333

**TRAILERS** to suit Mini, Sprite, Clubmans, etc. Two wheeled, torsional rubber suspension, folded steel construction for maximum strength minimum weight, 10in or 13in wheels. £40 without brakes, £53 with overrun brakes. Discount for licence holders, B.R.S.C.C. or T.E.A.C. members. Write for details, T. L. Read, 26 Grove Park Avenue, Sittingbourne, Kent. (48)

**TRAILER.** Suit Mini. Lights, brakes, etc. £35. Wickford 5799 evenings. (48)

**1 DON PARKER** box trailer, for carrying spares. Brakes, lights, jockey wheel, etc. Good cond. £60. New price £140. Little used. Tel: 01-622 5895. (48)

**Car Preparations**

offer for sale their fully enclosed trailer suitable for Formula III or Formula Ford. Built this year on new Rubery Owen axle. Brakes, lights, all in good order. £95. Also Jaguar Mk 2 3.4 litre. Overhauled engine, new clutch, excellent tow car. £2,250. Telephone Oakley 2223 (Beds). (48)

**TRIALS CARS**

**KINCAFT TRIALS CAR** Chassis complete with side panels. Absolutely new. Offers to 021-308 2737. (48)

**TRIUMPH**

- **NEW**
- S.A.H. LTD**, Triumph tune Specialists and dealers, early delivery current models, standard or modified to specification. Tel: Leighton Buzzard 3022. (TC)
- TR4A** with overdrive and wire wheels wanted for cash. Tel: 01-340 3431. (TC)
- WIN A EUROPA** by buying a used car from a Lotus dealer. See details on page 21. (48)
- CATERHAM CAR SALES** Offer T.R.4A. White, wire wheels, o/d. Adjustable shockers, radio, brand new S.A.H. engine. Twin Webers, new tyres. £685. Caterham 46666. (48)
- £295 BUYS** de-tuned racing Spitfire. Extras. Rough-ish interior. Ray Durber, 232 Admirals Way, Daventry, Northants. (48)
- TR3A**. Immaculate condition. New TR4 engine, gearbox, clutch recently fitted, heater, Cinturatos, hard/soft tops. £325. Tel: Rickmansworth 76425. (48)
- TRIUMPH SPITFIRE**. Immaculate engine just rebuilt, comprising SAH head. Rally/race cam. Fully lightened and balanced. New hood, fibreglass bonnet. £300 ono. Tel: Uppminster 24134. (48)
- TRIUMPH SPITFIRE**, 1966 Mark II. Red, hardtop, radio, extras. Moderate mileage, lovely specimen, £575. —Tel: Storrington 2509. (48)
- TRIUMPH GT6 1967**, white/black interior wires, new Cinturatos; 24,000 miles, unmarked £760 ono. Tel: Kidderminster 4505. (48)

**TVR**

**TVR**

4727cc V8 1966, only 13,000 miles, white, black upholstery, superb condition and needless to say shattering performance. Maintained by V8 specialist. Mods and extras include new console with numerous instruments and radio, modified rear suspension, klaxon, transistorised ignition and various spares. Taxed Sept 1970. Best offer over £1,320 secures. Tel: 021-236 1353 day, 021-429 1353 evenings. (48)



**LONDON DISTRIBUTORS**  
Sales, service and cash repairs—All TVR spares.  
Good used TVR and Sports cars bought for cash.  
Phone: **Barnet 4269/5169**  
Victoria Lane, Barnet, Herts.  
Open all day Mon./Sat. TC/AW

**D&A SHELLS**

247 HIGH STREET, STRATFORD,  
LONDON, E.15  
Tel.: 01-534 6960

**RACING CARS**

- Lola Mk. III GT. 5-litre Chevy dry sump. Third at Thruxton last week. £1,000 worth of spares with car. **£4,850**
- Chevron 1969 B8 GT. FVA, FT 200. Ex-Barry Smith **Offers**
- Chevron 1968 B8 GT. Less engine and box. Six races only. **£1,150**
- Chevron B15. Brand new body chassis unit. Fitted R68 Holbay, Hewland box. Spare R68. Complete set of gears. 4 spare wheels and tyres **£2,550**

**ROAD CARS**

- 1968 TR5. L.H.D. Red, black trim. 7,000 miles. **£820**
- 1966 Mini Marcos 850 cc **£325**

**SPARES**

- FVA one race since rebuild. Less fuel injection **£850**
- Imp engine twin SUs. **£70**
- Twin-cam standard less carbs. **£145**
- Holbay R68 slide carb. Ready to race. **£475**
- V4 Ford. Complete. **£60**
- Formula 1200 engine, three lap records. **£200**
- Twin-cam head. Less cams **£45**
- FVA crank **£100**
- 1800 Twin-cam steel crank **£75**

**ENGINE**

- GT 40 brand new spares, front and rear uprights, all wishbones, etc. Approx. **£600 offers**
- Brand new Cosworth dry sump pump. **£43**
- FVA rods. **£60**
- Lotus 41, brand new rear bottom wishbones **£15**
- 2-litre twin cam from the Dennis King Imp **£700**
- Hewland Mk 5 from the above **£265**
- Mini fibreglass fronts **£14**
- Lotus Cortina close ratio. **£45**
- Lotus 7 fibreglass nose. **£8**
- SP 250 Dart. **£25**
- Lotus 7 front long wings. **£12 a pair**
- Rear standard L7 wings. **£6 a pair**
- TR4A front and rear wings. **£5 each**
- TR4A bonnets. **£8**
- Lotus 23 rear bonnet, new. **£20**
- 1600 Crossflow manifolds, to take twin Webers. **£7.10.0**
- 1600 Crossflow exhaust manifolds. **£6 each**
- Fibreglass bucket seat shells. **£3 each**
- F3/F2 racing tyres, latest compounds, from **£5 each**
- Brand new bucket seats, black upholstery **£8 each**

**SPECIAL OFFERS**

Bucket Seats. Ideal for rally drivers **£8**  
Huge stock of Dunlop 970s, Goodyear G.14 and Firestone YB.11.

Tel.: 01-534 6960

## Nomad B.R.M. V8

Chassis . . .

Engine . . .

Gearbox . . .

Bodywork . . .



Tony Lanfranchi at Brands Hatch.

A limited number of replicas of this two litre Gp. 6 Sports Prototype can be built this winter. Cars can also be supplied less engine & gearbox or fitted with a unit of the customers' own choice (D.F.V.?). Please contact Mark Konig, 34 St. Peters Sq., London, W.6. 01-748 4973.

Strong, Stiff, Steel Space-Frame.

B.R.M. 250 b.h.p. @ 9,500 r.p.m. 2,000 cc.

Hewland FG 400 FT gears; DG c.w.p.

Ultra lightweight glass-fibre.

G REGD Vixen, Sahara yellow, 15,000 miles, tinted windows, 6L wires, radio, £1,000 or exchange for Ford Savage. Tel: Cheslyn-Hey 723 (Staffs), daytime. (48)

### UNIPOWER GT

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

UNIPOWER CARS LTD have for sale at all times new and used Unipower GT. Prompt deliveries and efficient after sales service. Unipower Cars, Ace Works, Cumberland Ave, NW10. Tel: 01-965 2370 or 1225. (TC)

UNIPOWER. Now available in kit form, sales and service. Details by return. Used cars bought and sold. Monty & Ward Motors, Edenbridge, Kent. Tel: 3636. (TC)

### VOLVO

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

### VOLKSWAGEN

WIN A EUROPA by buying a used car from a Lotus dealer. See details on page 21. (48)

### BALANCING

## BALANCE . . . .

FOLLOW THE LEADERS IN THE FIELD!  
SAME DAY SERVICE AT COMPETITIVE PRICES

### GORDON SMITH ENGINEERING

Halesowen, Birmingham, Tel: 021-550-3211/2

#### BRABHAMS FOR BALANCING

Follow the Leaders at Le Mans 1967, 68 and 69. Make life smoother for yourself. Let us balance your engine, 48-hour service. Also: Drive shafts—Armatures—Propeller shafts Crack testing by Magnaflex.

Jack Brabham (Motors) Limited, 248, Hook Road, Chessington, Surrey. Telephone 01-397 4343/5. (TC)

HILLTHORNE for balancing crank rods and pistons. Reborning, 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)

#### BODYSHELLS

ESCORT BODYSHELL, fitted Alan Mann wings, turret kit. Fire proofed, seam welded, strengthened. F/glass boot, bonnet. Painted. £250. Boniface. Tel: 425 (Malden-stone). (48)

ROLLING CHASSIS, suitable autocross autotest with or without Coventry Climax engine, 1098 cc. Stage II head. No reasonable offer refused. Tel: Medway 45479. (48x)

105E BARE Shell plus new fibreglass doors, boot and bonnet. £60. Tel: 01-856 6142. (49)

ESCORT SHELL (1969), with doors, easily repairable and complete with £30 off the necessary new panels. £65. Jackson, Luton 32162, office hours. Riseley 496 evenings. (48)

#### THE FORD MAIN DEALER

## NORMAN REEVES

1966 SUNBEAM ALPINE G.T. Finished in black with saddle trim, good condition for year £525

1969 (H) LOTUS CORTINA. Twin cam, white/black trim. Owned and maintained by ourselves. Under 2,000 miles . . . . . £1150

1965 JAGUAR 4.2 E-type Coupe. Dark blue. Fitted chrome wire wheels, radio. Excellent condition throughout . . . . . £1095

1967 (F Reg.) TRIUMPH SPITFIRE Mark III. Blue, hardtop, 1 owner, low mileage . . . . . £665

1967 CORTINA LOTUS. Red/black trim, radio. 1 owner . . . . . £795

1967 (F) TRIUMPH SPITFIRE Mark III. Dark blue, matching hood, very low mileage £665

1969 CAPRI 1600 GT XLR. Amber, gold and black. Fitted uprated suspension, 4.44 axle, reclining seats, radio, spotlamps, sports road wheels, new engine unit just fitted. Still under makers warranty . . . . . £1115



UXBRIDGE: High St. Tel. 33444.  
SOUTHALL: Park Ave.  
Tel. 01-574 6886.  
SLOUGH: Windsor Rd. Tel. 28544.  
HIGH WYCOMBE: Oxford Rd.  
Tel. 23111.

### CARBURETTORS

## WEBERS

CHRIS MONTAGUE CARBURETTER CO.  
364 CRICKLEWOOD LANE, LONDON, N.W.2  
Tel.: 01-455 3039 (TC)

### V.W. DERRINGTON LTD.

FOR ALL

### WEBER CARBURETTORS

SALES AND SPARES

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

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



&

PRECISION GROUND CAMSHAFTS

Beeches Avenue, Carshalton, Surrey

Wallington 3646 (TCAW)

### WEBERS'

FROM

### RADBOURNE

ARE JUST THAT LITTLE BIT BETTER

8 Bramber Road, London, W.14.

Tel: 01-385 4374.

LARGEST SPARES AND SERVICE CENTRE IN U.K. (TC)

### 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)

BRAND new Cosworth A6 camshaft still in box £16. Tel: Totton (Hants) 3022 after 6 pm. (48)

### CAR SEATS

ALL TYPES high-class bucket and reclining seats also rallying seat covers. Distributors: Motortune Ltd, 250 Brompton Road, London, SW3. Tel: KENSington 1166. (TC)

### CONVERSIONS

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

### DOWNTON

Offer conversions for all A series engines M.G.B. and 1800, M.G.C. and 3-litre and Maxi. Large range of accessories B.M.C. standard and competition parts.

DOWNTON ENGINEERING (LONDON) LTD.

29 Elvaston Mews, London, SW7  
Tel: 01-589 4821 (TC)

### CYLINDER HEADS

LAWRENCETUNE FORD XFLOW RACE HEAD, second-hand. Now fitted with new race valves, springs and phosphor bronze guides. Price £35. Tel: 748-0232. (48)

### ENGINEERING SERVICES

HAWKENGO specialise in engines and gearboxes—Mini—1100—Cooper, etc. Hawker Engineering Co., 335 Kilburn Lane, W.9. Lionel Pridmore or Andrew Gradwell. Tel: 01-969 5917. (53)

ALLOY WELDING. Specialised repairs to Block Heads, Crankcases, Camshafts and Rockers, Hardfaced Alloy tanks made to order. Liselott Welding Services, 9A Broadway, Bexleyheath. Tel: 9831. (52)

### 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

## GORDON SMITH OFFER ENGINEERING PERFORMANCE!

Crankshaft Grinding, Cylinder Reborning, Line Boring for Steel Caps, Surface Grinding HEAVY DUTY BEARINGS, RACING PISTONS, ALL ENGINE SPARES, FULL RACE FLYWHEEL LIGHTENING. Trade terms  
Bromsgrove Rd, Halesowen, Birmingham  
021-550-3211/2

### ENGINES

FORD ZODIAC V6 engine, 1969, 75 miles only. £100. Tel: 01-854 5051. (48)

### PETER BEVAN

Modified Cylinder Heads Road-Race

Tel: Orpington 31065.

01-302 0099 (evenings).

FULL RACE IMP 998. Full Rootes racing spec., plus many mods and more powerful cam. Only 6 races since new, complete with all ancillaries including oil cooler and remote filter. Phone 01-653 1704 (Croydon) for full spec. £295. (48)

COSWORTH SCA 997 cc fuel injected, giving approx. 135 bhp. Can be seen running. £500 R. C. Neal "Bouley", Padmore, Worcs. Tel: Hagley 4133. (48)

LOTUS XI GT 1098 cc Climax, rebuilt recently. Team 40DCOE Webers, mag wheels, new XL 184s. Complete with trailer, £300 or exchange for competitive BT 21/B etc. Tel: Loughelly 225. (48)

## RACETUNE

NO. 1, NORTH ROAD, SOUTHAL, MIDDX.  
Tel: 01-574 3711.

All dry sump equipment in stock. Pumps, sumps, hoses, filters, unions, etc. Also steel flywheels—any diameter—lightweight racing clutches—and now low cost dynamometer testing. (TC)

1969 BROADSPEED F3 engine, complete with carb manifold, exhaust system, clutch, starter motor. Just rebuilt. Bargain. £475. Tel: Wryley Bank 2355. (48)

STEELE 1600 cc twin-cam, 160 bhp dry sump, stripped for inspection. Lap record holder. £350. ALDO Automotive, 021-558 4343. (48)

HEWLAND MK 5. Not used since complete Hewland rebuild. Stripped for inspection. £200. Aldon Automotive, 021-558 4343. (48)

FVA 9 SERIES, 234 bhp. New, August 1969. Just rebuilt by Brian Hart. Perfect condition. Offers. Tel: 01-622 5895. (48)

1600 CROSSFLOW. New £70 complete with flywheel, clutch, distrib., exhaust manifold, carburettors, petrol pump, etc. Tel: Hambledon 847 (Hampshire). (48)

MARTIN RAYMOND'S successful 970 S engine. Guaranteed 98 bhp. Two races since complete rebuild. £300. Tel: 01-723 8545. (48)

### PERRY'S NEWS (FORD)

POW!!! New Ford V6s are available, ranges 2.5 litre to 3.0 litre. These engines can be obtained either complete with ancillaries or without, they have 1001 applications—i.e. High-powered conversions for Cars and Boats.

Formula Ford 1600 cc GT crossflow engines, less starter generator, now on supply through Perry's, these engines are on supply at special prices to companies and private individuals for new cars or existing Formula Ford machines.

FULL RANGE OF FORD DIESEL AND PETROL ENGINES AVAILABLE FROM US.

Further information, price and delivery obtainable from:

Perry's

Industrial Engine Division  
Cranborne Road  
Potters Bar, HERTS.  
Potters Bar 53211/5, 53684, 53694, 53230.





**FULL RACE FORD 1650 cc.** Fully balanced toughened crank, competition rods, racing pistons and cam. H/P oil pump, fully worked head with twin choke, side draughts with int/ext manifolds. All new parts, never run since assembled. Selling due to change of plan. £150 ono. Lotus 3.9 diff Cortina, discs and calipers. Tel: Frome 3943. (48)

**J. P. ENGINEERING** offer Formula Ford 1600 cc engines. All known modifications. +030th pistons. Selected camshafts, steel pulley, racing bearings. Fully balanced. Dry sump, Air trumpet. Full house racing engines to high bhp. Figures for £249. Tel: 01-699 8561. (48)

**LOTUS** head BRM Twin 4, cams and valves all checked. 1110, 1700 Racing Twin Cam, complete bottom half. All new working parts from special sump to distributor, needs one piston, cheap at £105. Mr Cole. Tel: HAM 2892. (48)

**LITTLE** used Cosworth MAE. Excellent condition. Unused since routine rebuild. Never blown. £295. Tel: Jordans 2452. (48)

### EXCHANGES

1960 HEALEY 3000 2 + 2, h/top, MoT. Regularly used. Very good condition. Sell, exchange. Tel: 01-942 9456. (48)

### 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 welcome. Spray Sales, 307 Cricklewood Broadway, London NW2. Tel: 01-452 6500. (TC)

### GEARBOXES

**ALL HEWLAND** gearboxes, spares, services, Cortina limited-slip differentials, obtainable from Hewland Engineering Ltd, Boyon Valley Industrial Estate, Boyon Valley Road, Maidenhead, Berks. Tel: 2066. (TC)

**ALMOST** new (2 short races only), ZF 5DS-25/1 gearbox complete with many spares and special tools. Offers see under "Racing Cars" Michel Martin, Ford France GT40. (49)

**IMP KNIGHT TRANSAXLE.** Spare ratios, recently overhauled, perfect, complete with racing rolloff couplings. £95. Tel: 01-653 1704. (48)

**HEWLAND Mk 5**, 5-speed. Brand new. £260. Elton's Motors, Westbury, Wilts. Tel: 2262/3. (48)

### GLASS FIBRE

#### 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 electrocoat respray, average £30. (TC)

#### DIAL PLASTICS

Dial Wharf, Thames Road, Grays, Essex. Tel: Grays Thurrock 205. (TC)

**FIBREGLASS TIM.** Moulding specialists, fibreglass repairs, body builders, spraying, etc. Estimates free. Underneath the Arches, Chiswick Park Station, Chiswick, W4. Tel: 01-995 1976. (TC/56)

### TEAM MOSPEED

Fast Formula car repairs. Merlyn Nose Cones. Tel: Dartford 25674. (48)

### HARDTOPS

**MGB WORKS HARDTOP**, red as new. £40 ovno. Tel: 01-969 8294. (48)

### 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)

**COMPETITIVE** rates for all drivers. Young drivers and sports car owners given every aid. Contact: Secure Insurance Brokers, 343, Green Lane, Haringey, N4. Tel: 01-800 1349. (TC)

### PERSONAL

**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)

**INTERNATIONAL.** Correspondence. Friendship/Marriage Bureau. All ages. Jean, Queen Street, Exeter, England. (TC)

**THE ASHLEY MARRIAGE BUREAU**, 10, Corporation Street, Manchester 4 (Est. 1953). Successful introductions arranged throughout the country for those seeking a happy marriage. A reliable confidential service. Featured on TV and radio. (TC)

### DRIVE A MIDGET RACING CAR

To satisfy popular demand following the growth of enthusiasm for this form of racing, the Midget Car Racing Club is holding an Open Test Day at Ipswich Raceway on December 6 with leading drivers and cars in attendance. Interested drivers are invited to try 10 laps in a competitive Midget for a 3 gns fee. Midget Car Racing provides start, prize money and racing on a wide variety of circuits.

Send 3 gns for a 10-lap ticket and details to:—

**ROD TANSWELL,**  
MIDGET CAR RACING CLUB,  
"At Last," Honeysuckle Lane, Headley Down,  
Bordon, Hants.  
Tel: Headley Down 3319. (48)



**Corbeau GT4 Seat**  
The ultimate in styling & comfort

Available in all black or colour combinations, also in black cord

**£18-10-0d**

subframes 55s to suit most makes  
illustrated leaflet upon request

**CORBEAU EQUIPE LIMITED**

76, Mount Pleasant, Hastings, Sussex. Tel Hastings 6360

# DUNLOP WIDE WHEELS

## WIRE, STEEL AND ALLOY

### MOTOR WHEEL SERVICE & REPAIR CO.

71 Becklow Road,  
Shepherds Bush, London,  
W.12. 01-743 3532.

**SLOT STEREO**, all types of unit and 400 tapes in stock at William Green Garages Ltd., Uttoxeter Road, Derby. Tel: 42760. (TC)

**WORKING PARTNER** required to invest £4,000 to £7,000 in established motor accessory business. Middlesex. Guaranteed income £2,500 pa with enormous potential for improving business and income. Serious hardworking, ambitious men need apply. Box ASP 775. (48)

**TALENTED**, experienced racing driver with £500 to spare, requires sponsor for coming season. Any offers or suggestions welcomed. Box ASP 772. (49)

**GIRL ENTHUSIAST** with driving licence to train as Navigator co-driver for rallies. Only genuine replies please. Tel: Bourne End 21746 (evenings). (48)

### RACING DEVELOPMENTS

**CHAS. BEATTIE'S PROJECTS** have ranged from 4-wheel-drive conversions to Spridget panhard rods. We can do the same for you. Tel: 01-890 4894 for details. (TC)

### RACEWEAR

**PADDY HOPKIRK.** Nomex and Proban racewear now manufactured exclusively by Jaycessories Ltd, Highbury Street, Peterborough. Tel: 68247/8. Please ask for Mrs Holland. (TC)

### SAFETY GLASS

**LAMINATED** windscreens, sensible prices, any car. Mini, £6. Wallace Windscreens, Webber Street, SE1. Tel: WATERloo 5228. (TC)

**D. W. PRICE FIT TRIPLEX** while you wait, Neasden Lane, NW10. Tel: DO LEX Hill 7222 (10 lines), 2a, New Cross Road, Peckham. Tel: NEW Cross 7671/2. (TC)

### SITUATIONS VACANT

**BMW MAIN AGENTS** for Suffolk require two first-class fitters, preferably with BMW experience, high remuneration with usual fringe benefits. Apply in the first instance in the strictest confidence to Box ASP 770.

**YOUNG LADY** factotum wanted. Telephone, type, arrange racing programmes. Only steel nerved confident type, able to cope with chaos need apply. David Prophet Ltd, Tel: 021-458 2405. (48)

## JIM RUSSELL RACING

require immediately, experienced racing mechanics for their 1970 Formula III and Formula Ford racing teams. There are also vacancies for fully qualified motor mechanics on the school staff in U.K. and Canada. Applications in writing to:—

**Jim Russell Racing Drivers School,  
Snetterton Circuit, Norwich,  
NOR 10X.**

(48)

### SITUATIONS WANTED

**SHOW THIS** to whoever you know at Boreham, Abingdon, Colnbrook, Weybridge, etc. Young practical engineer in engine R & D but interested in all aspects of competition cars seeks job in proper racing or rallying organisation. Not a would-be racing driver but requires payment. Box ASP 774. (48)

### SPACE FRAMES

**NICHOLLS ENGINEERING**, 35, Meidon Street, Bideford, Devon. Manufacture and repair of space frames. Can collect and deliver. Manufacturers of Formula Ford. Tel: Bideford 2991. (57)

### SPARES & ACCESSORIES

**CARBURETTOR:** 28/36 Weber, water heated manifold for Imp. £20 as new. 485/5139 883/7425. Miscellaneous: Full length sump guard for Imp. £7. 485/5139 883/7425. Two 7 in Quartz Lucas long range lights, £5 pair. One Cibie Oscar. £4. One Yazaki rev counter, £5 as new. 485/5139 883/7425. (48)

**ODDMENTS.** Zephyr Mk II, III parts. Standard cam, new £6, highlift cam, used £10. ZF close ratio four-speed box on Zephyr Mk III bellhousing, £60 ono. Waterpump, £2. Generator with rev counter drive, £4 10s. Two HD6 SUS on Raymond Mays inlet manifold, £10. Exhaust manifolds, £5 pair. Sundry 4 1/2 x 15 w/ wheels (60 spoke) suit TR4, £3 each. Three worn 600L x 15 Greenspots, £3 each with tubes. Two black bucket seats, £3 each. Tel: Towcester 753, 6 to 7 pm. (48)

**SPITFIRE** chassis, unused, £27. Differential, £10. Drive shafts, brakes, drums, etc, £10 ono. Tel: Dorking 8185 events. (48)

**TYRES.** 1 set Formula 3 YB10 Firestones, one race from new. Offers. Tel: 01-485 5139/883 7425. Crank Shaft. One Formula 3 1,000 cc Laystall steel crank, ground 30 thou. £60. Tel: 01-485 5139/883 7425. One Buco helmet, red, almost new, any offers. Medium size. Tel: 01-485 5139. (48)

**FULL RACE 'S' head,** £19. 2 twin 1 1/4 SU carbs, £8 each with manifolds. New Escort 1300 GT parts, 3 branch exhaust manifold, £4. Standard pistons, £5. Oil pump assembly, £3. Stripped 1200 Anglia engine complete, £12. Tel: 01-883 8895. (48)

**PARK GARAGE** offer immediate delivery "E" type 2+2 automatic, Ascot fawn, beige, power steering, chrome wire wheels, heated rear window. Rickmansworth Road, Watford. Tel: 26779. (48)

**FIBRE GLASS BODY** panel sale, Ford, BMC, General. Ford 109E bonnet and boot, £9; Escort bonnet and boot, £10; Cortina bonnet and boot, £10; wheel arches as on Escorts for all cars, £15 set. BMC Mini front, complete, £14; Mini bonnet and boot, £9. General: Lotus 51 7/11 body, new, £55. Lotus 7 nose, £7 10s; Lotus 7 flied wings, £10; Rover 2000 bonnet, £18. Powerspeed, Page Heath Villas, Bromley, Kent. Tel: WID 5818. (48)

**BEDFORD MOTOR ACCESSORIES,** Hutton Road, Bedford, Middlesex, for that tuning, accessory, cylinder heads, reboring, manifolds, brake shoes, anti-surge oil pipes, can supply and fit close ratio gears. Engine tuning and rebuilding for racing a speciality. Please Tel: for a list of 01-990 0149. Partners: Josef Therstappen and John Driscoll of autocross fame. (TC)

**STEWART & ARDERN LTD.,** London Road, Staines, Middlesex. Main parts stockists of BMC special tuning parts. Tunefridd crankshafts for 850 and 948 A Series engines, camshafts, clutches, close ratio gears, limited slip differentials, manifolds, hydrostatic displace units, anti surge oil pipes, negative camber kits, etc. Also all BMC Stage One tuning kits. Tel: Mr Winzer at Staines 55288. (TC)

**TWIN 40 DCOE** and inlet manifold £35. Hewland/Lotus adapter plate £10. Mk 6 Lotus side plates + 22/29, 21/31 ratios £30. Lotus and Brabham output shafts £5 each. 2-650 x 13 and 2-500 x 13 Goodyears 5 mm 110. 2-450 x 13 Goodyears and tubes, new £25. Various Dunlops £2 each. BT 15 drivshafts, 13 x 6 1/2 in 6 stud Lotus mags, complete car cover suit Lotus 22/31, BT 15, etc., damaged Brabham 9 in rim. Lotus 22/31 rear body panel, new trailer jockey wheel, 28 doughnuts, wheel nuts (Lotus) offered. Wanted BT 15 spares. Bin rims with plates for Mk 6 and 30 degree adaptive plate. Alan Joy, Bradley Cottage, Holt, nr Trowbridge, Wilts. Tel: North Trowbridge 365 (evenings-weekends.) (48x)

**HUNTER** parts, complete competition front struts, spare diffs, heavy duty rear springs, Weber manifold, crankshaft, pistons, cylinder head, valves, gaskets, Safari front springs etc. Everything to make a Hunter perform. Tel: J. Cooper, 021-553 2872 daytime. (48)

**COOPER 1275** front suspension assembly complete, 7 1/2 discs, calipers, steering arms, etc. Ready to fit. New. £35. Tel: 021-351 3326. (48)

**5-SPEED** s/c c/r gearbox for Mk IV Sprite, ex-works, £90. 12 gallon Aux petrol tank for Sprite, £10. 45 DCOE Weber and manifold for 1293 cc engine. £23. Oil cooler kit 13-row rad. £7. 11AC alternator kit, complete with pulleys and belts. £15. Ford GT brake calipers and comp pads, new. £8 pair. 8 5/2x1 Sprite steel wheels. £2 each. 4. 175-13 44s. New. £5 each. 5 500-13 CR65 184 mix. New. £9 each. Restall driver's seat. New. £10. Pair 1 1/2 in SUS on "A" series manifold. New and complete. £20. Tel: Pershore 3517. (48)

**U2 Mk 6B** bits, Brabham wheels, Minilites, rebuilt rear axle, front suspension, adjustable Armstrongs, braking system, instruments, in fact almost complete set of parts including gearbox. High quality ex-Mallock Formula III, only frame and engine required to build competitive clubmans. £265. Tel: Dronfield 3157. (48)

**SPRIDGET BITS FOR SALE:** new 1275 aluminium/ alloy 1293 cc engine. New 1293 cc engine. 4 gearbox gears £6. 4 2 and 4 5 diffs £5. Aero-screw £2. Large capacity master cylinder and pedals £3. Rack and pinion and steering columns. Mark 4 front and rear sidelights £4. Headlamp units £3. Mark 3 fibre-glass bonnet £16. New 1343 lightweight (shortstroke) racing engine £225. Telephone for complete specification. John Elvers, Medway 6249 (Kent) after 7 p.m. (48)

**T.R.2:** Wheels, tyres, gearbox, half-engine, many bits. Mini: Five green spots, head, oil pumps, timing gear, Cooper inlet, dash, Hardy Spicer's, Final drive rev. counter, Jaguar Mk II: Wheel spats as new £8. Tel: Headley (Surrey) 340. (48)

**FORD** light alloy R/C gearchange £5; Herald/Spitfire competition spring damper units £3; Lotus 7 Cosworth swivel pot £20. Tel: Weybridge 8368. (48)

**PAIR 6 x 13 Lotus** wobbly web. Mag wheels, new, £14. 997 Ford balanced crank, rods, new bearings, £16. 100E, alloy flywheel, £9. Disc front suspension Cortina, complete, £20. Pair Vitesse uprights LH. Elan K.O. hubs £5. The Manor, Bradenstoke, Chippenham, Wilts. Tel: Bradenstoke 462. (48)

**FORD 1600 GT.** Exhaust manifold, £6; 105E high lift (road) camshaft, £7; 42 DCOE Weber complete inlet manifold suitable Spitfire, £18\* 2-5/2 J Spridget wheels, £4; 2 4 1/2 J Spitfire wheels, £3 10s. B. Bates, School Road, Pottishall, Nr. Towcester, Northants. (48)

**BRAND NEW** Mk 2 Lotus Block, 6 stud crank, "C" type rods. Pistons. Flywheel. £80. Four used 6J Minilites with almost 6000 miles. Goodyear "Rally Specials." Suitable Cortina, etc. £80. 41 Martin Close, Unicorn Avenue, Eastern Green, Coventry. (48)

**1275 COOPER S** H/S drive shafts, discs, calipers, hubs, steering and suspension arms, etc. Brand new, £19 (per side). 1275 heads, complete and new, £22. S 5-hole oil pump, new 50/-, 1300 Cooper S blocks, new £18. Pair of 7 1/2 in discs and hubs, new £12. Alternator kit, new £20. New big bucket seat £8. Mini front ends, £12. COOPER parts wanted for cash. B. T. Newton, 7 Cranbourne Close, Horley, Surrey. Tel: Horley 6124. (48)

**TWIN CAM** Escort cyl head complete, block assembly with 125 EC rods, rocker cover. Tel: Doncaster 61924. (48)

### SPHERICAL BEARINGS

**BRITAIN'S LARGEST** stockist of Ross Bearings for Motor Racing. Collect or C.o.D. Maxperenco Products Ltd, Lower Broadway, Didcot, Berks. Tel: Didcot 4564, and SAE for list. (TC)

**CHEVRON F2 FVA 227 BHP** engine. Maintained by Brian Hart. FT200 gearbox, spares include: New 1970 chassis, bag tanks, rain wheels and tyres, gear ratios, aerofoil, tyres, screen, new canvas cover. Whole car immaculate and ready to race immediately Also complies with FIA 1970 F2. £3,950.

**EDEN, 'CHESTNUTS',  
SHOTTERY,  
STRATFORD-UPON-AVON.  
OST9 5877.**

Day 021-744 6654.

# RATHBONE TUNING CENTRE

PETERS LANE, LIVERPOOL L1 3DG

Proprietor

## WESTERN MOTORS (RACING) LTD.

Tel: 051-709 8520 (After-hours Telephone Answering Service)

### ENGINES

LOTUS twin cam Mk II. Brand spanking new, complete with all essential ancillaries, including carbs.....	£325
COSWORTH 1650 cc twin cam, complete with all ancillaries including carbs, modified head, h/c oil pump, fully balanced LI cams, steel rods, h/d clutch assembly, completely rebuilt by Len Street Garages only 1,000 miles ago.....	£235
1600 crossflow GT. Brand new, having been run for only a few hours, complete with all essential ancillaries, including clutch, carbs, etc. 1300 crossflow GT. Brand new. Comprising of complete engine unit, manifolds, oil pump, distributor, carb, water pump, clutch assembly, etc. Brand new.....	£105
1070S engine on Francis Knight 5-speed gearbox. The complete unit has just been substantially overhauled by Alexander Engineering and comprising of 649 cam, lightened and polished rocker gear and con rods, new +60 pistons, lightened push rods, full race head, lightened steel flywheel with competition diaphragm clutch, brand new 5-speed steel gears with new Mk 3 limited slip diff. All essential ancillaries, complete for £215, or will split. Engine at £145. Gearbox at.....	£75
MK I 3.4 Jaguar engine. £120 just spent on bottom end overhaul. Complete with all ancillaries including a perfect overdrive and gearbox. To clear.....	£75
FORD V6 2.5 litre engine, complete with all ancillaries and just reconditioned by us.....	£50
ENQUIRIES invited for 850 cc Mini engine with Gold Seal gearbox, which is at present being overhauled by us.	£75

### MODIFIED CYLINDER HEADS

RTC Stage II 1275 Cooper S head. £26 on exchange for old head.	
RTC Stage II Cooper head. £22. Exchange.	
RTC Stage II Mini head. £22. Exchange.	
RTC Stage II MGIB head. £26. Exchange.	
RTC Stage II Ford 1000 cc head. £20. Exchange.	
All with polished inlets, enlarged combustion chambers, skimmed gas flowed with h/d springs.	

### COOPER S SPARES

Lightened steel flywheel, clutch plate and diaphragm assemblies, brand new at.....	£15 0 0
1275 cranks, cross drilled, nitride with big ends down 10 thou. Brand new.....	£22 0 0
Large impeller water pumps, new.....	£2 15 0
5 IODE Cooper S oil pumps, new.....	£2 15 0
Cooper S remote control assemblies, new.....	£9 10 0
AEG 649 camshafts, new.....	£10 0 0
AEG 510 camshafts, new.....	£9 0 0
S rocker gear, complete assembly.....	£7 0 0
Duplex twin row timing gear and chain.....	£5 10 0
Steel back primary gears.....	£5 0 0
1275 S con rods, per set.....	£10 0 0
1275 S dished pistons, per set.....	£9 10 0
1275 S flat top pistons, per set.....	£10 10 0
Long centre branch competition exhaust manifolds.....	£12 10 0
4 1/2 J Dunlop reverse rims.....	£3 7 6
1275 S disc brake assemblies, comprising of 1 pair drive shafts, discs with dry flanges, calipers with pads, hubs with bearings, radius and steering arms. This unit is completely unused.....	£40 0 0
Cooper S distributors, unused.....	£5 10 0
1275 S calipers, unused.....	£5 0 0
Cooper S radiator.....	£5 10 0

### GEARBOXES

850 cc Gold Seal gearbox. Excellent condition.....	£15 0 0
2000E gearbox, brand new.....	£35 0 0
Mk I Cortina close ratio gearbox.....	£19 0 0
105E gearbox.....	£5 0 0
Morris 1000/A35 gearbox, perfect.....	£7 10 0

### SPARES

Ford 997 balanced crankshaft, new.....	£9 0 0
Cooper 998 oil pumps, 5 IODE.....	£2 10 0
5 1/2 Mk 3 Sprite rims, each.....	£4 19 6
5 1/2 J Herald/Spritefire rims, each.....	£3 17 6
1275 Sprite block, new.....	£22 0 0
Brand new 45 Weber (1000 cc).....	£28 10 0
Brand new 45 Weber (1300 cc).....	£28 10 0
Brand new 28/36 carbs. Each.....	£13 0 0
Twin 125 Stromberg carbs. Set up for Viva.....	£14 0 0
13 row oil coolers, new, each.....	£7 10 0
Mini drive shafts, new, each.....	£7 0 0
Full race Mini exhaust manifold, LCB.....	£12 0 0
Arden Mini wheel spacers, 3/4 in, a pair.....	£1 10 0
Stage II Vauxhall Cresta cylinder head for 1964/65/66 models.....	£10 0 0
Inlet manifolds for 28/36 Weber for Mini.....	£6 0 0
Inlet manifold for 28/36 Weber for Hillman Hunter.....	£7 0 0
Inlet manifold for 28/36 Weber for Ford 1500.....	£7 0 0
Inlet manifold for 28/36 Weber for crossflow.....	£9 10 0
Inlet manifolds for 40 Webers for Ford, pair.....	£10 0 0
Champion racing plugs in stock: N57R, N60Y, N60R, N62R, each.....	6 6
2600M x 15 racing tyres, 1 mm worn, pair.....	£10 0 0
Lotus Cortina split propshaft.....	£7 0 0
Sperex flameproof paints, various colours.....	£1 10 0

### LOTUS SPARES

Lotus twin cam head, complete.....	£70 0 0
Lotus twin cam head, bare.....	£40 0 0
Lotus 4-stud crankshaft, perfect.....	£14 0 0
Lotus 6, stud crankshaft, perfect.....	£14 0 0
The following list of Lotus spares is a small cross-section of items available direct from stock.	
Lotus oil filters.	Lotus pistons.
Lotus bumpers.	Lotus flywheels.
Lotus bonnets.	Lotus brake discs (rear).
Lotus gearbox mountings.	Lotus brake pads.
Lotus tee pieces.	Lotus brake master cylinder.
Lotus front dampers.	Lotus distributors.
Lotus rear wishbones.	Lotus rotor arms.
Lotus timing chains.	Lotus clutch assemblies.
Lotus inlet valves.	Lotus speedo cables.
Lotus exhaust valves.	Lotus accelerator cables.
Lotus valve springs.	Lotus silencer assemblies.
Lotus cam followers.	Lotus rota-flex couplings.
Lotus gasket sets (all sizes).	Lotus wheel trims.
Lotus valve guides.	Lotus chrome k/o wheels.
Lotus petrol pumps.	Lotus leaf spring units.

## CAR FOR SALE

1961 'E' TYPE JAGUAR Convertible. Reg. for road use 1964. Ex-John Harper car, 2nd in GT class Nurburgring and Spa, 1964. Weighs under 20 cwt. Fitted fibre glass bonnet, modified suspension, large brakes, Peirce wheels, 8in rear 7in front, with M section tyres. Flared rear wheel arches, polished crankshaft, close ratio gearbox. Could be used as a track or road car. Finished in blue..... £1050

North west Distributors  
**'KONI' shock absorbers**  
Trade enquiries welcome.

Engine Balancing Service,  
i.e. Crank, Clutch Assembly,  
Rods, pistons, with all Rotating  
Ancillaries from £8.10.0.

North west Distributors for  
**GUY PERFORMANCE  
FIBREGLASS PARTS**  
Trade enquiries welcome.  
Comprehensive stock  
immediately available.

TELEPHONE: 051-709 8520  
051-709 2175

(After hours Telephone Answering Service)

ANY PERFORMANCE, COMPETITION, GT AND SPORTS CARS WANTED FOR CASH. MUST BE LOW MILEAGE AND PREFERABLY ONE OWNER.



# THE TIME MACHINE FOR THE MAN AT THE WHEEL

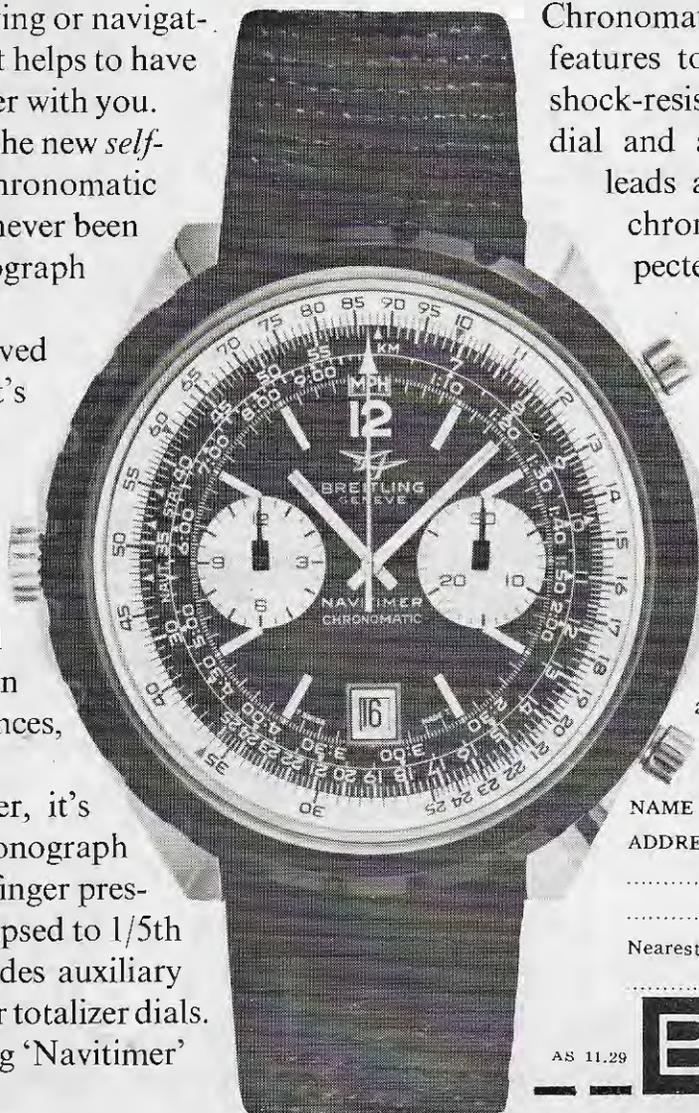
When you're driving or navigating against the clock, it helps to have an accurate time-keeper with you. What better one than the new *self-winding* 'Navitimer' Chronomatic by Breitling? There's never been a self-winding chronograph before.

Originally conceived as a pilot's watch, it's ideal for the dedicated rally driver. It combines a chronograph with a complete wrist-calculator, and by moving the calibrated rotating bezel you can compute speeds, distances, lap times, and so on.

Purely as a timer, it's also first-class. Its chronograph mechanism cuts in at finger pressure to record time elapsed to 1/5th of a second, and includes auxiliary 30-minute and 12-hour totalizer dials.

The good-looking 'Navitimer'

Chronomatic has other important rally features too. It's waterproof, tough, shock-resistant, and has a luminous dial and a calendar. No wonder it leads a whole range of Breitling chronographs—used and respected among sportsmen, scientists, and men of action the world over. There are over 40 Breitling chronographs. Prices from £27.10.0 to £93.0.0.



Write to  
**H. Golay & Son Ltd.,  
101 Bell Street,  
Reigate, Surrey.**

Please send me full information about Breitling chronographs and timers in time for Christmas giving!

NAME .....

ADDRESS .....

Nearest Shopping Centre .....

AS 11.29

# BREITLING