



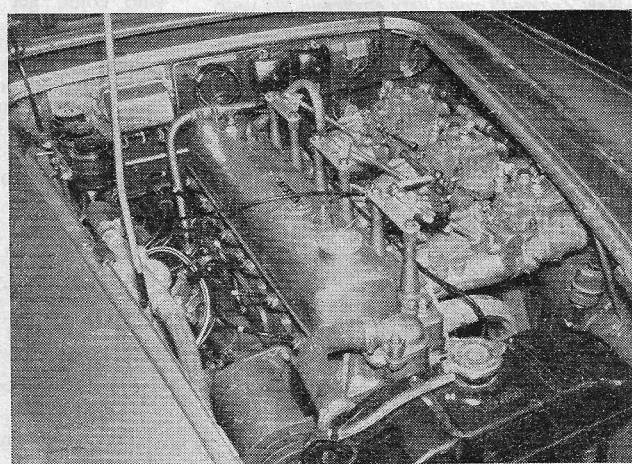
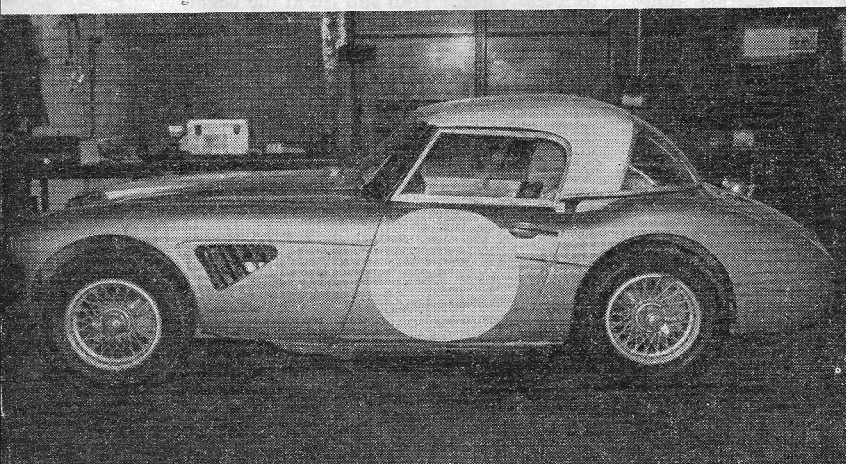
THE MOST works cars ever to go to Sebring from Warwick are, by the time you read this, on their way to America to take part in both the 12- and Three-Hour races on 22nd-23rd March. Left to right (above) are the cars for the latter event: an M.G. Midget for Graham Hill and two Sprites (one is a spare) for an unnamed driver. The cars have aluminium bodywork panels and the 998 c.c. engines develop 88 b.h.p. . . .

## B.M.C. Prepare for SEBRING

**GEORGE PHILLIPS** looks on as the Competition Departments at Abingdon and Warwick prepare M.G.B., Austin-Healey 3000, Austin-Healey Sprite and M.G. Midget cars for America . . .



. . . A STREAMLINED 1,100 c.c. Sprite will run in the 12-Hour Race as a G.T. prototype by John Colgate and Clive Baker. 95 b.h.p. is claimed from a very reliable engine. The 10 cwt. car has a "plough share" back-end to stop eddies, the front being like last year's machine. . . .



. . . THREE Austin-Healey 3000s are being prepared for Paddy Hopkirk/Don Morley and Bob Olthoff/Ron Bucknum (the third is a spare). The 2,912 c.c. engines are equipped with three Weber carburettors and slightly over 200 b.h.p. is developed. There is a sliding panel for quick access to the Webers. The Healeys, which have aluminium bodywork, bear close resemblance to the Abingdon rally cars.