MONACO GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

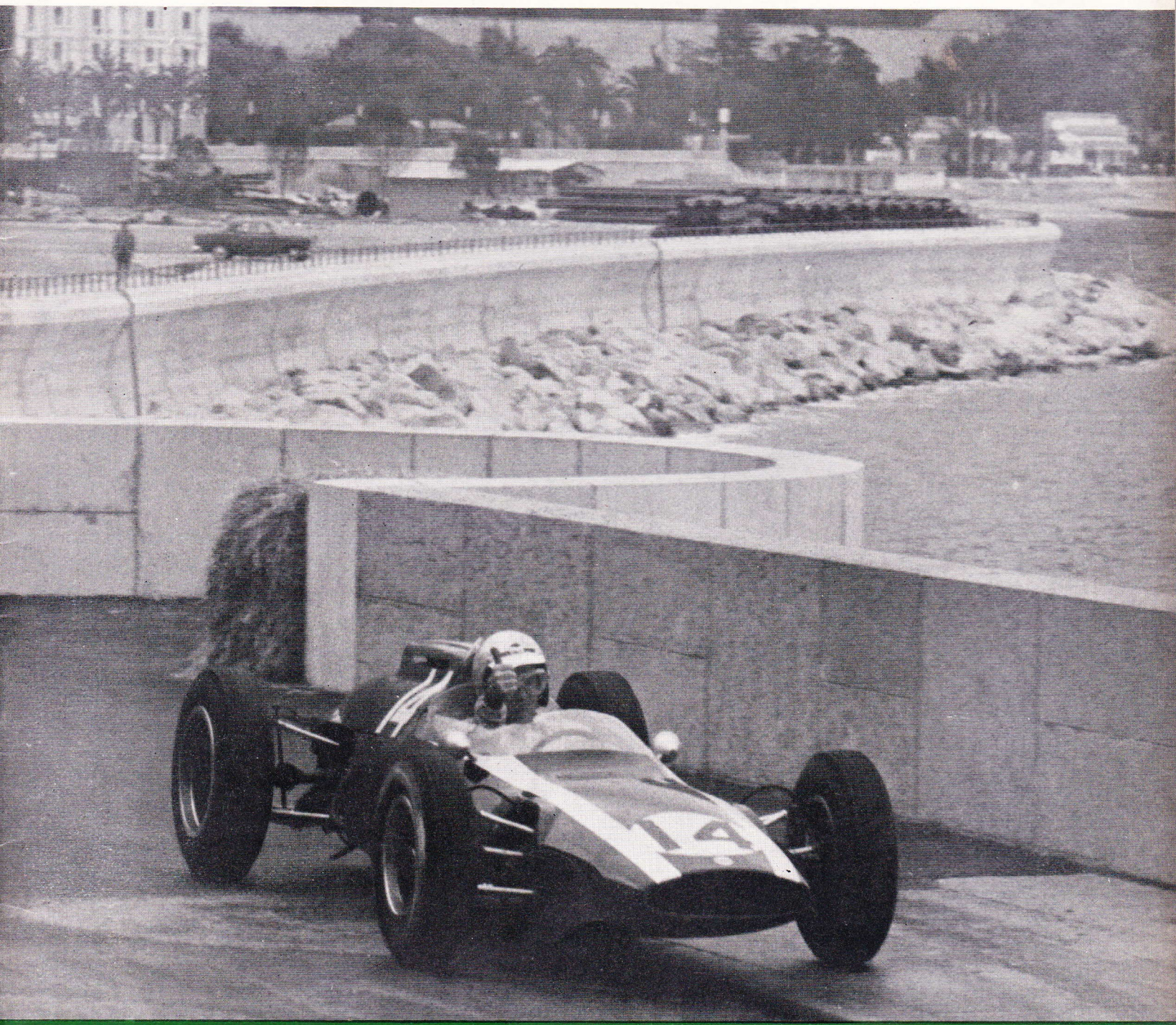
JUNE 8, 1962

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EVERY FRIDAY

Vol. 24 No. 23

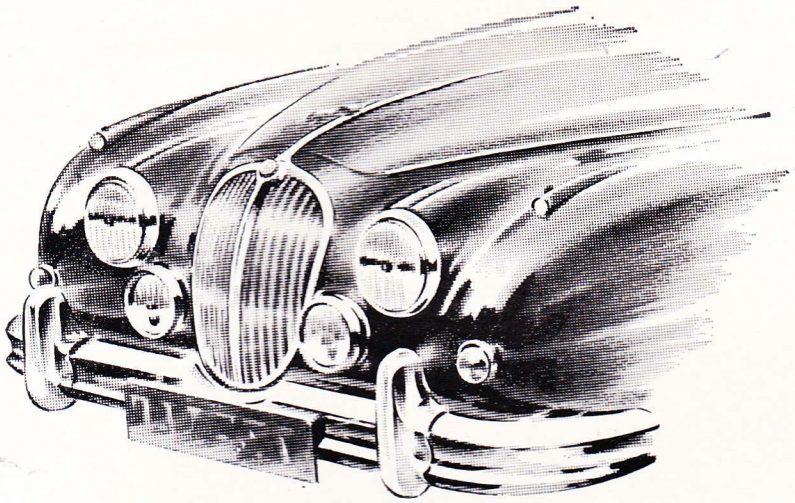
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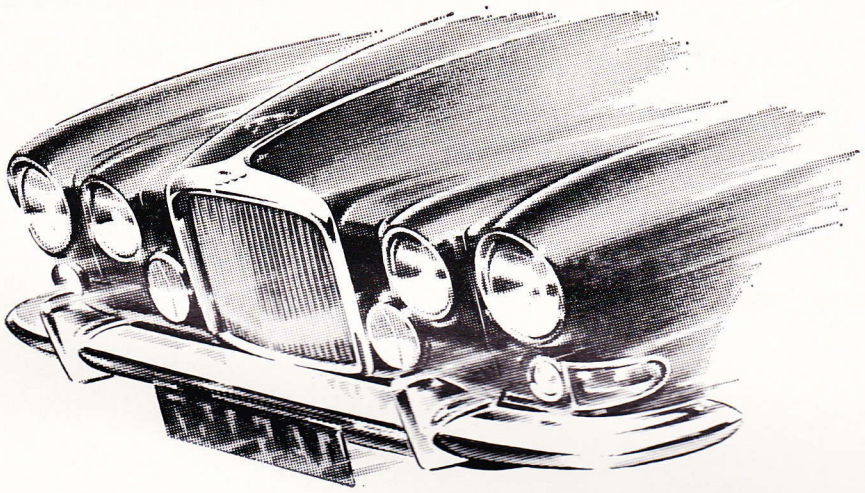
JOHN BOLSTER TESTS THE SKODA OCTAVIA SALOON

CLUB RACING AT SILVERSTONE AND SNETTERTON

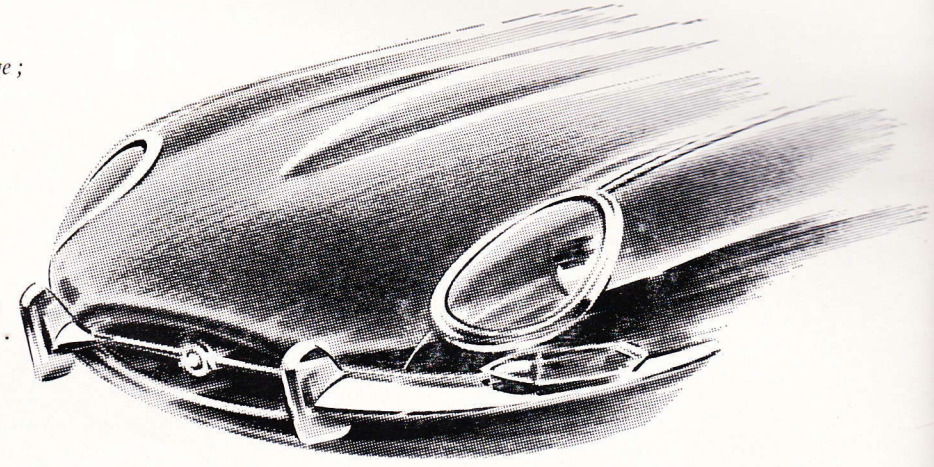


grace...

space...



pace



Three basic models constitute the Jaguar range; the Mark 2, the Mark 10 and the "E" Type. Each is endowed with its own individuality, each is outstanding in its performance and, together, they satisfy every requirement of those motorists who, however diverse their needs, have a common aspiration—to enjoy a special kind of motoring which no other car in the world can offer.

JAGUAR

LONDON SHOWROOMS 88 PICCADILLY W.1.

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper

Vol. 24 No. 23 June 8, 1962

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EDITORIAL

SECOND V8 VICTORY

LAST Sunday's Grand Prix of Monaco was won by Bruce McLaren in the new V8 Cooper-Climax, in a race that was packed with thrills from start to finish. Thus, with the B.R.M. victory at Zandvoort, both British-made V8 engines have proved their superiority. Although the lead changed only three times in the 100 laps, the issue was in doubt after Graham Hill's B.R.M. packed up after 92 laps. Phil Hill (Ferrari) made a tremendous onslaught on McLaren, and only 1.3 secs. separated them at the finish. Graham Hill actually led the race for 86 laps, after taking over after six laps from McLaren. To Jim Clark went a new out-and-out lap record of 1 min. 35.5 secs.—seven-tenths of a second faster than the old 2.5-litre record held by McLaren. The method of selecting starters was not popular, and it was felt that the organizers should have arranged for 20 instead of 16 eligible to take part in a World Championship event. The extra four places would have allowed drivers such as Gregory and Lewis to start, both of whom returned better training times than one or two of the "seeded" works entries. Also it is rather strange that Bowmaker, who are more or less the Lola works team, should have to qualify their drivers. Again, why it was necessary for past-winners Jack Brabham and Maurice Trintignant to have to earn their places on the grid is quite incomprehensible. Both are regarded as major attractions, and Brabham was twice Champion of the World. Finally, isn't it about time that the start was altered, to avoid that dash to the Gasworks Hairpin, cause of so many first-lap eliminations in the past?

FINISHERS AND NON-FINISHERS

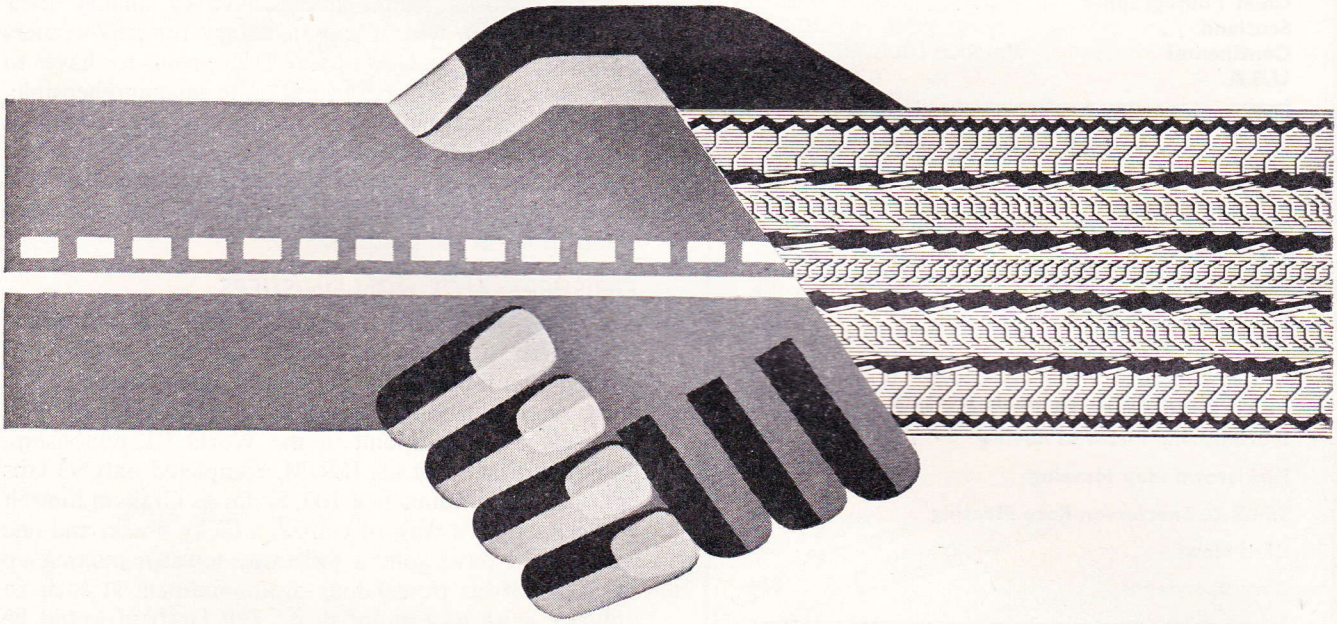
SURELY it is getting on towards time that a sensible decision was reached concerning this business of placing non-finishers in important motor races? The most recent example, at Monaco, gave Graham Hill sixth place, and a point in the World Championship, despite the fact that his B.R.M. completed only 93 laps out of the race distance of 100. So far as Graham himself was concerned it was, of course, a lucky break, and one which must have gone a little way towards making up for some of his tremendous disappointment at such an unlucky finish to a motor race. But Graham would be the first to realize the folly of the decision. A similar instance occurred at the recent 1,000 kms. race at Nürburgring. Since, to be classed as a finisher it was necessary to complete a percentage of the laps covered by the class winner, a number of drivers found themselves "in the money" despite the fact that they failed to cross the line at the finish. The most notable example of this was the Bonnier/Gurney Porsche, which gained second place in its class despite the fact that, for the last 15 minutes of the race, it had lain immobile.

OUR COVER PICTURE

THUMBS UP! Bruce McLaren, winner of Sunday's Monaco Grand Prix, gives George Phillips a sign of his comfort as he swings his Cooper-Climax V8 on to the seafront at the Virage Portiere before entering the tunnel.

a new high safety factor in today's motoring . . .

A NEW TYRE WITH TOTALLY NEW ROAD GRIP



Dunlop, first to use high-adhesion rubber in tyre manufacture, now introduce a tyre for everyday motoring built in the latest **road-hug** rubber. This new 'Gold Seal C.41' also incorporates the unique Dunlop **safety shoulder** and **safety tread** to provide a totally new and far safer grip in cornering, braking and emergency stopping, plus new steering control over raised white lines, cat's eyes, metal strips and the like. It is available in sizes for most popular modern cars—at no extra cost.

DUNLOP GOLD SEAL C41

MONACO GRAND PRIX—AGAIN WON ON DUNLOP

1st BRUCE McLAREN COOPER-CLIMAX ALSO **2nd* & 3rd***

* ALSO DUNLOP DISC BRAKES

(Subject to Official Confirmation)

CPH/H62/103/R7



DENNIS TAYLOR

WE regret to report the death of popular Dennis Taylor as the result of a crash in the Formula Junior race at Monaco last Saturday. Starting racing in 1951 with an Iota "500", Taylor had a long and successful career in Formula 3, appearing in J.B.S., Arnott, Martin, Staride and Cooper cars till he abandoned "500s" and took to sports-racing and Formula 2 machines.

During 1958 and 1959 Dennis was seen in single-seater 1½-litre Lotuses, but with the formation of Formula Junior he acquired a front-engined Lola for 1960. The following year the 6 ft. 2 ins. driver had a rear-engined Lola, the marque which he raced this season.

An experienced racing driver, Dennis Taylor was liked and admired by all with whom he came in contact. A Kentish man, he was 42 years old.

IN the Magny-Cours Junior race held in France last Sunday, John Love's Ken Tyrrell-entered Cooper beat Jo Schlesser's Brabham after a stern chase on the Frenchman's part. Robert Bouharde's Cooper was third, two laps behind.

THE positions in the PECO Championship—for G.T. cars at Brands Hatch—are: 1, Bill Shaw (Elite), 13 points; 2, Roger Nathan (Elite) and Ken Baker (E-type), 11; 4, Bob Burnard (Ace-Bristol), 10; 5, Roy Salvadori (Aston Zagato), Innes Ireland (Ferrari 250GTO) and Stephen Minoprio (Marcos), nine; and 8, Gordon Jones (Marcos-Climax) and Barry Wood (Sprite), eight.

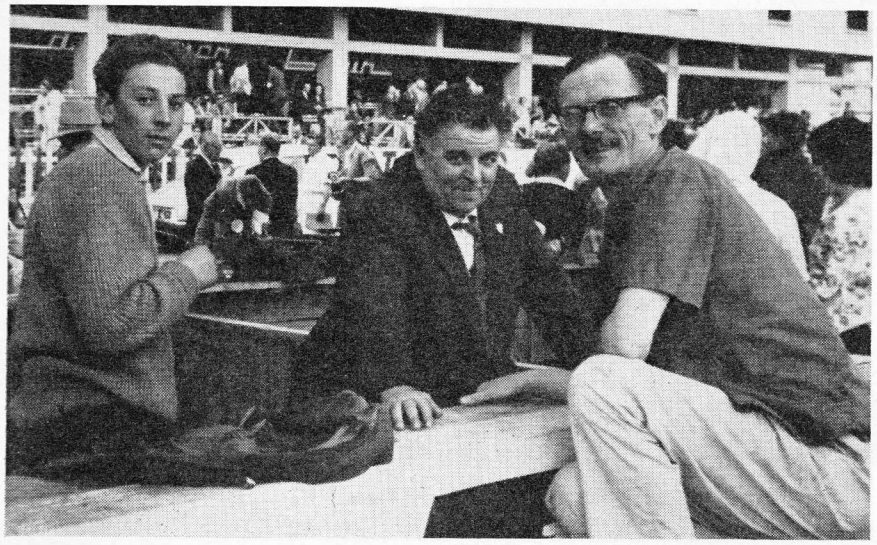
INDIANAPOLIS

RODGER WARD, driving a Leader Card Special, won the 46th Indianapolis 500 miles race on 30th May. Second, 15 secs. behind, was his team-mate Len Sutton, in a similar car. Eddie Sachs was third in a Dean Autolite Special.

Dan Gurney, driving a rear-engined Harvey Aluminium Special, stayed in the first half of the field until the 96th lap when he coasted into the infield to retire.

The race marked the second Indy victory for Ward, who won in 1959. He also finished second in 1960 and third last year. His race average this year was 140.292 m.p.h., a new record.

AN unfortunate clash occurs next week in two important European Rally Championship events. The Alpine Rally, beginning on 7th June, finishes on 12th June, while the Midnight Sun Rally runs from 12th-16th June. As far as can be seen the two events will run almost uninterrupted. It would appear that to compete in both necessitates a works team with a lot of cars and at least one aeroplane!



Martin Gould, Horace Gould and Dick Fitzwilliam at Monaco. Seventeen-year-old Martin, a member of the Jim Russell School who has been doing quite well this year, finished 15th in the F.J. race.

THAT unique event, the Australian Armstrong "500", will be held this year on 21st October in Victoria. Only Australian-resident drivers may race *completely* standard Australian saloon cars. There is no outright winner, only class winners—the classes themselves being based on a price basis.

JACK DUNLOP, that enthusiastic secretary of the 500 Motor Racing Club of Ireland, would be delighted to hear from any competitors interested in going to Kirkistown in Ulster for the Formula Junior Irish Championship, on 7th July. He can be contacted at 519 Lisburn Road, Belfast 9.

PIT and PADDOCK

MORGANS AT THE RING

IT seems that our German is not as good as we thought it was. Chris Lawrence has asked us to point out that none of the Morgans taking part in the Nürburgring 1,000 Kms. Race suffered any trouble with cycle parts, all cars being fitted with a new type of stub axle and steel hub resulting in complete freedom from the failures experienced in 1961. What, in fact, did delay the cars was starter trouble, the starter motors on the two LawrenceTune-engined Morgans having to be removed and replaced no fewer than 12 times during the race. Our apologies to everyone concerned for our faulty translation.

ON 23rd June a *Concours d'Elégance*, organized jointly by the B.A.R.C. and a local Bath Festival committee, will take place at Longleat House, Wiltshire. Cars of all ages will be taking part and judging will commence at 10.15 p.m.

OIL ON THE CIRCUITS

THE Grand Prix Drivers' Association are seeking to have the F.I.A. amend the rule that no oil can be added in Formula 1 racing. Intended to avoid the danger of oil on the circuits, drivers maintain that it is having the opposite effect. Owing to the sealing of tanks by officials long before the start of races, rapid warming up of cold oil has been causing lubricant to leak out under pressure, which could be avoided were tanks not to be sealed.

WITH regard to the complex exhaust systems employed by Britain's Grand Prix V8 engines, V. W. Derrington informs us that the difficulty with the making of these exhaust systems is not in the welding, which is mostly of nickel bronze, but in the manipulating of the tubes to their very complex design, not only to give the required efficiency but to clear the chassis frames and other "impedimenta". So far, V. W. Derrington, Ltd., have made every exhaust manifold for the V8 Coventry Climax and B.R.M. units with the exception of both the prototypes and, in all, they make six or seven different versions for the various chassis using these engines.

LA FAUCILLE HILL-CLIMB

IN glorious weather, the La Faucille hill-climb, the first round of the European Mountain Championship, was won last Sunday by the Swiss driver Heini Walter in his sports Porsche. His time of 6 mins. 4.9 secs. was 0.7 sec. outside the late Harry Schell's Cooper record for this French event. In practice, the Swiss Heinz Schiller (F1 Porsche) recorded 6 mins. 4.6 secs.; however, during his climb Schiller spun and lost time. At the last corner, Maurice Caillet crashed his F1 Cegga-Maserati and was taken to hospital with head injuries. This accident delayed the programme so much that second climbs in the Championship class had to be abandoned.

Results

1, Heini Walter (Porsche), 6 m. 4.9 s.; 2, Harry Zweifel (Cooper-Ferrari), 6 m. 7.6 s.; 3, Josef Greger (Porsche), 6 m. 9.9 s.; 4, Charles Vögele (Lotus 19), 6 m. 13.9 s.; 5, H. Muller (Porsche), 6 m. 18.2 s.; 6, Henri Oreiller (Ferrari 250GT), 6 m. 22.4 s.



GRAND PRIX de MONACO
1st BRUCE McLAREN

(COOPER-CLIMAX)

GRAND PRIX "MONACO-JUNIOR"

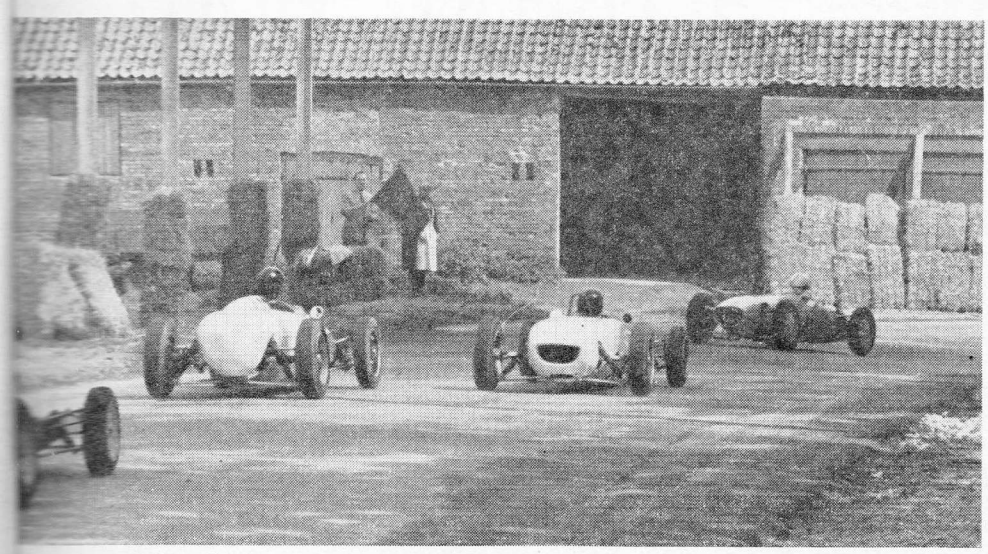
1st PETER ARUNDELL

(LOTUS-FORD)

(Subject to official confirmation)

***Using* ESSO EXTRA MOTOR OIL**

the same superb mineral oil you can buy from your local Esso Dealer



ESCAPE ROAD EXTRAORDINARY! A most intriguing "escape road" as seen at Barn Corner on the new Cadwell Park circuit recently. Apparently rules state: "Doors are to be kept open on race days"!

RENAULT 8

A NEW Renault four-door 4/5-seater saloon will be introduced on 21st June. This model is larger and faster than the Dauphine, which it does not replace, being in a higher price class. It has a five-bearing 956 c.c. engine and disc brakes on all four wheels. Full technical details and road impressions will appear in AUTOSPORT after the release date.



The Renault R8.

MECCANO, LTD., recently introduced two new Dinky toys—an Atlantean bus and an A.B.C. Television Mobile Control Room.

B.R.S.C.C. SALOON CAR CHAMPIONSHIP

THE positions in this Championship following the 12th May International Silverstone meeting are as follows:

1.	Graham Hill (Jaguar 3.8)	29
2.	Alan Hutcheson (Riley 1.5)	26
	John Love (Morris (Mini-Cooper) ...	26
4.	Peter Harper (Sunbeam Rapier)	23
5.	John Whitmore (Austin Mini-Cooper) ...	19
6.	Peter Jopp (Sunbeam Rapier)	18
7.	Mike Parkes (Jaguar 3.8)	17
	Jack Sears (Jaguar 3.8)	17
9.	Christabel Carlisle (Austin Mini-Cooper)	16
10.	Roy Salvadori (Jaguar 3.8)	15
11.	Peter Pilsworth (Riley 1.5 and Sunbeam Rapier)	10
12.	Innes Ireland (Ford Zodiac III)	9
13.	David Hobbs (Jaguar 3.8)	8
14.	Tony Rutt (Austin Mini-Cooper)	4
15.	Mick Clare (Morris Mini-Cooper) ...	4
	Frank Hamlin (DKW Junior)	4
	David Haynes (Ford Zodiac III)	4
	Edward Lewis (Riley 1.5)	4
19.	Ellis Cuff Miller (Sunbeam Rapier) ...	2
	Alan Fraser (Sunbeam Rapier)	2
	Elizabeth Jones (Morris Mini-Cooper) ...	2
	Graham Lawrence (Austin Mini-Cooper)	2
	Tony Maggs (Austin Mini-Cooper) ...	2
	Bob Olthoff (Morris Mini-Cooper) ...	2
25.	Billy Blydenstein (Austin Mini-Cooper) ...	1

ISSUED by the Italian Ministry of Works, "The Italian Road Traffic Act" is of vital importance to travellers. Comprehensively illustrated, it is available in English (410 pages).

SWAN SONG AT HOCKENHEIM

ON 6th May the Hesse Motor Sports Club organized the last race meeting on the old Hockenheim circuit before it is rebuilt. Run under an International licence it attracted an entry of nearly 150 cars, most of whose drivers were German, save for the usual batch of American Servicemen.

The racing was restricted to the touring and grand touring categories, the main event being for G.T. cars of unlimited engine size. In this the starters were reduced to just five, namely, Peter Nöcker's silver 250GT Ferrari, the Jaguar E-types of Max Werner, Josef Ruthardt and Jochen Neerpasch, and Peter Linder's Aston Martin DB4GT. With a Ferrari in the field it is not difficult to guess the result, which was, of course, a win for Nöcker, but not before he had treated the large crowd to a stirring battle with the Aston, only ending when the latter expired during the closing stages. Werner also retired, leaving the other E-types of Neerpasch and Ruthardt to finish in that order behind the Italian car but a lap in arrears.

Quite the best supported class was that for up to 1,600 c.c. G.T. cars, which attracted 18 starters, all but Dieter Lanzerath's M.G.A being Porsches. Three of the 17 were Abarth-Carreras, those of Gerhard Koch, Ludwig Walter and Eberhard Rank, while Michel Weber had a standard-bodied Carrera; the rest were Super 90s, Supers and a 1600 normal. That experienced pilot Gerhard Koch just walked away from the field to win by a handsome margin of over half a minute from Walter, while the Super 90s of Guenther Schwarz and Peter Fritz were third and fourth. Rank and Weber retired.

The three other G.T. classes were very poorly supported with just four Alfas and a Fiat-Abarth contesting the 1,300 c.c. class. In this Ernst Furtmair made quick work of the opposition with his Zagato-bodied Alfa from the more standard models and the Fiat-Abarth.

Georg Plaut, in the same Abarth he ran in the 1,300 c.c. class, won the 1,000 c.c. class by an immense margin from assorted Auto Unions, a Sebring Sprite and a Cooper-Austin, while in the small 700 c.c. class the BMW Specials of Walter Schneider and Hubert Hahne completely dominated, the only opposition to German domination, a Fiat-Abarth 700, retiring.

Four Jaguar 3.8s and a lone 3.4 contested the unlimited saloon car race, the winner once again being Peter Nöcker in a 3.8 by 50 secs. from Max Werner, Tilo Schadrack, Hans Meyer and Tom Brock.

The 2,000 c.c. class went to an Alfa Romeo T1 in face of strong Volvo opposition, the Italian car winning by 3.3 secs. The only English car, a Sunbeam Rapier, had the misfortune to retire while three German Fords were completely outclassed.

Seven Volvos dominated the 1,600 c.c. class, winner being Eberharde Mahle, the well-known Nürburgring specialist, from Josef Maassen and Albert Loebler. While in the 1,300 c.c. class it was Alfa 1300 T1s in the first six places from a lonely Fiat 1300 TV a long way behind.

The French had their turn in the 1,000 c.c. class with a Panhard outstripping the field to finish over 20 secs. ahead of an assorted bunch of Auto Unions and a pair of Coopers. Helmut Zick, another very experienced driver, took the 850 class in his very hot Abarth-modified Fiat 850TC, heading Peter Breiling with his DKW Junior and a Renault Dauphine.

The 700 c.c. class had no less than 17 cars, every single one being a BMW 700, Gottlieb Koch winning from "Hans Kater", Hubert Hahne and Manfred Behnke. Finally the little 600 c.c. cars came out, mainly NSU Sport Prinzes, but with some ordinary Prinzes flung in for good measure. Guenther Volle won this one from Erich Bitter and Siegfried Spiess, all in the faster models of course.

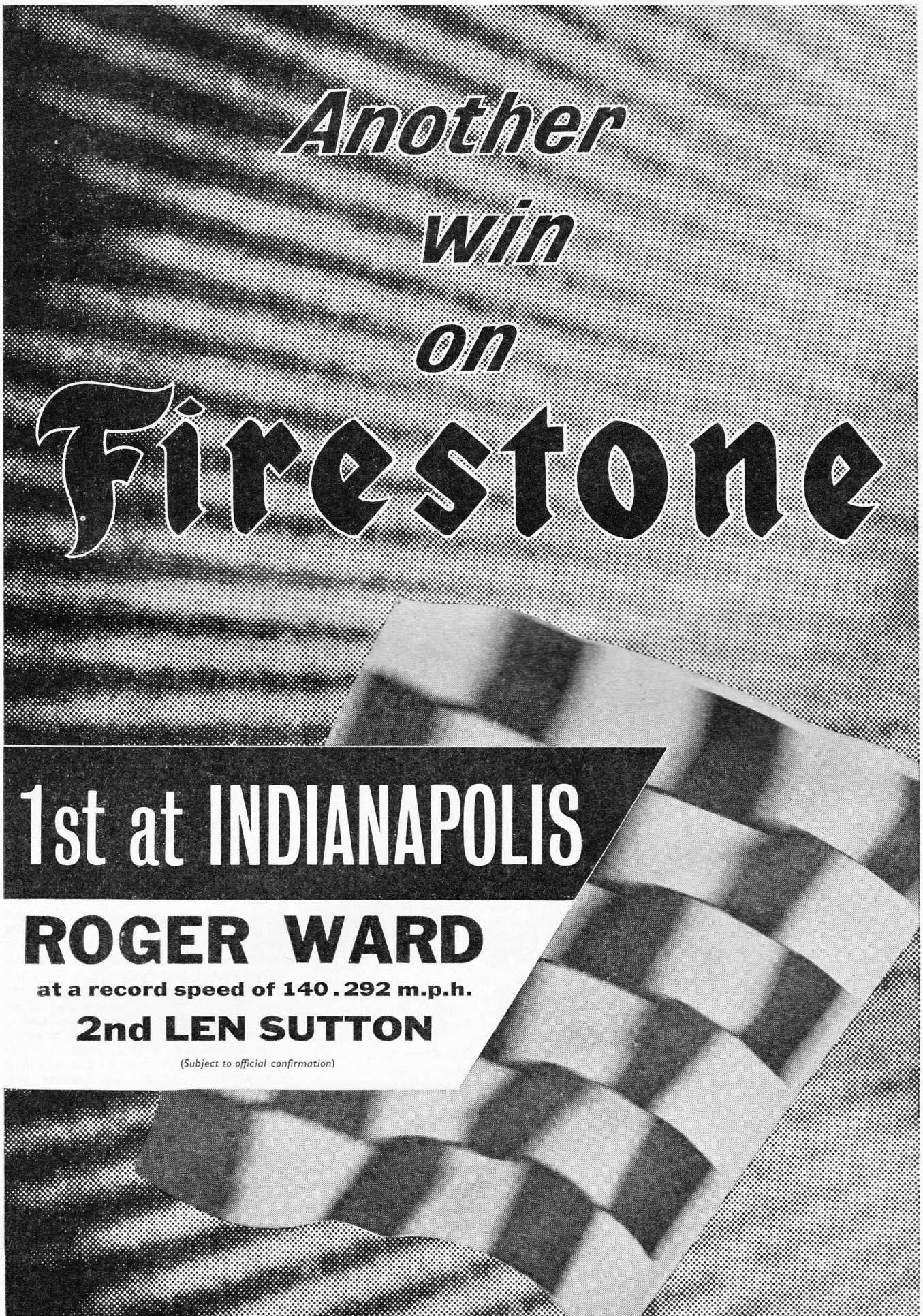
MAX DRESSEL.

SPORTS NEWS

FOLLOWING the 27th May Brands Hatch meeting, John Fenning takes the lead in the John Davy Formula Junior Championship with 14 points. The nearest challenger to this swift pilot of a red Lotus 20 is John Rhodes (Ausper) who has eight points. Other leading contestants are Brian Berrow-Johnson (Lotus 20) and Frank Gardner (Brabham), six points; Ken Simmons (Alexis), four; and Marcus Niven (Lotus 20) and Ian Raby (Merlyn), two. The next qualifying round takes place on 6th August.

THE Motor Racing Register 1961-62 has had an enthusiastic reception. Copies at 7*s.* 6*d.* can be obtained from most bookshops, or direct from 25 Hans Place, London, S.W.1, at 8*s.* 6*d.*, including postage and packing.

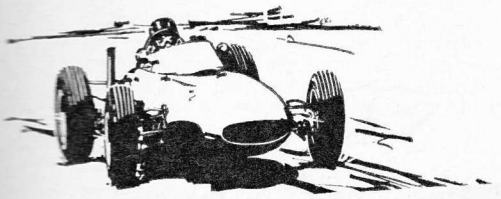
WE recently visited the Lambretta Trojan works, and saw the assembly line for the Elva Courier. Delivery has just begun, and both the open and coupé models are in production. The 1,622 c.c. M.G. engine is the power unit, giving a speed of well over 100 m.p.h. in standard tune.


Another
win
on
Firestone
1st at INDIANAPOLIS
ROGER WARD
at a record speed of 140.292 m.p.h.
2nd LEN SUTTON
(Subject to official confirmation)

WHIT WEEKEND

A Preview of What's On at Whitsun

BY MICHAEL KETTLEWELL



EVEN busier than Easter. Yes, this year's Whitsun motor sporting programme must be one of the busiest ever in history with race meetings, ranging from full-scale International to closed-to-club, hill-climbs, sprints and an International rally.

On Saturday there are three race meetings: B.R.S.C.C. Castle Combe, B.R.S.C.C. Rufforth and 750 M.C. Debden. **Castle Combe** is being reopened, the Wiltshire circuit having last been used in 1955, and the late Harry Schell's Vanwall lap record of 90 m.p.h. should surely be beaten. West Country enthusiasts should see an exciting scrap in the *Formule Libre* race—Chris Summers's 4.4-litre Cooper-Chevrolet, Fred Tuck's 2.8-litre Cooper-Maserati and Geoff Richardson's 2.5-litre Cooper-R.R.A.-Connaught are ranged against John Taylor's fleet 1½-litre Ford-engined Cooper Junior as well as "ordinary" Juniors and 500 c.c. machines. The sports car event also includes heavy metal in the shape of the "D"-type Jaguars of Maurice Charles and Mrs. Pat Coundley, Mike Pendleton's Lister-Jaguar, Dizzy Addicott's Lotus-Buick and Roy Pierpoint's Lotus 15. Once again, the smaller fry might provide the surprises, especially as Tony Kilburn's Lotus 11 and Nick Garbett's Lotus 23 are entered. There is a 1,200 c.c. sports car race, there are races for G.T. cars and there is an event for saloon cars. Castle Combe is near Chippenham and the meeting starts at 2.30 p.m.; however, at 2 p.m. Bob Gerard, who used to race regularly at this circuit, will make a demonstration lap in his Grand Prix Cooper-Ford.

All the regular northern competitors will be at **Rufforth,** which is near York, while 750 and 1172 enthusiasts will be at the first ever race meeting at **Debden** airfield which is being organized by the 750 M.C. Because of insurance, etc., only 750 club members will be allowed to spectate, though they will be allowed to bring their friends. Debden is near Saffron Walden in Essex.

On Sunday, the Bugatti O.C. have their members meeting at **Prescott,** which is near Cheltenham, and to the hill have been attracted Hill-Climb Champion David Good, Tony Marsh, George Keylock, Peter Gaskell, Reg Phillips, Phil Scragg, Josh Randles, Daniel Richmond and the usual "crowd". The meeting starts early at 11 a.m. Also on Sunday, the Romford E.C.C. have a sprint at **Snetterton** and the South Wales A.C. a hill-climb at **Castel Farm,** both of which start at 2.30 p.m. Castel Farm is at Llangynwydd, near Bridgend, Glamorgan, and Snetterton near Thetford, Norfolk.

Monday, of course, is *the* day. And *the* race is the 2,000 Guineas at **Mallory Park** for Formula 1 cars. SEFAC Ferrari have entered a car which the organizers hope will be driven by Phil Hill. At this tight 1.35-mile circuit it will be interesting to see if the handling problems have been overcome because one feels sure that not one of the Ferrari works drivers would like to bounce around this course 75 times! Jim Clark and Peter Arundell are in works Lotuses, Masten Gregory will drive a U.D.T.-Laystall Lotus and Graham Hill Rob Walker's Lotus, whilst even more Cheshunt challengers have been entered for Jack Brabham, Tony Shelly, Tim Parnell and either Nino Vaccarella or Colin Davis to drive—the latter being the Scuderia S.S.S. Repubblica di Venezia car. The Venezia Porsche will be driven by Jo Bonnier and the other foreign entry is also a Porsche—that of Dutchman Carel Godin de Beaufort. Tony Marsh has his B.R.M., on this occasion entered by the Owen Racing Organization, John Surtees either a Bowmaker-Yeoman Lola or Cooper and Ian Burgess the Anglo-American Racing Team's Cooper "special" while first reserve is John Rhodes with Bob Gerard's Cooper-Ford which beat several Climax-powered cars at Silverstone and could provide quite a surprise on this circuit.

So many entries were received for the G.T. event that three seven-lap heats have been arranged with a 25-lap final. Amongst the notable drivers are John Surtees with the Maranello Concessionaires 250GTO Ferrari, David Hobbs, Dick Protheroe and Robin Sturgess (E-types), Chris Summers (T.V.R.), Clive Hunt, John Wagstaff, Les Leston and Chris Barber (Elites), Pat Fergusson (Turner) and David Rees (Marcos). The 30-lap Formula Junior race will be strongly contested by Jack Pearce, Peter Ryan, Peter Arundell and John Fenning (Lotuses), Tony Maggs and Richard Attwood (Coopers), David Prophet (Alexis), Frank Gardner (Brabham) and others while the Mini race should provide an enjoyable 10 laps entertainment. Their drivers include Bill Blydenstein, Tony Maggs, Mick Clare and Elizabeth Jones—so watch out! Mallory starts at 2 p.m.

With so many "names" at Mallory Park one might have thought that the **Crystal Palace** entry would suffer considerably. Fortunately this is not so. There is: Trevor Taylor (works Lotus), Innes Ireland (U.D.T.-Laystall Lotus), Wolfgang Seidel, Brian Hart, David Piper, Phil Robinson and Jay Chamberlain in more Lotuses (Seidel's with B.R.M. and Hart's with Ford engines), Roy Salvadori (Lola), Bruce McLaren (Cooper), Keith Greene (Gilby), the works Emerysons of John Campbell-Jones and Tony Settember and the privately entered Emeryson of Graham Eden. One expects to see Campbell-Jones well up, while Salvadori will be out to repeat his last year's victory.

The Formula Junior races should be hotly contested by Mike Spence, Alan Rees and Bob Anderson (Lotuses), Bob Olthoff and Gavin Youl (Brabhams), John Love and Bill Bradley (Coopers), Bill Moss and Peter Procter (Geminis), Peter Ashdown and David Hitches (Lolas) and John Brown (Merlyn), while the sports car race sees a renewed battle between the Lotus 23s and the Elva Mk. 6s, Paul Hawkins leading the former and Bill Moss the latter.

Can the Chevrolets conquer the Jaguars once more? It seems unlikely that they will be able to do anything on this curvaceous London circuit but no doubt they will try! Roy Salvadori, Jack Sears and Sir Gawaine Baillie are in 3.8s and Charles Kelsey and Peter Sachs in Chevy IIs. Intervention from the smaller brigade can be expected from the Rileys of Alan Hutcheson and Edward Lewis, the Sunbeams of Peters Harper, Jopp and Pilsworth, John Aley's DKW and the Minis of John Love, John Whitmore and Christabel Carlisle which should be very much at home on this circuit. The meeting starts at 1.30 p.m.

With first class entry lists for both Mallory Park and Crystal Palace one might begin to think that there could not possibly be anyone left to compete at Goodwood and Snetterton. Nothing could be further from the truth, for it seems that this year there are not only many more race meetings, there are a darn sight more racing drivers!

The main event at the B.A.R.C. National **Goodwood** meeting is the 21-lap Whitsun Trophy for sports and G.T. cars. Heading the entry list are two Ecurie Ecosse Tojeiros for Tom Dickson and Bruce Halford but as these cars are due to be wrapped up and posted to Le Mans on 15th June there is some possibility that they may not appear. However, the entry list also comprises John Nicholson (Lola), Laurie Keens (Lotus 23), Ian Raby (Merlyn), Doug Graham (Lotus 15), Jimmy Blumer (Cooper Monaco), Ken Yeates (Aston Martin DB3S), Peter Sutcliffe (D-type Jaguar), John Coundley and Bill de Selincourt (Lister-Jaguars), David Chamberlain's Buick-engined Cooper Monaco and Dizzy Addicott's Lotus-Buick. The G.T. section includes Chris Kerrison's Ferrari, Porsches, Morgans, an Elite, Turners, Marcoses and an M.G. Midget. John Mew, Ian Raby, Hugh Dibley and Bob Hicks head the Formula Junior entry and there are also races for closed cars, marque sports cars, 1,200 c.c. sports cars, pre-war racing cars and, of course, there is the inevitable handicap. Entries in the pre-war event include E.R.A.s of Syd Day, Gordon Chapman, A. S. Cottam, Sandy Murray, Peter Waller, Patrick Lindsay, D. H. Day and Dudley Gahagan. Racing commences at 1.30 p.m.

The fourth race meeting on Whit Monday is the Racing C.C. **Snetterton.** This meeting, which starts at 1.45 p.m., includes fully-subscribed races for 250-500 c.c. racing cars, sports and G.T. cars, saloon cars, Formula Junior cars, *Formule Libre* cars, 1172 and 750 Formula cars. There is also a Ladies' Race which should provide some interesting entertainment. Amongst the well-known names at Snetterton are Doc Merfield, Brenda Dickinson, Jennifer Tudor-Owen, Anita Taylor, Colin Hextall, Jack Oliver, Terry Bone and Reg Brown.

The Dowty M.C. have their National sprint at **Staverton** Aerodrome near Cheltenham which starts at 12.30 p.m. and there is a club hill-climb at **Wiscombe Park** down in Devon. Also, on Whit Monday, the Scottish International Rally commences and this finishes on 15th June.

It will be a busy three days for competitors and spectators alike. Enjoy yourselves.



MONACO GRAND PRIX

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SILVERSTONE

One of the Best True Club Meetings of the Year

BY PATRICK McNALLY

THE Eight Clubs lived up to their reputation of putting on one of the best true club meetings of the year at Silverstone on Saturday. This was the clubs' 13th annual meeting, a meeting run off like clockwork due to excellent organization and clever anticipation. A relatively large crowd saw some extremely close scratch racing and close handicap events which were not always foregone conclusions.

Five half-hour speed trials commenced proceedings at 11.30 a.m.; practice had taken place on Friday for the 150 or so competitors, so this early start did not cause any difficulties. The first race of the day was for 750 Formula cars. M. R. Langton, driving the Worden-Austin, took an early lead, with B. A. M. Small in his Austin Special in second place. Arthur Mallock held third place for the first lap but dropped right back, letting A. R. Wontner up into third place. The order remained unchanged with D. A. White moving up to take fourth place.

The first handicap race was a pre-taste of the events to come, with some excellent handicapping. S. W. Hands won this fairly convincingly from the Minis of M. G. Lacey and E. W. Hall, the first-named motoring very quickly indeed. A five-lap scratch race followed which saw Duncan, in an Ace-Bristol, take the major award from Geoff Dempsey in a similar car. Mike Marston, who finished third, put up a fine performance in his 3.4 Jaguar saloon, finishing ahead of a lot of powerful G.T. stuff. A small dice developed for fourth place between P. J. Hawtin (Frazer-Nash) and D. Rees (Marcos), which resulted in the Frazer-Nash crossing the line just ahead of the monocoque construction.

The next race, another scratch race, saw a very close finish, with the Minis of B. W. Hall and M. G. Lacey leading B. G. Norman's Sunbeam over the line.

The ninth event of the day was a handicap event for the bigger cars. Limit man, T. P. Bennett (Fairthorpe), led at the start, to be overcome by C. R. Miller in the Goodwin Special on lap three. However, it was a brief lead for the Goodwin, as John Gott was soon ahead in his ex-works Austin-Healey 3000. The Healey was driven to such effect that neither of the Lotus of J. Morley nor the Lola of T. P. Hart could get by and they had to finish second and third behind the fast red Healey.

G. M. Young in his Sprite won the next event after a close finish from E. J. Mayhew's Riley, with J. E. G. Peiser in third place only 1.5 secs. behind the second man.

Bob Burnard in his white A.C.-Bristol did some real motor racing in the next event. John Gott had led for the first three laps with the Bristol closing up on the Healey on the corners. After some side-by-side motoring the Bristol emerged with a good lead never to be headed for the rest of the race. John Gott, despite being hard pressed by third man K. D. Laverton in a Turner, finished second, and G. J. Rae finished in fourth spot.

There followed another handicap race won by the limit man B. Haslam (Morgan Plus 4), who finished a second ahead of R. Povey's Lotus 7 with D. Rees's Marcos taking the minor award

The 1172 event proved as exciting as ever, with Tony Youlten leading Alan Wershat across the line by .4 sec. with Rod Inglis in the Rejo appearing to dead-heat with Alan's Lolita. This finish was one of the best of the day.

T. P. Hart, in the Lola, scored again, with a first in the next event of the day, winning from J. Morley's Lotus. For the first three laps Morley had led, but with only two to go Hart had slipped by to finish 1.4 secs. ahead. The Earl of Denbigh drove his "E"-type very quickly to take third place ahead of M. J. Beard's Lotus 17.

Event 15 proved to be yet another handicap race. This saw Bob Burnard going like the "hammers" from scratch to win from Peter Mitchell in a 1,340 c.c. Anglia. Burnard made fastest lap of 1 min. 15 secs., which is really moving. Martin Ryan drove his Austin-Healey 100S extraordinarily well to finish fourth.

The last event of the day was the handicap inter-club team race. Bob Burnard won again with the Earl of Denbigh hard on his tail, the latter crossing the line backwards in his enthusiasm! John Gott, who with the Earl of Denbigh and Sheridan Thynne made up the Hants and Berks team, also spun. It was therefore rather amusing to find that this team had won! This last race was a fitting end to an excellent meeting in the true club spirit.

Results

750 Formula: 1, M. R. Langton (Worden), 66.11 m.p.h.; 2, B. A. M. Small (Austin Spl.); 3, A. R. Wontner (A.R.W.). **Fastest lap:** Langton, 67.47 m.p.h. **Handicap Race (A):** 1, S. W. Hands (Anglia), 61.95 m.p.h.; 2, M. G. Lacey (Mini); 3, B. W. Hall (Mini). **Fastest lap:** Lacey and E. J. Mayhew (Riley), 67.31 m.p.h. **Scratch Race (A):** 1, D. Duncan (A.C.-Bristol), 73.17 m.p.h.; 2, G. Dempsey (A.C.-Bristol); 3, M. Marston (Jaguar 3.4). **Fastest lap:** Duncan, 74.60 m.p.h. **Scratch Race (B):** 1, B. W. Hall (Mini), 65.31 m.p.h.; 2, M. G. Lacey (Mini); 3, B. G. Norman (Sunbeam). **Fastest lap:** Lacey, 68.26 m.p.h. **Handicap Race (B):** 1, J. Gott (Austin-Healey 3000), 73.28 m.p.h.; 2, J. Morley (Lotus) ; 3, T. P. Hart (Lola). **Fastest lap:** Hart, 81.08 m.p.h. **Scratch Race (C):** 1, G. M. Young (Sprite), 66.29 m.p.h.; 2, E. J. Mayhew (Riley); 3, J. E. G. Peiser (M.G.A). **Fastest lap:** Young and Mayhew, 68.43 m.p.h. **Scratch Race (D):** 1, R. Burnard (A.C.-Bristol), 74.87 m.p.h.; 2, J. Gott (Austin-Healey 3000); 3, K. D. Laverton (Turner). **Fastest lap:** Burnard, 76.57 m.p.h. **Handicap Race (C):** 1, B. Haslam (Morgan Plus 4), 67.63 m.p.h.; 2, R. Povey (Lotus); 3, D. Rees (Marcos). **Fastest lap:** T. C. Millington (Terrier), 76.17 m.p.h. **1172 Formula:** 1, A. J. Youlten (Terrier), 75.53 m.p.h.; 2, A. R. Wershat (Lolita); 3, R. Inglis (Rejo). **Fastest lap:** Youlton, 78.02 m.p.h. **Scratch Race (C):** 1, T. P. Hart (Lola), 80.45 m.p.h.; 2, J. Morley (Lotus); 3, Earl of Denbigh (E-type). **Fastest lap:** Hart, 82.23 m.p.h. **Handicap Race (D):** 1, R. Burnard (A.C.-Bristol), 75.49 m.p.h.; 2, P. Mitchell (Anglia); 3, J. Holford (Turner). **Fastest lap:** Burnard, 77.18 m.p.h. **Inter-Club Team Race:** A.C.O.C., R. Burnard (A.C.-Bristol), 76.29 m.p.h.; H. & B., Earl of Denbigh (E-type); H. & B., S. Thynne (Mini). **Fastest lap:** Denbigh, 79.52 m.p.h. **Team Contest:** 1, H. & B.; 2, Chiltern; 3, 750 M.C.



LEANING out of Becketts is the 3.4 Jaguar of M. Marston, who took third place in race seven.



HAIR-RAISING dice was carried on between M. G. Lacey's Mini, leading here, and S. W. Hands's 1,340 c.c. Anglia in race eight.



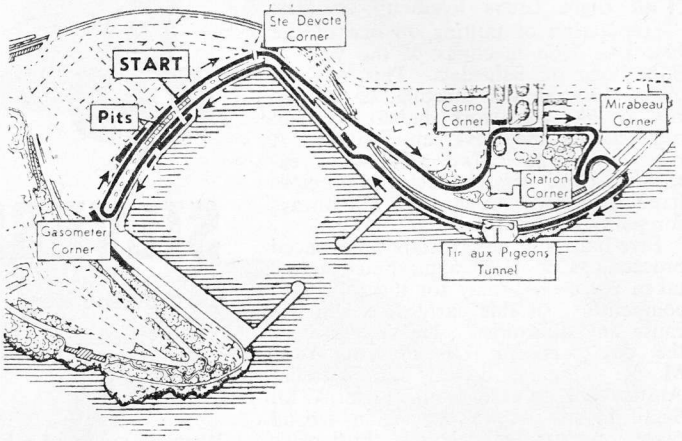
LOTUS LEADS: C. Pearce-Pope ahead of the Earl of Denbigh (Jaguar "E") and R. H. Bell's Lotus Seven-Ford.



ABOVE: John Gott's big Healey leads W. J. Hemming's TR3A at Copse. BELOW: Gott again, this time ahead of Bob Burnard's Ace, which is sliding.



MONACO WIN FOR McLAREN



BY GREGOR GRANT PHOTOGRAPHY BY GEORGE PHILLIPS

Bruce McLaren Wins Dramatic Monaco G.P. in New V8—Jim Clark (Lotus) Sets Circuit Record—Ill-luck of Graham Hill (B.R.M.)—Phil Hill's Thrilling Last-lap Bid with Ferrari—Opening Lap Mix-up at Hairpin



AFTER a splendid drive, New Zealand's Bruce McLaren won the XXe Grand Prix de Monaco with the new, six-speed, V8 Cooper-Climax. McLaren led for the first half-dozen laps from Graham Hill and Phil Hill, then the V8 B.R.M. took command. Bruce held second spot till lap 26, when he was overtaken by Jim Clark in the monocoque Lotus. Then followed a tremendous B.R.M. v Lotus duel, with the Scotsman breaking McLaren's 1960 record with the 2.5-litre Cooper on several occasions, finally bringing it down to 1 min. 35.5 secs. Whilst Hill and Clark battled it out, often with less than a second between them, McLaren circulated with remarkable regularity and a complete lack of fireworks.

Clutch troubles slowed the flying Clark, and finally engine failure terminated his bid on lap 56. This left Graham Hill with a big lead of some 50 secs. over McLaren, and his progress for lap after lap had the precision of clockwork and he, like McLaren, never looked like making a mistake. Behind the Cooper-Climax, Jack Brabham (Lotus) and Phil Hill (Ferrari) went at it hammer-and-tongs, eventually drawing away from Surtees (Lola) and Bandini (Ferrari). Hill managed to take Brabham on lap 76, but next time round, the Australian did it all wrong near the Casino, and split his radiator.

The race looked like being a walk-over for Graham Hill, who, with less than 20 laps to go, had an advantage of over 33 secs. from McLaren. With 10 tours left, his lead was down to 24 secs., but he appeared to have everything under control. Then, his engine started to hit-and-miss, and on his 93rd lap, the B.R.M. came to rest at the Station hairpin.

This put McLaren into the lead once again, and with 15 secs. or so over Phil Hill, the race looked fairly safe for Coopers. However, the World Champion, driving a Ferrari as only he can, whittled that lead down to under 4 secs. on the final lap. The red car closed up

BIRD'S EYE VIEW of Bruce McLaren as he puts on some lock for Mirabeau Inferieur, after the Railway Station.

all the way on the V8 Cooper, but amidst cheers which could be heard miles away, Bruce shot over the line 1.3 secs. in front. In third place came promising Ferrari rookie, Lorenzo Bandini, followed by John Surtees in the V8 Lola, handicapped by brake bothers. Although he failed to finish, the Monaco rules gave Graham Hill sixth place, and his point in the Championship makes him level with Phil.

Unfortunately Trintignant (Lotus V8), Gurney (Porsche "8") and Ginther (B.R.M. V8), were eliminated a few seconds after the start by a multi-car pile-up at the hairpin, which also caused damage to the Lotuses of Ireland and Trevor Taylor.

In winning the Formula Junior event, Peter Arundell (Lotus-Ford) set up a fantastic new lap record of 1 min. 41.7 secs., no less than 3.6 secs. quicker than Trevor Taylor's existing figures, and actually seven-tenths of a second faster than Fangio's 1955 record with the Mercedes-Benz!

* * *

HEAVY rain fell about 1½ hours before the start, but the circuit was practically dry as the cars lined up for the Grand Prix. Trevor Taylor did not have the Lotus-B.R.M., which had developed minor troubles in the six-speed gearbox, and appeared with his Zandvoort machine. Ginther's B.R.M. also did not have the Colotti box, and had a fairly long snout in contrast to Graham Hill's more stubby machine.

All three Ferraris were of the type that raced at Zandvoort. Only two "fours" present were the Cooper-Climax of Tony Maggs, and Jo Bonnier's near-veteran Porsche, painted in the red of Venezia.

After Louis Chiron had chattered at some length over the PA, and Rene Dreyfus also made a few comments, engines were started. Prince Rainier and Princess Grace had already driven round in an open Porsche, and were ensconced with their entourage in the Royal Box.

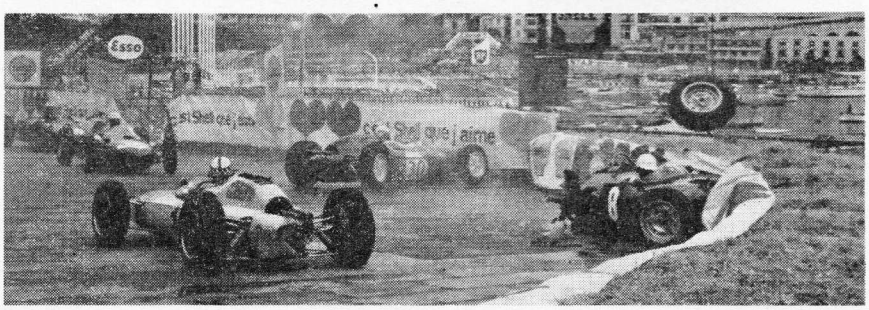
There were still a few puddles here and there, but a fresh breeze was rapidly drying up the circuit.

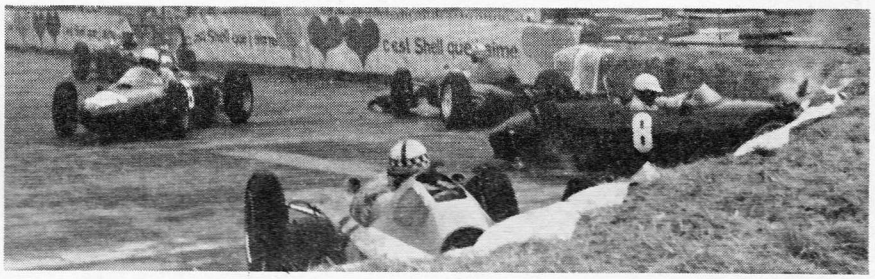
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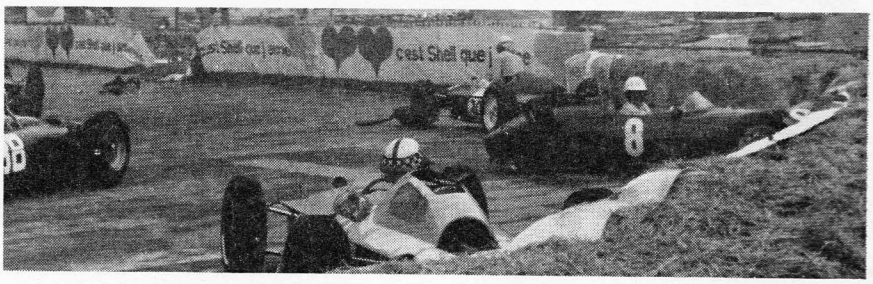
First Lap Shunt . . .

A REMARKABLE SEQUENCE showing the progress of the five-car pile-up immediately after the start. In the top picture, Bruce McLaren (Cooper) and Willy Mairesse (Ferrari) slip through while Maurice Trintignant (Lotus V8) rams the wall, with Ginther spinning and Innes Ireland about to be shunted. Then Trintignant, back on the circuit, rams the wall a second time, while Ireland's Lotus, with stern damage, runs back towards the outside of the corner as Ginther's car, less a wheel which can be seen in mid-air, slams into the bank. In the third picture, Trintignant's car completes another spin as Ireland's car comes to a halt: Ireland and Ginther exchange grimaces, while Trintignant gets out of the car. In picture five Trintignant walks away. Ginther is out of the car and Ireland inspects the damage. Finally, only the debris remains as Salvadori passes through—but just look at the "bonnet" of Trevor Taylor's Lotus!















Starting Grid

Bruce McLaren (Cooper-Climax) 1 m. 36.4 s.	Graham Hill (B.R.M.) 1 m. 35.8 s.	Jim Clark (Lotus) 1 m. 35.4s.
Dan Gurney (Porsche) 1 m. 36.4 s.		Willy Mairesse (Ferrari) 1 m. 36.4 s.
Innes Ireland (Lotus) 1 m. 37 s.	Maurice Trintignant (Lotus) 1 m. 36.8 s.	Jack Brabham (Lotus) 1 m. 36.5 s.
Lorenzo Bandini (Ferrari) 1 m. 37.2 s.		Phil Hill (Ferrari) 1 m. 37.1 s.
Richie Ginther (B.R.M.) 1 m. 39 s.	Roy Salvadori (Lola) 1 m. 38.5 s.	John Surtees (Ferrari) 1 m. 37.9 s.
Joakim Bonnier (Porsche) 1 m. 42.4 s.		Trevor Taylor (Lotus) 1 m. 40 s.
		Tony Maggs (Cooper-Climax) 1 m. 42.7 s.

As the flag dropped, Mairesse tried to squeeze through between Graham Hill and Jim Clark, and seemed to bounce off the back wheels of both B.R.M. and Lotus. Hill was unaffected, but Clark was pushed practically into the wall. Meanwhile McLaren had cut round the Gasworks Hairpin first, followed by the Hills, Graham and Phil.

UP THE HILL from Ste. Devote comes Willy Mairesse's Ferrari (above).

★

AT THE CASINO (below) Tony Maggs (Cooper) swings wide to let Innes Ireland, with the crumpled Lotus, pass through.

Then followed a monumental pile-up, believed to have been caused by Ginther's B.R.M. having the throttle jam open. Cars collided and hit straw bales in all directions. A wheel flew off the B.R.M. and knocked down a race official; Trintignant charged the bales, and Gurney's Porsche was struck by at least two cars. Someone ran into the back of Ireland's Lotus, and the nose of Trevor Taylor's Lotus was torn off. The race was over for Trintignant, Gurney and Ginther. Taylor stopped briefly at his pit, and chucked away the smashed nosepiece. Poor Ireland's car looked as if the termites had got at the rear end, and a leaking petrol tank had to be dealt with before he rejoined the race, several laps in arrears.

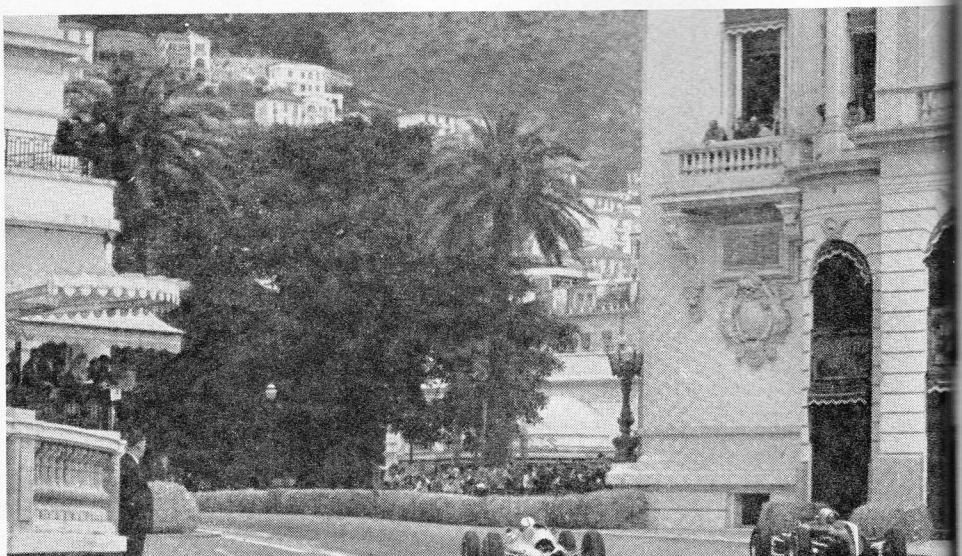
Whilst officials were sorting out the wreckage, McLaren was being pursued grimly by Graham Hill, followed by Phil Hill, Bandini, Bonnier, Clark, Maggs, Brabham, Surtees, Salvadori, Mairesse and, some way back, Taylor, as they completed the first lap. Brabham and Clark soon took Bonnier's red Porsche and both closed up on Bandini. In front, McLaren and Graham Hill were locked in combat, gradually pulling away from Phil Hill.

It was obvious that Graham was going to force the B.R.M. into the lead, for at the end of the fifth lap, only one second separated them. Brabham had moved up to fourth place, and Clark was swiftly closing on Bandini. Surtees, driving with commendable restraint, sat in seventh place.

On lap 7, Hill's B.R.M. scuttled past McLaren, who held on for about a couple of circuits, and then appeared to be quite content to hold second place—after all, the race is for 100 laps, with as many as 2,000 gear changes to be made!

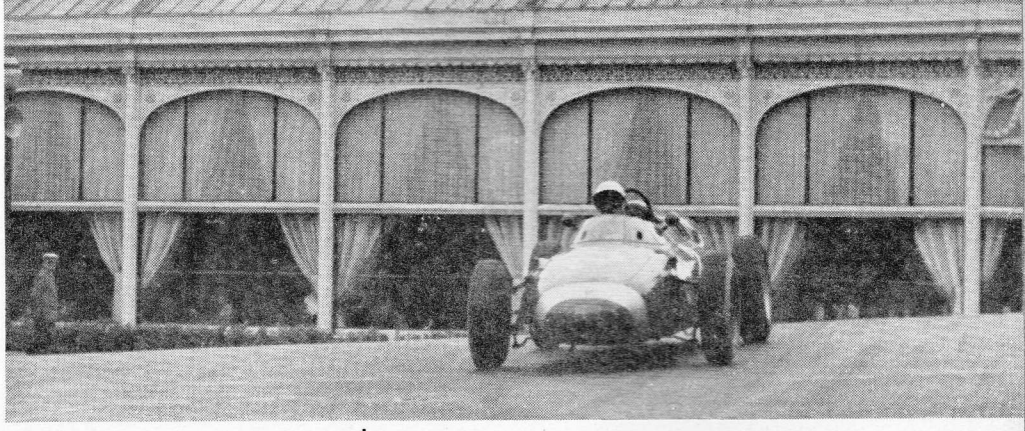
Mairesse stopped at his pit, and lost over a lap. When he came in, there were some boos from spectators, presumably blaming him for the elimination of Trintignant. Jim Clark, really charging round, came right up with Brabham's bright-green Lotus, and there ensued a most spirited struggle in which Phil Hill also joined. The latter had dropped behind after a spin at the entrance to the tunnel, his Ferrari narrowly being avoided by Brabham. On lap 13, Taylor called at his pits, and restarted right at the end of the field. On the next lap, Salvadori's Lola was doubled by Hill's B.R.M.

With the immaculate Graham Hill in the lead, pulling away from McLaren's

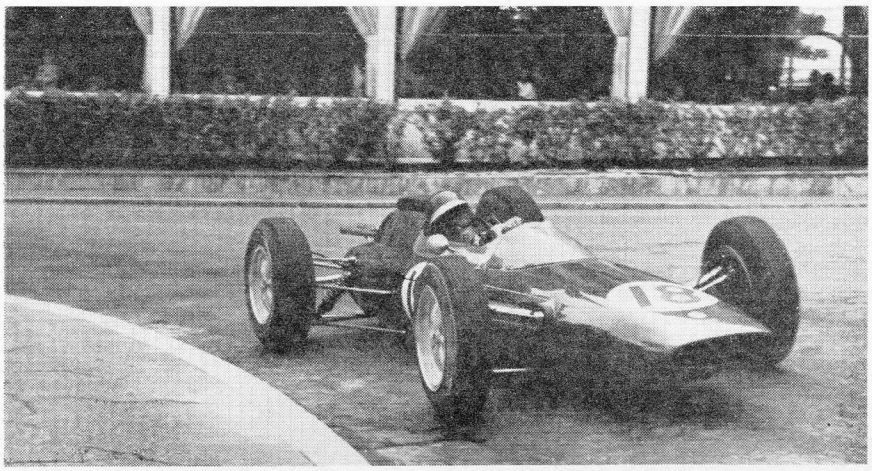


rare-sounding Cooper, the interest centred on the furious Brabham-Clark contest. Jack, showing all his old championship form, was giving Clark in the new Lotus all the pace-making he wanted and both were gradually closing up on McLaren.

Both Brabham and Clark were now circulating in under 1 min. 39 secs. On lap 17, Bonnier's Porsche had been doubled by Hill's B.R.M., and a couple of laps later Maggs had also been added to the list. In the meantime, the leader kept around 6 secs. ahead of McLaren. Then, with 22 laps chalked up, Jim Clark finally managed to overtake Brabham, his next target being McLaren. The chase had the crowd on tiptoes with excitement, with stop-watches clicking everywhere.



APPARENTLY nipping out of the Hotel de Paris in Casino Square is Jo Bonnier (Porsche).



TRYING HARD at Casino Bend is Jim Clark—and just look at his expression!

Both Lotus and Cooper pits gave signals every lap. Bruce realized that Clark was batting round and getting closer and closer. He kept cool, calm and collected, whilst Jim was working really hard to save those vital seconds. Lap 24, and Clark came down to 1 min. 37 secs., 11 secs. behind the New Zealander. Lap 25, and it was 9.5 secs., then with a couple of meteoric circuits in the 1 min. 36's., the Lotus was in second place. The sights were now aimed on Graham Hill, some 8 secs. in front. On the 28th lap Clark equalled McLaren's existing record and the gap was down to 7 secs.

Graham realized the danger but was not tempted to cane his B.R.M. any harder. The gap narrowed and a new circuit record of 1 min. 36.1 secs. brought the Flying Scotsman within 3 secs. of the Zandvoort winner.

For lap after lap the two cars streaked round and Hill was now pulling something extra out of the bag to hold off the Lotus. However, Clark counter-attacked and a 39th lap in 1 min. 35.8 secs. brought him to within 1 sec. of his rival and it looked as if he would wrest the lead from the consistent B.R.M. chauffeur. Graham got down to 1 min. 35.9 secs., and in a tremendous 42nd lap Jim recorded 1 min. 35.5 secs. and the cars were practically nose to tail. The tremendous pace of the rivals brought them up within striking distance of Bandini and Surtees, who were having their own private war. Ireland had been sick in his Lotus, with petrol fumes from the leaking tank and had to receive attention at his pit. Trevor Taylor had made several stops, the floor of his car swimming in oil.

Surtees forced his Lola past Bandini's Ferrari, and on the 45th lap, waved Graham Hill through. Clark remained behind Bandini and Surtees, dropping to about 5 secs. in arrears of Hill. He then rocketed past the Ferrari and Surtees signalled him to overtake on the approach to the Gasworks hairpin. However, to the dismay of his supporters Jim was definitely losing ground. It was Zandvoort all over again and the same clutch trouble. The Lotus was retaken by both Surtees and Bandini, and at half-distance (50 laps), nearly 8 secs. separated Hill and Clark. Jim made a spurt and repassed Bandini, but his car was obviously becoming more and more sick.

With 54 laps covered he was 18 secs. behind, recovered about 3.5 secs. and then stopped at the Casino with engine maladies in addition to a solid clutch.

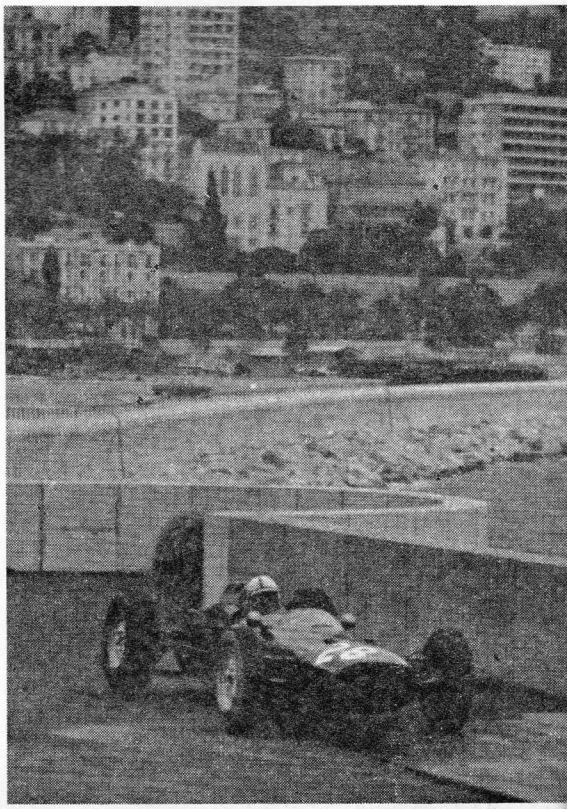
This left Graham with a big lead over McLaren. Interest was suddenly switched to the fight going on behind McLaren between Brabham and Phil Hill, the Ferrari having unobtrusively come up within striking distance of the Lotus V8. There were now only eight cars running plus Ireland's U.D.T.-Laystall which was again in the pits. A heated argument between Innes and an official was broken up before it had really started, the latter alleging that too many mechanics were working on the car. Taylor's V8 Lotus was pushed away with an incurable oil leak, whilst Tony Maggs had his gearbox break, after a splendid drive in the old "four". Both Mairesse and Bonnier were circulating steadily, well out of the running unless all the leaders fell by the wayside.

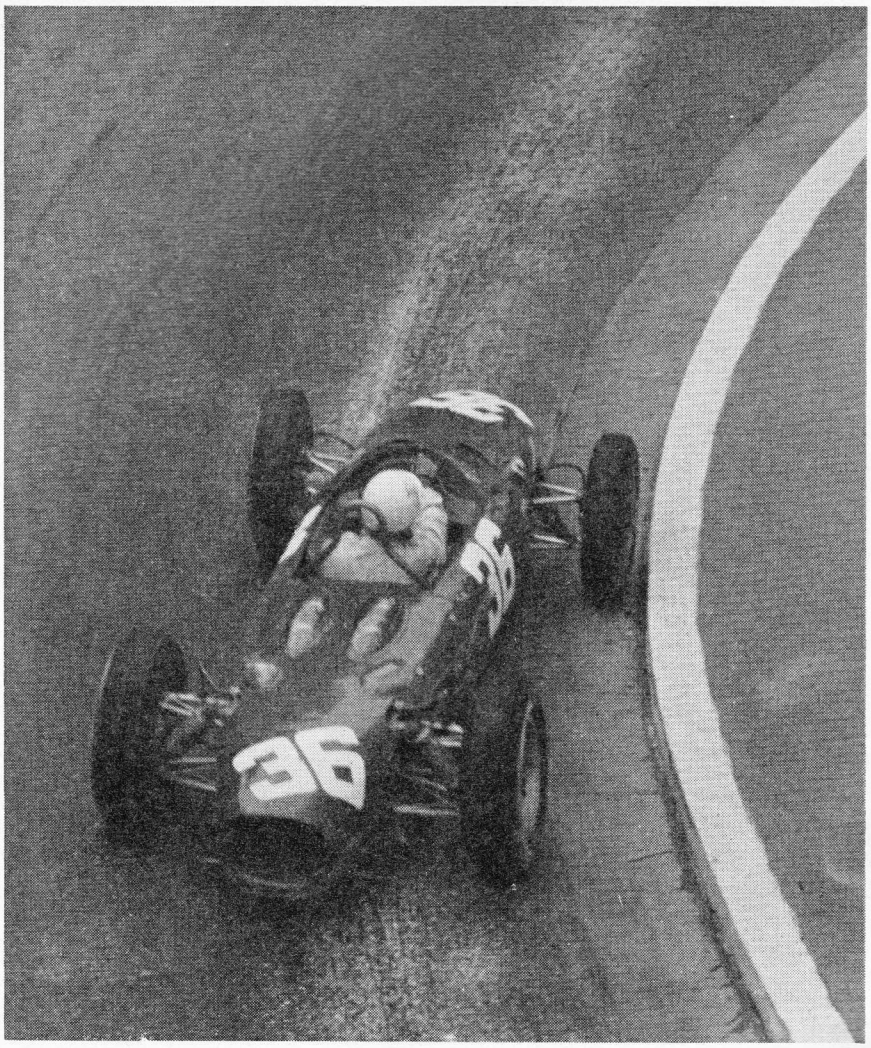
After 60 laps had gone Phil Hill attacked Brabham in earnest, trying all he knew to find an opportunity to pass. The two World Champions were certainly giving the huge crowd value for money and with the lightened load of fuel, the Ferrari was definitely handling better. Roy Salvadori, after several pit stops, abandoned his Lola with damper problems. Bonnier's Porsche was also sadly lacking in controlled suspension, and was becoming slower each time round.

Whilst Phil Hill was worrying Brabham, Lorenzo Bandini was snapping at the heels of John Surtees. The Lola had been going extremely well, but now the brakes were doing peculiar things and the ex-motor-cycle champion was looking none too happy.

With these duels going on behind, the trainlike passages of Graham Hill and Bruce McLaren were apt to be taken for granted. At 70 laps the B.R.M. had a 35.9 secs. advantage and seemed likely to hold it. Phil Hill had dropped back from Brabham, after the former had overtaken Mairesse, but five laps later he was again on the tail of the Lotus. The American and Italian contingent roared their delight when the red car finally got through into third place.

PORTIERE CORNER: John Surtees takes to the pavement as he comes on to the sea front in the blunt-nosed Lola.





WORLD CHAMPION'S LINE through the bend following the railway station at Mirabeau Inferieure.

Brabham chased him up Ste Devote; Hill swept round the Casino and down towards the Tip Top, but Jack didn't. The Lotus spun in front of the grandstand and smacked the protective wooden barricades a fourpenny one. Brabham managed to restart, but not hopefully, for water was streaming from a smashed radiator. He motored disconsolately to his pits to abandon.

Graham Hill had had Surtees for company for many laps. At 80 laps he led McLaren by 33.8 secs. and the New Zealander was 17 secs. in front of Phil Hill. Surtees now found that Bandini was getting uncomfortably close and spectators who were not keeping track of the race started cheering when Graham received the blue flag and moved over to let the Lola through. However, John's brakes were doing unexpected things and he had one or two moments, including shaving the wall at the Tobacconist's Kiosk. He had a quick look-see at his offside rear wheel and waved Hill past again at the hairpin.

This slight contretemps brought the eager Bandini once again within a few feet of the Lola and on the 86th lap the Italian succeeded in taking Surtees on the inside of the hairpin, to the obvious displeasure of steward Rene Dreyfus, who shook his fist at him. Surtees returned to the attack, but the Ferrari's anchors were that much more efficient and he began to lose ground. Bandini decided to attempt to pass Graham Hill at the hairpin, but wisely refrained from so doing when no blue flag was produced.

With 10 laps left the crowd settled down for a B.R.M. victory. Mairesse abandoned at his pit with mechanical bothers and with Ireland many, many laps in arrears, there were virtually half a dozen runners and Bonnier's Porsche was not what one would call healthy.

Then to the consternation of B.R.M., Graham Hill's engine began to sound flat, and McLaren started to gain seconds a lap. As Hill went past the tribunes on his 93rd lap, the engine was spluttering and banging, and Bruce was only 13 secs. behind. Going down towards the now-derelict Mirabeau Hotel, the B.R.M. was literally crawling and came to rest in front of the station. Graham climbed out, bitterly disappointed and gave a gladiator's salute to Bruce McLaren as the Cooper-Climax went through to lead the race.

With about 17 secs. over Phil Hill one would have thought that McLaren was —barring mechanical trouble—in a fairly sound position, with only seven laps to go. However, Hill went into action with a vengeance, cutting the lead down by 2 secs. on the 94th tour, by 3 secs. on lap 95 and another second on lap 96. Thus, with four laps to go, the American had a definite chance of catching McLaren.

Lap 98 and it was 6 secs. Could Hill pull back 3 secs. on each of the last two laps? The crowds were on their feet and from the tribunes all eyes were on the exit of the tunnel. Out came McLaren and when the red car appeared just 4 secs. separated them. Past the timing box it was 3.5 secs.

That last lap was as tense as any that have taken place on the Monaco circuit. When they shot out of the tunnel for the last time Hill seemed to be closing up very rapidly. Safely through the chicane. Bruce swept round the Tobacconist's Kiosk to enter the promenade and take the chequered flag just 1.3 secs. ahead of the gallant Hill.

It had been a dramatic finish to a fine race and a great comeback for the marque Cooper-Climax. Into third place came a new Italian hero, Lorenzo Bandini, followed by John Surtees. Innes Ireland was still running, but was disqualified for allegedly having more than the two permitted mechanics working on the car.

Result

(100 laps=190 miles)

1. **Bruce McLaren (Cooper-Climax),** 2 h. 46 m. 29.7 s., 70.46 m.p.h.
2. Phil Hill (Ferrari), 2 h. 46 m. 31 s.
3. Lorenzo Bandini (Ferrari), 99 laps.
4. **John Surtees (Lola-Climax V8),** 99.
5. Jo Bonnier (Porsche), 93.
*6. **Graham Hill (B.R.M. V8),** 92.
*7. Willy Mairesse (Ferrari), 90.

Non-classified: Innes Ireland (Lotus-Climax V8).

Fastest Lap: Jim Clark (Lotus-Climax V8), 1 m. 35.5 s., 118.554 k.p.h. (73.7 m.p.h.). New record.

Retirements

Laps

0. Maurice Trintignant **(Lotus-Climax V8);** Dan Gurney (Porsche "8"); Richie Ginther **(B.R.M. V8).** Crash at Gasworks.
24. **Trevor Taylor (Lotus V8).** Oil leaks.
43. **Tony Maggs (Cooper "4").** Gearbox.
44. **Roy Salvadori (Lo'a V8).** Suspension.
55. **Jim Clark (Lotus V8).** Clutch and engine.
77. **Jack Brabham (Lotus V8).** Broken radiator.
90. Willy Mairesse (Ferrari). Engine.
92. **Graham Hill (B.R.M. V8).** Engine.

(* Classified according to Monaco rules.)

World Championship of Drivers

1.	**Graham Hill** and Phil Hill	10 pts.
3.	**Bruce McLaren**	9
4.	**Trevor Taylor**	6
5.	Lorenzo Bandini	4
6.	**John Surtees** and Giancarlo Baghetti	3
8.	**Tony Maggs** and Jo Bonnier ...	2
10.	Carel Godin de Beaufort	1

World Championship of Manufacturers

1.	**Cooper**	11 pts.
2.	**B.R.M.** and Ferrari	10
4.	**Lotus**	6
5.	**Lola** and Porsche	3

MONACO PRACTICE

THE weather was none too good for June on the Riviera when Thursday's practice session opened. U.D.T.-Laystall had a Lotus-B.R.M. for Gregory. Team Lotus also had one for Trevor Taylor, using the "24" chassis and a six-speed Colotti gearbox. This unit was also found on an experimental B.R.M., which had two low-level exhaust pipes instead of the unorthodox chimneys. U.D.T. had the smaller-section vertical pipes as found on Lewis's B.R.M. The two Lotuses had Weber carburetters, only the works B.R.M.s having Lucas petrol injection. Hill's B.R.M. had a chopped nose.

Porsche produced a "flat-eight" for Gurney, Bonnier being allocated the well-raced red Venezia "four", borrowed by Porsche for the occasion. Ferrari had five cars with Phil Hill and Willy Mairesse as official works entries, and Bandini and Rodriguez attempting to qualify an additional pair of cars.

Best time of the session went to Jim

Clark (Lotus "25") with 1 min. 37.4 secs., followed by Graham Hill (B.R.M.) with 1 min. 37.7 secs. Gregory did 1 min. 39.8 secs. with the B.R.M.-powered Lotus, Surtees got down to 1 min. 37.9 secs.—third fastest—and Gurney returned 1 min. 38.2 secs. with the "flat-eight" Porsche. Included among the non-qualifiers were Trintignant (Lotus), Rodriguez (Ferrari), de Beaufort (Porsche), Siffert (Lotus), Vaccarella (Lotus), Salvadori (Lola) and Bandini (Ferrari).

Friday's weather was dreadful and there was no question of anyone doing qualifying times. Only Graham Hill (1 min. 58.3 secs.) and Mairesse (1 min. 59.4 secs.) broke 2 mins. Vaccarella bent his Lotus, trying rather too hard.

It was Saturday's session preceding the Formula Junior races which produced the best he could do with the Venezia "four" was 1 min. 42.4 secs.



FORMULA JUNIOR WINNER Peter Arundell (Lotus) comes up to Mirabeau: his fastest lap (a new record) was actually faster than Fangio's Mercedes record!

Lotus had trouble with Trevor Taylor's B.R.M.-engined car, the six-speed gearbox not being quite *au fait*. The original five-speed box was refitted to Ginther's long-nosed B.R.M.

Thus the unlucky folk not to qualify were Gregory, Lewis, de Beaufort, Vaccarella, Rodriguez and Siffert.

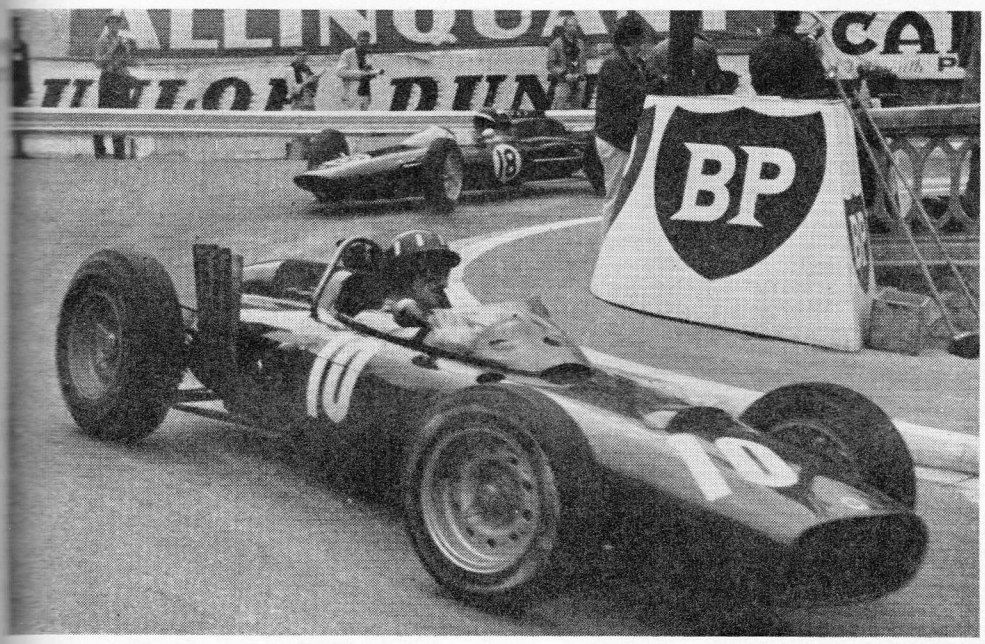
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Formula Junior Final

1. **Peter Arundell (Lotus-Ford),** 41 m. 42.8 s., 108.560 k.p.h.
2. **Michael Spence (Lotus-Ford),** 42 m. 36.3 s.
3. Bob Anderson **(Lotus-Ford),** 42 m. 53.1 s.
4. Kurt Bardi-Barry **(Cooper-Ford),** 43 m. 7.3 s.
5. Corrado Manfredini (Wainer-**Ford),** 43 m. 9.6 s.
6. "Geki", **(Lotus-Ford),** 43 m. 12.7 s.
7. Jo Schlesser **(Brabham-Ford),** 43 m. 18.8 s.
8. **Bill Bradley (Cooper-Ford),** 23 laps.
9. **Russell Cowles (Cooper-Ford),** 23 laps.
10. Ingve Rosqvist **(Cooper-B.M.C.),** 23 laps.
11. **Peter Ryan (Lotus-Ford),** 23 laps.
12. **Ken Simmons (Alexis-Ford),** 23 laps.
13. **Francis Francis (Caravelle-Ford),** 23 laps.
14. **John Hine (Lola-Ford),** 22 laps.
15. **Martin Gould (Lotus-Ford),** 21 laps.
16. **Alan Rees (Lotus-Ford),** 20 laps.
17. **Jeremy Cottrell (Cooper-Austin),** 17 laps.

Fastest lap (Record): Arundell (Lotus-Ford), 1 m. 41.7 s. (110.245 k.p.h.).

JAGUARS are now offering seat belts, specially made by Britax, suitable for fitting to all current models.



the fireworks. For the first time ever 1 min. 36 secs. was broken at Monaco, Jim Clark doing 1 min. 35.4 secs. and Graham Hill 1 min. 35.8 secs. Bruce McLaren and Willy Mairesse both achieved 1 min. 36.4 secs, $\frac{1}{10}$ sec. quicker than Brabham.

STATION BEND (above): Jim Clark in hot pursuit of Graham Hill (B.R.M.) during his tussle for the lead.

★

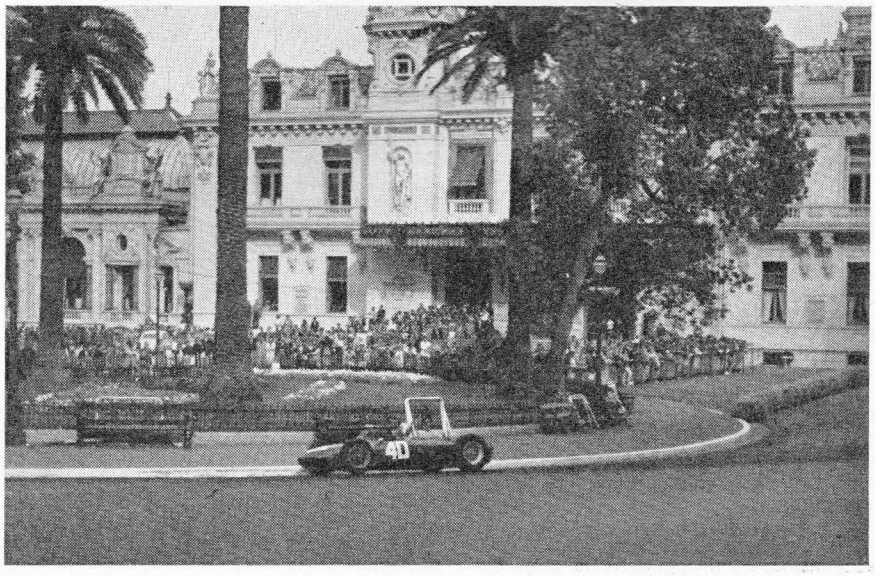
PAST THE CASINO (below) comes Willy Mairesse in his Ferrari.

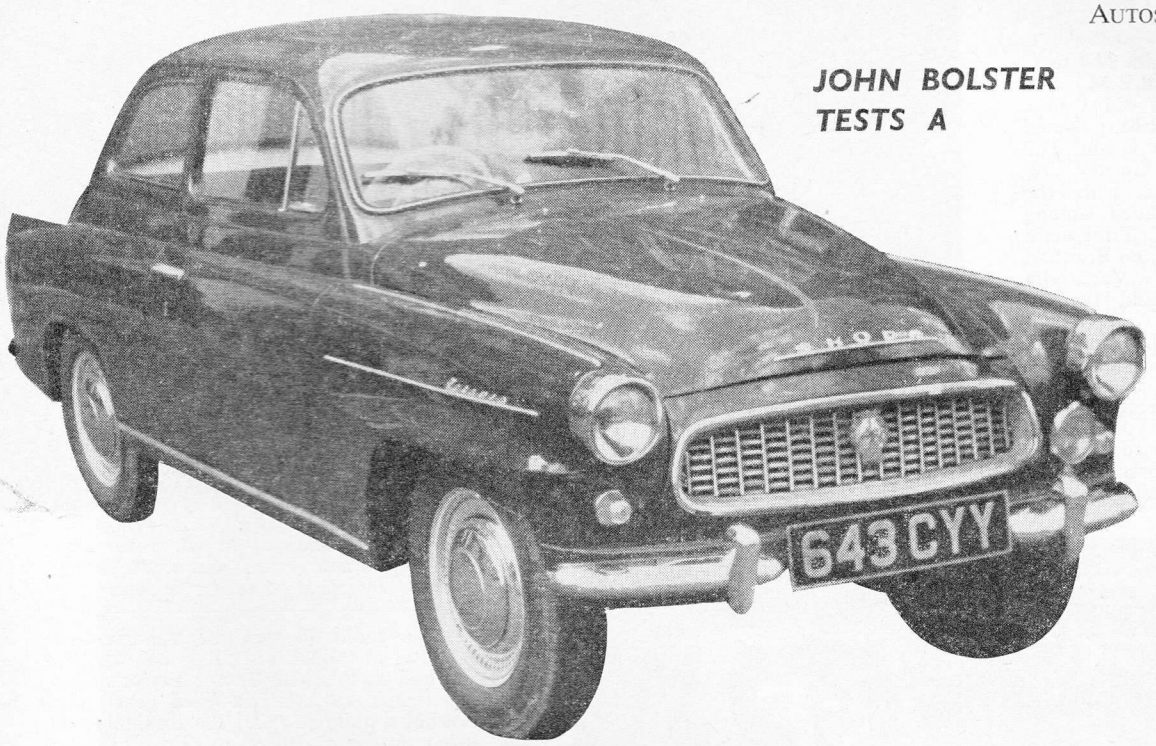
It was the "Grand Prix" for the six places which produced some hectic motoring. Trintignant, really trying and leaving his braking later than anyone else, "won" this G.P. within a G.P. with 1 min. 36.8 secs. Innes Ireland did 1 min. 37 secs., but was only given this time after a dispute with the official timekeepers, who omitted his time and gave the place to Joseph Siffert (1 min. 38.9 secs.).

Fortunately Surtees's Thursday time kept him in and Salvadori's 1 min. 38.5 secs. gave Bowmaker two starters. Masten Gregory's 1 min. 39.2 secs. was just not good enough, and it was bad luck on Jack Lewis (B.R.M.) that his 1 min. 39 secs.—although faster than a couple of the "seeded" entries—was not fast enough.

Ferrari adopted switch-over tactics and Bandini's 1 min. 37.2 secs., on what could have been any of the five cars present, gave them three starters. These plastic numbers are rather too handy!

Bonnier was fortunate in that he was "seeded" as a Porsche works entry, for



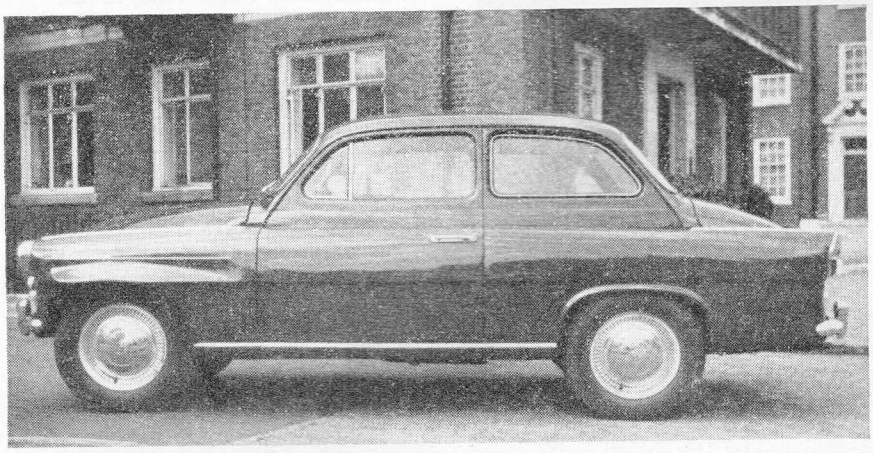


JOHN BOLSTER TESTS A

SKODA OCTAVIA

A Tough and Reliable Foreign Car

CARS from behind the Iron Curtain are not well known in England, but the Skoda, a product of the nationalized Czechoslovakian automobile industry, is becoming quite popular in this country. In the following report, I shall judge the car on the same terms as I would employ for our own products. If a number of criticisms appear, it should be understood that these result from the purpose for which the machine was designed. First and foremost, the Skoda is an extremely tough and completely reliable car for use on the roughest tracks and under atrocious weather conditions. It is as nearly unbreakable as a car can be, yet has a useful performance on smooth capitalistic roads.



The design of the Skoda is interesting. The basis of the chassis is a large single tube, down the centre of which the propeller shaft passes. In front, the tube forks out into two box-section members which carry the engine and the front suspension. The wishbones are attached to an anti-roll torsion bar and the three-piece track rod is operated by a worm and nut steering box. The suspension medium is helical springs with telescopic dampers.

At the rear of the car, independent suspension by swing axles is employed. A transverse spring takes the weight and the dampers are again telescopic. The brake drums are very large for the size of the car and the tyres are enormous, with rough terrain very much in mind.

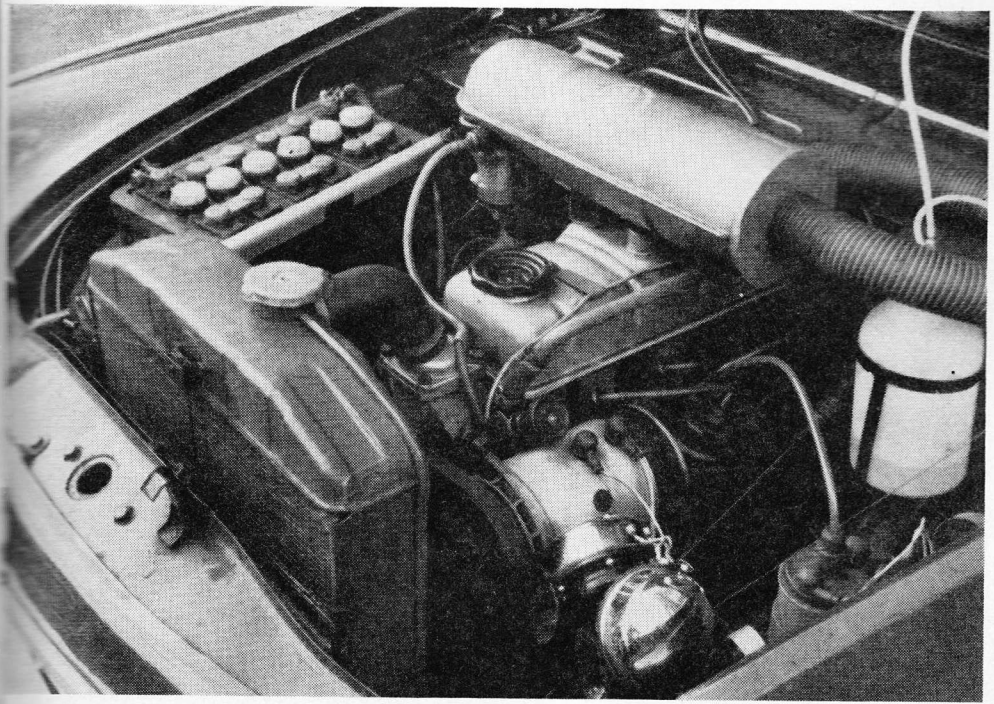
The engine is a conventional four-cylinder of only 1,089 c.c. It has push-rod-operated overhead valves and a pump-type downdraught carburetter of Jikov manufacture but evidently of Solex design. A large grease cup for the water pump is unusual to modern eyes and a pipe for oiling the clutch withdrawal is another vintage feature. The bonnet space is well arranged for maintenance tasks, and there is a copious tool kit.

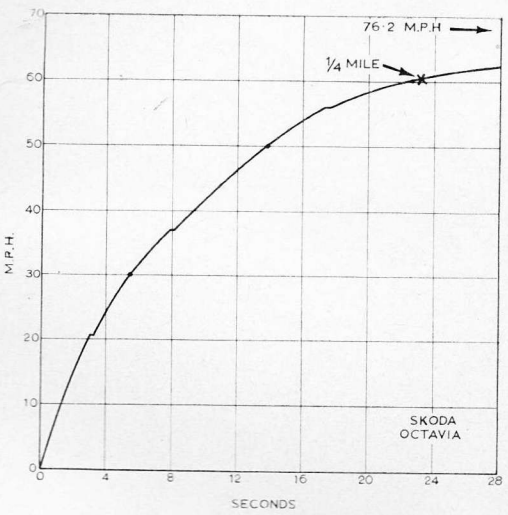
The body is a two-door four-seater saloon with separate front seats. These have adjustment for rake, as is normal on the Continent, and the seats are specifically designed to form a double bed when required. All the usual accessories are fitted as standard in addition to a radiator blind and a rheostat to regulate the instrument lighting. As befits a car which must operate in extremes of cold, an elaborate heating and demisting system is built into the body. The rear passengers have adequate space but a tall driver is short of leg room.

Although the Skoda is so ruggedly constructed it is not excessively heavy. The little engine is very lively, and this 1,100 c.c. car is, in fact, a little faster than some popular 1,500 c.c. models. For a saloon of this capacity, a maximum speed of 76.2 m.p.h. must be regarded as most satisfactory. For British conditions, the gearbox ratios are somewhat widely spaced. Obviously, low gears are needed for rough going and so the space between the quite high top and the other speeds is easily explained.

The gear lever is on the steering column and though it is no better than these things usually are, it is possible to make quite fast changes after some practice. The clutch has a pleasant action, only slipping a little after repeated fast changes have warmed it up, and it is







ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Skoda Octavia two-door saloon. Price, £593 7*s*. 3*d*. including P.T.

Engine: Four cylinders 68 mm. x 75 mm. (1,089 c.c.). Pushrod-operated overhead valves. Compression ratio, 7.5 to 1. 43 b.h.p. at 4,700 r.p.m. Jikov downdraught carburetter. Pal coil and distributor.

Transmission: Single dry-plate clutch. Four-speed gearbox with synchromesh on upper three gears and column change; ratios, 4.78, 7.60, 11.75 and 20.40 to 1. Propeller shaft enclosed in central backbone. Spiral bevel final drive to swing axles.

Chassis: Tubular steel backbone with box section extensions. Independent front suspension by wishbones, helical springs, and anti-roll bar. Worm and nut steering gear. Independent rear suspension by swing axles and transverse leaf-spring. Telescopic dampers all round. Hydraulic brakes, 2LS in front. Bolt-on disc wheels fitted 5.90 x 15 ins. tyres.

Equipment: Twelve-volt lighting and starting. Speedometer. Fuel and water temperature gauges. Heating and demisting. Windscreen wipers and washers. Flashing direction indicators. Radiator blind.

Dimensions: Wheelbase, 7 ft. Track (front), 3 ft. 11½ ins.; (rear) 4 ft. Overall length, 13 ft. Width, 5 ft. Ground clearance, 8½ ins. Weight, 18 cwt.

Performance: Maximum speed, 76.2 m.p.h. Speeds in gears: 3rd, 56 m.p.h.; 2nd, 37 m.p.h.; 1st, 21 m.p.h. Standing quarter-mile, 23 secs. Acceleration: 0-30 m.p.h., 5.4 secs.; 0-50 m.p.h., 13.8 secs.; 0-60 m.p.h., 22.8 secs.

Fuel Consumption: 33 to 40 m.p.g.

normally well up to its job. The foot brake is powerful and fading is not experienced during quite hard driving. Curiously enough, the handbrake of the test car was practically useless.

The ride is quite remarkably hard by modern standards. For extremely arduous conditions, strong springs are no doubt essential. For England, softer suspension might be offered, and to remove a few leaves from the transverse spring would only be a matter of minutes. The exceptional ground clearance would allow the car to sink down a little without the slightest detriment, which would permit the swing axles to take up a more advantageous angle.

An appreciable camber, visible to the casual onlooker, would be expected to reduce the cornering power of the rear wheels. In fact, the Skoda may be cornered quite briskly without demonstrating excessive oversteer. As the limit is reached, a fairly pronounced breakaway at the rear end does occur, but this may be quickly corrected. The effect is naturally more pronounced on wet roads. Softening the suspension should reduce this tendency and remove my two main criticisms of the car.

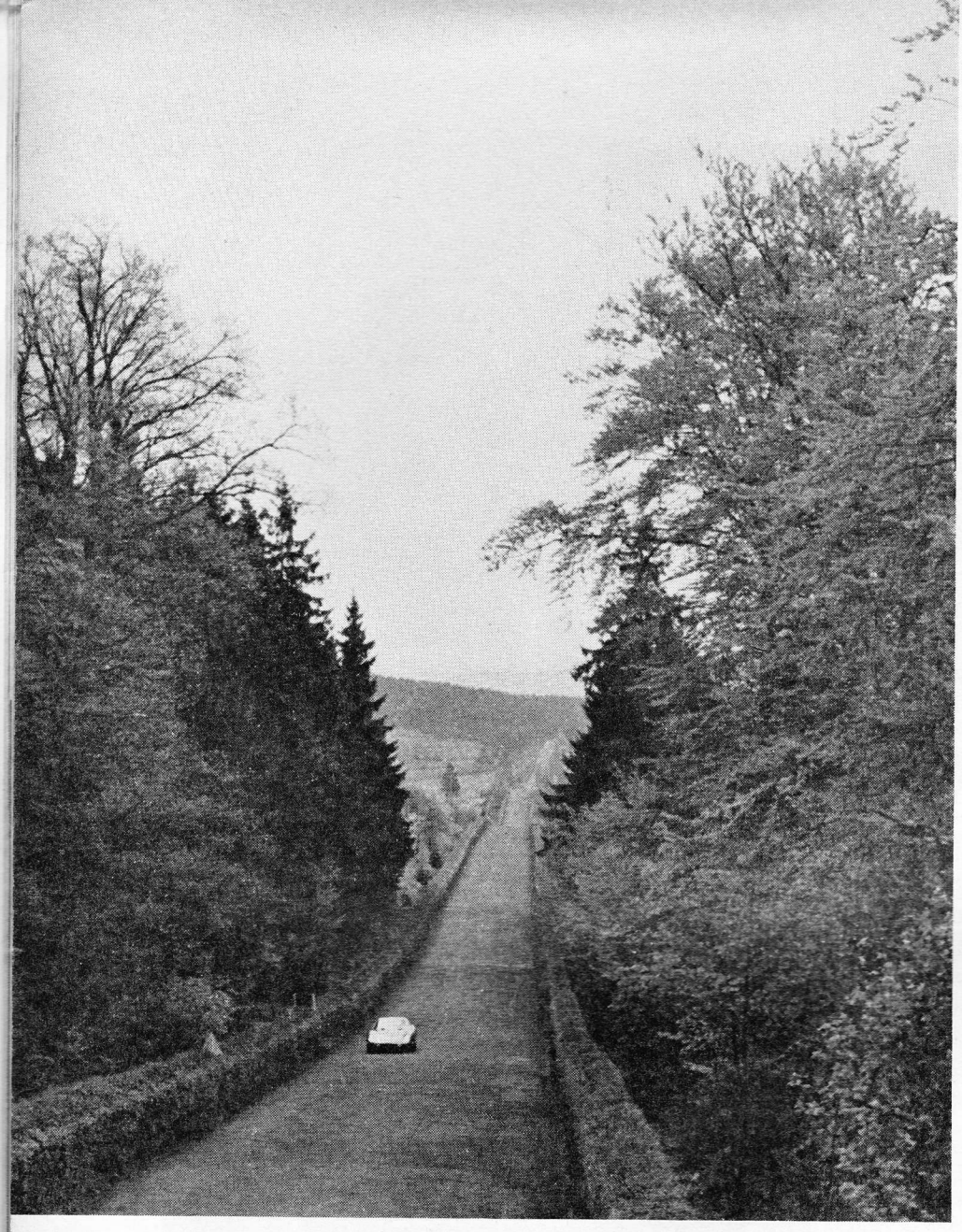
The Skoda will run all day at 70 m.p.h. (genuine) though it sounds rather "busy" as the maximum is approached. The speedometer, by the way, is some 5 m.p.h. fast at the top end, a degree of "flatter" that is often exceeded this side of the Iron Curtain. The engine feels lively and has plenty of "punch", though the test car tended to stall on occasion. The gears are by no means noisy and the upper three ratios are well synchronized. The chassis-mounted final drive is completely silent, a great engineering achievement. The body of the test car was thoroughly weatherproof, the doors and windows fitting particularly well, and there were no rattles.

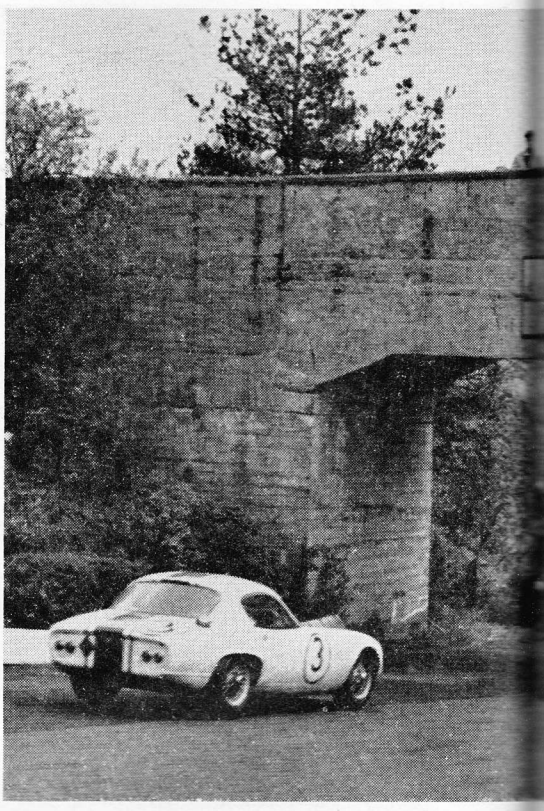
Minor criticisms concern the heavy steering at low speeds and the awkward angle of the accelerator pedal. It is possible inadvertently to illuminate the main and dipped beam filaments simultaneously, to the confusion of those comrades who happen to be driving in the opposite direction! A flap covering the petrol filler is released from inside the car, and the large boot has a lever hidden in the left door pillar—to lock the door is to lock the boot, a very good point.

One feels that the Skoda would be cheap to run, and it is certainly light on petrol, 35 to 40 m.p.g. being possible at reasonably high cruising speeds. The big tyres should last indefinitely and the same goes for the king-size brake linings. The price is quite astonishingly low for such a soundly constructed car, and if it does not perhaps represent the ultimate in refinement, the Octavia must be regarded as a very sound buy for the man who intends to beat hell out of his car for miles and miles and miles. By the way, this is the smallest model of the Skoda range, the attractive Felicia drop-head coupé, for example, having a 1,220 c.c. engine developing 53 b.h.p. at 5,000 r.p.m.

Sound Construction and Attractive Appearance





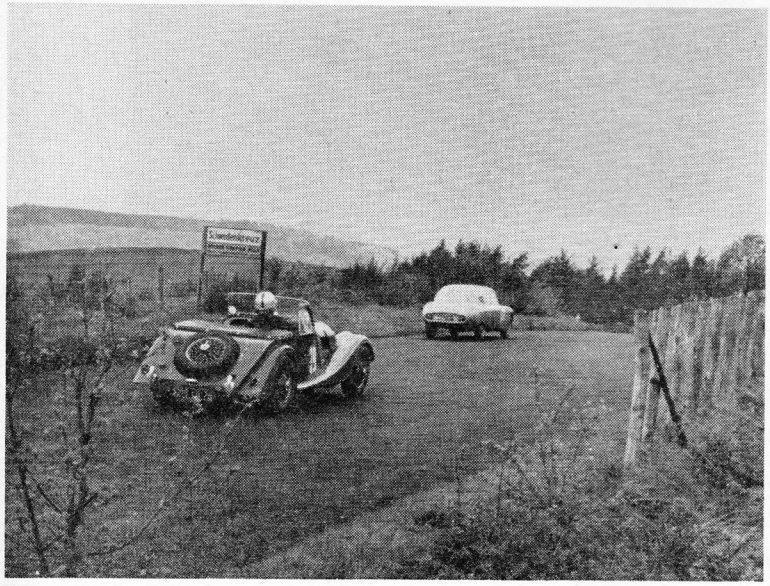


NURBU

A Pictorial Review by FRANC

LEFT: Down the long straight comes the 4-litre Ferrari
the following Tiergarten left-hander. **ABOVE:** Pat Ferg
finished second in their class, shoots under the bridge
Romeo of Scarfiotti/Taramazzo breasts the rise at the Flug
of the lap.

BELOW LEFT: Third in its class, the French-entered Morgan of Savoye/Savoye chases the Verrier/Alain Bertaut Panhard through Schwedenkreuz, on the way to Aremberg.
BELOW RIGHT: The Mairesse/Parkes Ferrari prepares to devour the little works Panhard of Boyer/Guilhaudin at Kottenborn, just after Flugplatz.







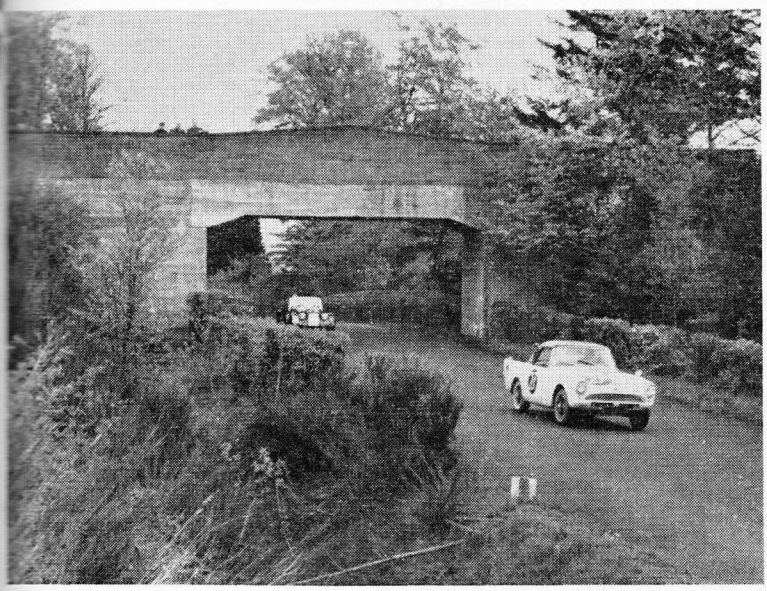
RGRING

IS PENN of the 1,000 Kms. Race

...of Willy Mairesse/Mike Parkes, well over to the side for ... in the Team Elite Lotus in which he and John Wagstaff ... out of the Aremberg right-hander. **RIGHT:** The Alfa ... during practice—with 18 kms. still to go before the end



BELOW LEFT: The bridge at Tiergarten, at the end of the long straight. Under it pass the Miller/Shaffer Sunbeam Alpine and the Savoye/Savoye Morgan. **BELOW RIGHT:** First lap at the South Turn: The Oreiller/de Lageneste Ferrari leads the Noblet/Guichet Ferrari (second in its class) and the Jamaica Racing Team Elite of Peter Jackson/Richard Melville.





MAY MEETING AT KIRKISTOWN

BY BRIAN WADDELL

FOR the second time in three years, John Crossle, driving the latest of his own Crossle Specials, carried off the 1,172 c.c. Ford Championship of Ireland title at Kirkistown on 26th May, keeping the Regent Trophy on Ulster soil for yet another year. The championship, which attracted a number of English competitors across the Irish Sea including Alan Wershat (Lolita) and Tony Goodwin (Pegasus), was the highlight of the May meeting organized in the usual superb manner by the 500 Motor Racing Club of Ireland.

Proving how popular the racing of side-valve Ford-engined specials still is in Ireland, the entry list for the race was oversubscribed with places on the grid being offered only to the 20 fastest cars in practice. As it turned out, however, there were 18 cars on the starting line, of which no fewer than six were designed and constructed by Crossle.

Pole position on the grid went to Crossle himself who was using his latest Formula Junior car which he had fitted with a side-valve engine specially for the race. Beside him was Goodwin with Wershat on the other side—the three fastest cars respectively in practice.

From the fall of the flag it was Wershat who got off to an excellent start followed by Goodwin and Crossle, but by the end of the first lap Crossle had pushed himself up into second place and was tucked neatly behind Wershat, who was setting the pace. Goodwin was now third followed by Brown, Sergeant and Davidson. Except for a few exchange of positions between Brown and Sergeant, who were engaged in their own private scrap, this order continued for the first eight laps, but on the following lap it was Crossle who came through the starting area in the lead with Wershat second but obviously losing considerable ground.

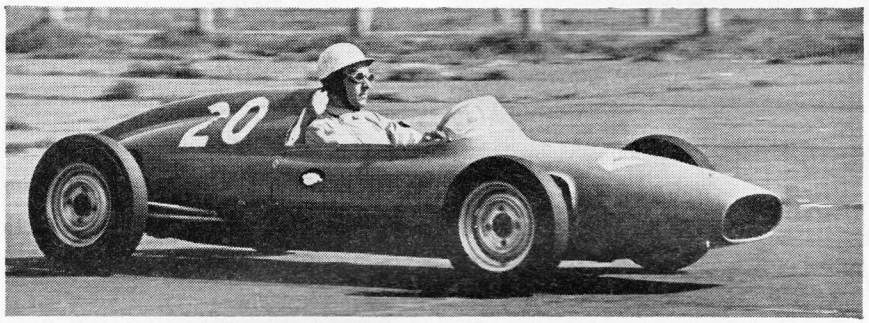
On the next lap Wershat had dropped to fourth place and, in fact, on the next lap he pulled into the pits with failing oil pressure due to big-end trouble. With the main opposition gone, Crossle eased up considerably, but now it was the turn of Sergeant, who had shaken off the challenge from Brown, to make his way up among the leaders, displacing Goodwin from his second position during the 12th lap. Two laps later Sergeant was only two car lengths behind Crossle, but a "faster" signal from his pits sent the leader off on the next circuit to record the fastest lap of the race at 72.15 m.p.h.

After 20 exciting laps Crossle crossed the finishing line 1.4 secs. ahead of Sergeant, with Goodwin bringing his Pegasus into third position. It is interesting here to note that of the first six cars across the line in what must be the toughest 1,172 c.c. scratch event in these islands to-day, four were built in the Crossle stables.

Production sports car racing, which is always popular among competitors and spectators alike, provided plenty of thrills earlier in the meeting when the organizers held two separate races with Le Mans-type starts. The first was sub-divided into two classes, one for Sprites and M.G. Midgets and the other for Alpines, Triumphs and M.G.As.

After a very good start from second place on the line Billy Reid (Triumph) led comfortably from start to finish in spite of being troubled during early morning practice with a slipping clutch. Second place in this class went to Charles Eyre-Maunsell (Alpine), while H. Johnston was third in another Triumph. Former Circuit of Ireland winner Adrian Boyd won his class easily with a Sebring version of the Healey Sprite.

All other sports cars which were not eligible for either of these two classes were catered for in the second race which brought a wide variety of cars to the line including Lotus Sevens and Elites, a D-type Jaguar, three Turners and a 2,660 c.c. Austin-Healey. Right away an interesting struggle developed for the lead between Bill Patterson (Austin-Healey) and Bob Duncan (Jaguar), with Duncan leading for three of the first four laps. On lap five, Patterson pushed ahead, lapping at 72.72 m.p.h., but while lining the car up for the Colonial section the next time round the rear brakes seized and he spun off the course. When he rejoined the race again in sixth position Duncan was well out in the lead, followed now by Stanley Porter and Bertie McElhinney, both driving Lotus Sevens, and this order continued to the finish.



John Crossle of Co. Down, winner of the Ford Championship of Ireland, at speed in his Crossle.

Several cars creeping well over the line before the drop of the flag rather spoiled the start of the 10-lap Formula Junior scratch race, which developed into a fierce battle between Malcolm Templeton and Tommy Reid, both driving Lotus cars. These two fought it out neck and neck right throughout the event, with first Reid and then Templeton taking the lead by inches. Forcing their way through the hairpin on the final lap, where a number of interesting techniques had been displayed earlier, the nose of Reid's car bounced off Templeton's rear wheel and both cars spun right in the track of Mervyn McKinney, who was following close on their tail in his Cooper. McKinney, however, rounded the spinning Lotuses and went on to score an unexpected win from Charles Eyre-Maunsell (Lotus) and Gerry Kinnane (Lotus).

After his son's success in the Junior race, Fred McKinney decided to make it a "family affair" by winning the closed car handicap with his much-modified 848 c.c. Morris Mini-Minor. First car across the line in this race was the 1,488 c.c. Porsche driven by Victor Kerr, but handicapping rules which prevent competitors from bettering their best practice lap by more than 5 per cent. (except on the last lap) caused him to be disqualified.

The fastest racing of the day was provided in the *Formule Libre* scratch which John Pringle (2,495 c.c. Cooper) won easily at an average speed of 80.60 m.p.h. In doing so he also recorded the fastest lap of the meeting at 66.6 secs., 82.56 m.p.h., which was 2.4 secs. outside the lap record held by himself for the course. Second place in this race went to McKinney's Cooper while Jack Slater, a regular visitor to Kirkistown from Scotland, made his journey worth while by bringing his immaculate Lotus Sports 23 into third place.

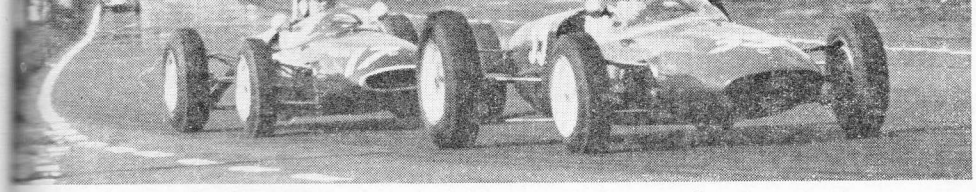
Other races in a very packed programme included a seven-lap handicap for vintage and post-vintage thoroughbreds which saw the return of former Mercedes works driver Desmond Titterington to the wheel of one of these famous German cars. The one he drove, however, was a 7,100 c.c. supercharged Mercedes-Benz, now the property of Lord O'Neill, and in which he was able to lap the circuit at 65.30 m.p.h. After winning the Ford Championship, which was held immediately before this race, John Crossle took to the fray in a 1,795 c.c. Humber in which he fought a tough 40 m.p.h. battle with G. T. Best in a Rolls-Royce.

Of the 11 cars that started in this race seven were disqualified for excessively increasing their best practice times. First place, however, went to Billy Galbraith with his 2,670 c.c. Lancia, with R. D. Stewart (1,495 c.c. Aston Martin) second and W. C. McVeigh (2,511 c.c. Lancia) third.

The rest of the day's racing was made up with four separate general handicap heats and a final which was won by Douglas Acheson (1,098 c.c. Lotus) from Jack Slater (Lotus 23) and Graham Brown (1,172 c.c. H.G.B.).

Results

1,172 c.c. Ford Championship of Ireland: 1, J. Crossle (Crossle), 70.41 m.p.h.; 2, S. J. Sergeant (Crossle); 3, S. A. Goodwin (Pegasus). **Production Sports Cars—Class A:** 1, A. J. L. Boyd (Sebring Sprite), 65.32 m.p.h.; 2, R. Forbes (A.-H. Sprite); 3, R. N. Desano (A.-H. Sprite). **Class B:** 1, W. J. Reid (Triumph), 66.66 m.p.h.; 2, C. W. Eyre-Maunsell (Sunbeam Alpine); 3, H. Johnston (Triumph). **Class C:** 1, R. J. Duncan (Jaguar), 69.06 m.p.h.; 2, C. S. Porter (Lotus Seven); 3, R. McElhinney (Lotus Seven). **Formula Junior:** 1, M. McKinney (Cooper), 79.41 m.p.h.; 2, C. W. Eyre-Maunsell (Lotus); 3, G. Kinnane (Lotus). **Formule Libre Scratch:** 1, J. R. Pringle (2,495 c.c. Cooper), 80.60 m.p.h.; 2, M. McKinney (1,097 c.c. Cooper); 3, J. S. Slater (1,098 c.c. Lotus 23). **Closed Car Handicap:** F. McKinney (848 c.c. Morris Mini-Minor). **Vintage and P.V.T. Handicap:** W. Galbraith (2,670 c.c. Lancia), 51.47 m.p.h. **Open Handicap—Heat** 1: J. S. Slater (Lotus 23). **Heat 2:** G. J. C. L'Amie (1,220 c.c. Turner). **Heat 3:** G. W. Drew (1,172 c.c. Crossle) **Heat 4:** G. Kinnane (1,100 c.c. Lotus). **Final: 1,** D. Acheson (Lotus), 71.26 m.p.h.; 2, Slater; 3, H. G. Brown (H.G.B.).



John Fenning leads Jack Pearce (Lotuses), struggling in a Junior event.

GEORGE CATT MEMORIAL TROPHY MEETING

A Fine Man Commemorated

Excellent Racing in Glorious Weather

BY DAVID PRITCHARD

LAST year George Catt, a great sportsman who epitomized all that is best in club racing, was practising at Snetterton in his little Berkeley when he found a corner full of spinning cars. In self-defence he took to the outfield but his car was wrecked in the uncharted territory and he was thrown out. To the very great sorrow of his many friends he succumbed to his injuries a few days later, and the sport was immeasurably the poorer for his loss. To perpetuate his memory the British Motor Racing Marshals' Club presented a magnificent trophy, to be competed for annually at the track which he loved so well, and the first meeting in his honour took place at Snetterton last Sunday. It is pleasant indeed to be able to record that the sun shone on the venture without a break, and the quality of the racing did full justice to the memory of a fine man.

Six 10-lap scratch races made up the programme, and the first of these was for Formula Junior cars driven by those who had not been placed in any previous race. This was a real Jim Russell school benefit, and the race-long struggle for victory between John Mastin and Melvyn Long showed once again that Jim is producing real racing drivers. The lead changed hands several times on each lap and the cars were seldom more than a length apart, yet neither driver allowed himself to be panicked into a mistake, and Mastin finally took the flag a fifth of a second ahead of his rival after a great display by both. Alan Rollinson brought an immaculate Cooper home third, but the car must unfortunately have suffered in the process since it never reappeared, and Peter Thurston was fourth in a front-engined Lola despite the loss of a cylinder in the closing stages.

The second event was for G.T. cars and it counted for the Snetterton Championship. The entry was so enormous that the race was run in two parts, the 1-litre cars taking the field first. Stephen Minoprio won convincingly in his new Marcos, and T. E. Weber made a magnificent start from the fourth row in a 1961 Marcos and tore through the opposition to land a fine second place. Leslie Arnold and Peter Clarke filled the frame with their Sprites after the ex-Moss Sprite of John Miles had unfortunately blown up.

The second part was won outright by Paddy Gaston in his blown Sprite, which went ridiculously fast despite persistent fuel surge on Coram which deprived him of all urge for about two seconds on every lap. Roger Nathan in the Elite made superhuman efforts to get ahead but he too failed by a fifth of a second. Mike Johnson, whose Elite should have proved a serious threat, performed two unrehearsed manoeuvres on an early lap, and could not get back into the hunt despite a tour at nearly 87 m.p.h. Dick Crosfield brought his Daimler SP250 home third to win his class, and Julian Merfield landed a fine fourth place with the amazing Anglia.



David Wansbrough at speed. He and his D-type won the George Catt Memorial Trophy Race.

A Formula Junior race without restrictions produced a tremendous struggle between Jack Pearce and John Fenning, which followed almost exactly the pattern set in the opening race by the two Jim Russell boys, but these two experienced drivers were going even faster. There was scarcely any clear track between them, although the leader at any moment was always in doubt, until halfway round the final lap, when Fenning slightly overslid and lost about 10 lengths which he could not regain. Henry Morrogh held on to a safe third place, hoping for the error which would put the two leaders out of the running, but his unkind plan was doomed to disappointment. John Taylor, in Bob Gerard's Cooper, nearly sprang a surprise on him at one stage, but the Lotus had a lot of steam in hand and Taylor was held firmly to fourth.

The next race was the one for the George Catt Trophy, to be contested by stated makes and types of sports and sports-racing cars divided into categories according to type rather than engine capacity. All the drivers sportingly agreed to allow Barry Wood to run in Paddy Gaston's blown Sprite to gain experience with the car, which did not qualify for the event and could not gain an award, and he responded by driving it impeccably. Barring accidents, overall victory was bound to go to one of the two D-type Jaguars driven by David Wansbrough and Peter Sutcliffe; Keith Wilson was the sole runner in his category with the XK 120, and the rest of the field was made up of Austin-Healeys, A.C.s, and Frazer-Nashes, Dickie Stoop making a welcome reappearance in his venerable Sebring Nash. Peter Sutcliffe quickly took the lead and David Wansbrough had a slight moment at the hairpin on the opening lap, after which he settled down and drove a fine race, drawing ever closer to the leader and apparently shaping up for a photo finish. Meanwhile, the Aces of John Rodgers and Bob Burnard led the rest of the field and, behind them, Dickie Stoop began worrying at John Carden's Austin-Healey, which went sick on the sixth lap and subsequently retired. Then, with just over a lap to go, Peter Sutcliffe spun off under pressure at Coram and David Wansbrough sailed home to receive the laurels and the trophy from Mrs. Nancy Catt.

The saloon race provided the expected

(*Continued on page* 830)

Results

Formula Junior: 1, J. Mastin (Lotus 20 F.J.), 17 m. 47.8 s., 91.37 m.p.h.; 2, M. Long (Lotus 20 F.J.); 3, A. W. Rollinson (Cooper 1962); 4, P. Thurston (Lola). **Fastest lap:** Long, 1 m. 44.6 s., 93.27 m.p.h.

G.T. Cars. Race 1: Class "A"—Up to 1,000 c.c.: 1, S. J. C. Minoprio (Marcos), 19 m. 51.4 s., 81.89 m.p.h.; 2, T. E. Weber (Marcos); 3, L. G. Arnold (Sprite); 4, P. Clarke (Sprite). **Fastest lap:** Minoprio, 1 m. 57.0 s., 83.39 m.p.h. **Race 2:** 1, Paddy Gaston (Sprite s/c), 19 m. 33.6 s., 83.13 m.p.h.; 2, R. D. Nathan (Lotus Elite); 3, R. J. Crosfield (Daimler SP250); 4, J. C. Merfield (Ford Anglia). **Fastest lap:** M. B. Johnson (Elite), 1 m. 52.4 s., 86.8 m.p.h. **Class "B":** 1, Paddy Gaston; 2, R. D. Nathan; 3, J. C. Merfield. **Class "C":** 1, R. J. Crosfield (Daimler SP250); 2, N. Dangerfield (TR4); 3, R. B. Algate (TR2). **Fastest lap:** Crosfield, 1 m. 56.2 s., 83.96 m.p.h. **Class "D":** K. T. Wilson (XK 120). **Fastest lap:** Wilson, 2 m. 03.6 s., 78.93 m.p.h.

Formula Junior: 1, J. Pearce (Lotus 22 F.J.), 17 m. 16.2 s., 94.15 m.p.h.; 2, J. E. Fenning (Lotus 20 F.J.); 3, H. Morrogh (Lotus 20 F.J.); 4, J. Taylor (Cooper F.J.). **Fastest lap:** Pearce, 1 m. 42.0 s., 95.65 m.p.h.

George Catt Memorial Trophy Race. Overall Result: 1, D. G. R. Wansbrough (Jaguar "D"-type), 18 m. 00.8 s., 90.27 m.p.h.; 2, J. B. Rodgers (A.C. Ace); 3, R. Burnard (A.C. Ace); 4, J. R. Stoop (Frazer-Nash). **Fastest lap:** Wansbrough, 1 m. 44.2 s., 93.63 m.p.h. **Class "A":** 1, J. B. Rodgers; 2, R. Burnard; 3, J. R. Stoop. **Fastest lap:** Rodgers, 1 m. 55.0 s., 84.84 m.p.h. **Class "B":** K. Wilson (XK 120). **Fastest lap:** Wilson, 2 m. 03.8 s., 78.81 m.p.h. **Class "C":** 1, D. G. R. Wansbrough; 2, P. H. Sutcliffe.

Saloon Cars. Overall Result: 1, D. P. Merfield (Ford Anglia), 19 m. 55.0 s., 81.64 m.p.h.; 2, R. N. Allen (Ford Anglia); 3, M. Young (Ford Anglia); 4, J. J. Williams (Austin A40). **Class "A":** 1, B. W. F. Hall (Austin Seven), 20 m. 00.6 s., 73.13 m.p.h.; 2, G. Line (Austin Seven); 3, H. Davidson (Austin Seven). **Fastest lap:** Hall, 2 m. 10.8 s., 74.59 m.p.h. **Class "B":** 1, D. P. Merfield; 2, R. N. Allen; 3, M. Young. **Fastest lap:** Merfield, 1 m. 57.2 s., 83.24 m.p.h.

Formule Libre: 1, B. Hart (Lotus 20), 16 m. 51.0 s., 96.50 m.p.h.; 2, D. G. Addicott (Lotus-Buick 15); 3, J. Pearce (Lotus 22); 4, W. Hill (Lotus XI). **Fastest lap:** Hart, 1 m. 39.0 s., 98.55 m.p.h.



T. E. Weber (Marcos) leads Leslie Arnold's Sprite in the 1,000 c.c. G.T. race.

Club News

By MICHAEL DURNIN

"SPECIAL STAGES" DEFINED

R.A.C. Define New Regulations for Rally Organizers

THE increasing popularity among rally organizers of what are termed "special stages" has caused the R.A.C. Competitions Committee to prepare a definition for the guidance of both organizers and competitors.

The committee believes that the term "special stage" should have a specific meaning for would-be entrants and should not be used as a synonym for a driving test or some other already familiar variant of rallying.

Clubs must in future state in the Additional Supplementary Regulations for a rally if any special stages are to be included and as from 1st September these special stages must comply with the following conditions:—

(a) be run over private roads which, during the passage of the event, are closed to all traffic and persons other than those concerned with the competition;

(b) have a clearly marked route so that no navigation is required;

(c) not include any checks or controls or other requirements which might require or encourage a competitor to stop during the stage;

(d) be over a distance of not less than one mile;

(e) form part of the road section of the event as distinct from being included among tie-deciding tests;

(f) not have an average speed exceeding 50 m.p.h. unless run on a permanent race circuit and conducted with all the safeguards applicable to a race. Competitors exceeding the specified average shall not be penalized or gain an advantage though the schedule of marks lost may be altered from that applicable to other parts of the road section;

(g) be timed in accordance with the requirements in the S.S.R. E.22.

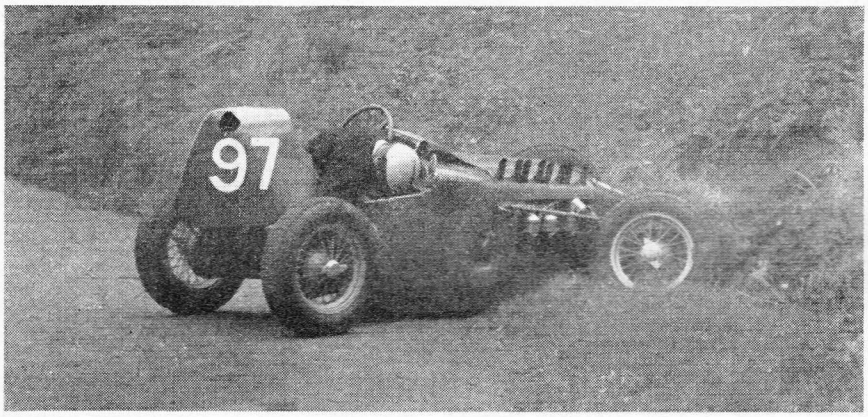
Bonus Marks Out

The Competitions Committee has also amplified regulations concerning other rally problems. Clubs are reminded that the existing S.S.R.s do not provide for the allocation of bonus marks and, therefore, any competitor who cares to protest against such allocation must succeed.

Where competitors are given an option of visiting controls and/or checks the time schedule for an event must always be based on the mileage which would be covered by a competitor who visits every control or check whether optional or not and, of course, this time schedule must not require an average speed of more than 30 m.p.h.

Coming Attractions

9th June. *B.R.S.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts. Starts 2.30 p.m.*
B.R.S.C.C. Race Meeting, Rufforth, near York.
750 M.C. Race Meeting, Debden, near Saffron Walden, Essex. CLUB MEMBERS ONLY ALLOWED TO SPECTATE.
10th June. *Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.*
South Wales A.C. Hill-Climb, Castel Farm, Llangynwydd, near Bridgend, Glam. Starts 2.30 p.m.
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
11th June. N.S.C.C. International Race Meeting, Mallory Park, near Hinckley, Leics. (F1, F.J., G.T., T.). Starts 2 p.m.
B.A.R.C. Race Meeting, Crystal Palace, Sydenham, London, S.E.19. Starts 1.30 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 1.30 p.m.
Racing C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 1.45 p.m.
Dowty M.C. Sprint, Staverton Aerodrome, Cheltenham, Glos. Starts 12.30 p.m.
West of England M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon.
11th-15th June. R.S.A.C. Scottish Rally.
12th-16th June. Rally of the Midnight Sun.
16th June. *Lancs. and Ches. C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.*
N.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
16th-17th June. *Sevenoaks and D.M.C. 8th Kent Rally. Starts Abergavenny, South Wales.*
17th June. Belgian Grand Prix (F1).
B.A.R.C. (S.W. Centre) Hill-Climb, Brunton, near Collingbourne Ducis, Wilts.
North Staffs M.C. Hill-Climb, Loton Park, near Shrewsbury, Shropshire. Starts 1 p.m.
A.C.O.C. and Lagonda C. Sprint, Brands Hatch, near Farningham, Kent.
West Essex C.C. Autocross, Skinners Farm, Abridge, Essex. Starts 2.30 p.m.
Riley M.C. Driving Tests, Barton Airport (A57 Eccles-Warrington), Lancs. Starts 1.30 p.m.



G. J. Grant crashed his 4,250 c.c. G.N. Special during his first ascent. Luckily he was not seriously hurt.

Fielding Fastest at Shelsley

BY TONY BEX
PHOTOGRAPHY BY FRANCIS PENN

RAY FIELDING took the honours at the M.A.C. Shelsley Walsh meeting with the 2.5 B.R.M., establishing B.T.D.—his first—in a time of 34.65 secs., which also strengthened his lead in the Hill-Climb Championship as it was set on the first of his championship runs. This was a popular and deserved win, even if Tony Marsh took some of the gilt off the gingerbread with a "demonstration" of the Marsh Special in a new unofficial record time of 33.96 secs., a considerable slice of his official record, which still stands, of 34.41 secs. It was a climb which could only be described as brilliant and was some consolation to the large crowd who had expected to see Marsh in action proper. Along with a number of other well known names, however, he had submitted his entry too late, although in Tony's case it had been his original intention to compete at Monaco.

Josh Randles (Cooper Monaco) set up a new sports car record in 36.09 secs. and the Lister-Jaguar of Phil Scragg, in trimming his own "open" class time down to 36.70 secs., also beat the old sports record. Jack Richards (Lotus-Climax) took the under 1,600 c.c. sports car class with an immaculate 38.59 secs. from Tyack's ex-Fielding Emeryson (39.76 secs.) and the Cooper-Climax, also ex-Fielding, of van Moyland, tail well out in the Esses on a third fastest ascent of 40.42 secs. Reynolds slid his Morris-Cooper into the bank after the first S bend but continued undamaged.

This year Randles seems really to have got to grips with the Cooper Monaco and he whipped the silver car up in 36.09 secs. on his first run, thus making a nonsense of Boshier-Jones's former sports record for the hill of 37.57 secs. Cottrell, second in his familiar Lotus in this 1,601-3,000 c.c. class, was over 2½ secs. slower than Randles. Harrison, in a Zephyr-engined Lotus, spun to a halt

(*Continued on page* 835)

Snetterton—*continued*

victory for Doc Merfield, though he actually waited until the second lap before going to the front, displacing R. N. Allen's Anglia to the second place which it held to the end. Alan Peer put his Anglia in the cornfield at Riches after three laps, and the main feature of the race was the desperate struggle for third place between Michael Young's Anglia and Jimmy Williams's A40. This followed the same lines as the two Formula Junior battles earlier, and was equally good value, Young just getting the decision at the end. In the 850 c.c. class a similar struggle went on between the Minis of B. W. F. Hall and R. J. D. Gibbings until the latter lost all motive power.

The final race, for *Formule Libre*, brought out Brian Hart's astonishing Lotus-Ford, which won at tremendous speed as anticipated, and Dizzy Addicot's Lotus-Buick just, but only just, held off Jack Pearce's Junior for second place. W. Hill's Lotus XI got away, after difficulty, from R. A. Postlethwaite's Lola, which then fell victim to a Jim Russell Lotus 18 admirably driven by Harry Hawker, and D. Kamm went extremely well in a car called an Attila-Climax, which looked strangely familiar and is surely a reincarnation of something else? We could be wrong, however.

DAVID STONE, one of the most consistently successful navigators in the country, is to partner Eric Carlsson in the R.A.C. Rally. David has previously navigated Tiny Lewis and Pat Moss amongst others and is to have his next outing on the Plymouth with Geoff Mabbs, who has now fully recovered from his accident.

"SUNDAY MERCURY" RALLY

Are Gates Really Necessary?

THE route of this rally was well thought out, both in terrain and timing, there being many short, sharp sections with neutral sections at reduced averages where the route went through villages and towns. Early penalties were applied for arrival before scheduled time but in any event were not really necessary.

The marshals were well briefed and timing was with sealed watches all set so that each competitor started at 12 o'clock by his own watch.

All the map references, of which there were 43, were available an hour before the start and a map giving the position of all controls was shown at the commencement. The only things that were not given were the order of visiting the controls (which was reasonably obvious from the maps), the time allowance between controls and direction of approach and departure.

At due time of departure one received a watch, road book, time control and a wallet. The time control cards were similar to those recently introduced on the *Express and Star* Rally.

The start of the rally was the service station at Dolwen on the A492 about two miles east of Llanidloes. Cars left in an easterly direction and followed two easy sections up to a control west of Trefeglwys, at 956909. The next reference given was 901914, approach north-east, whereas in fact the control was at 900919 and the approach was from the east. Most competitors found this more by luck than anything else, but Geoff Allen/Barry Hughes, finding that the white road through 905915 was non-existent, went right back and tried to approach from the south-east, thinking it to be a misprint, and finally approached the actual control from the south. This should have meant exclusion but fortunately for them this control was later scrubbed.

The next control was at 899848, approach east, when the organizers meant it to be west, and many competitors lost time trying to find a way to it using the white road through 900860. This control was scrubbed but later reinstated.

From here a loop onto 127 followed with a neutral section back to north of Cymbelan. The route now lay south to Tylwch and round Old Chapel Hill to a control at 001802. Control 9 was at 986781, a road used last on the *Express and Star,* and quite a few experienced one- or two-cylinder motoring after passing through the deepish ford just before the control. The Stentiford/Trott rally finished here after complete loss of all the electrics in the car. Six reasonably tight sections in the vicinity of Abbeycymhir then followed but these were all on. A neutral section then followed through Rhayader to the bridge at Dolgfallen. Sections of two, two and five minutes respectively through Elan village were next but some competitors' performances were impaired as a result of several shut and half-shut gates, both Tony Fisher and Geoff Allen going off the road to avoid one particular gate. A section of 18 minutes to a control at 969557 through Newbridge-on-Wye led to three tight sections to Cribarth and it was on the first of these that the Sebring Sprite of S. Wolchover/J. Davenport flipped into a ditch. Fortunately neither was hurt owing to the use of full harness and both managed to extricate themselves from their inverted position.

From Cribarth the route went north of Beulah out on to the Bryn Mawr road and down to a neutral section through Llanwrtyd Wells and through two other easier sections to the start of the special stage on the Epynt at 884414.

The special stage was routed by mandatory arrows at the junctions and was also supposed to go through two "go-via" references. However, if one followed the arrows one did not go through the references and this led to some understandable confusion which the organizers were later sympathetic about.

Four fairly easy sections then followed going down to Battle and coming back north to 056377.

Three tight sections followed and the last one, which involved skirting Crickadarn to approach 073438 from the south-west along the yellow road, led to a little toing and froing in the white road network lying south of the control.

Now came what most competitors agreed was the most enjoyable part of the rally with a section to Llandilo Graban and then via Painscastle to two two-minute sections on the Bryn Gwyn road. Most navigators thought the gate at 187505 would be open and therefore overshot the spot because it wasn't. Even for the early numbers most of this last part of the rally was in daylight although there wasn't much of a change as there had been a full moon all night.

The last but one control was given at 089566 with approach from the east, and the organizers intended the approach to be down the white road through 100563. However, this plotted on the junction with some maps but not on others, and thus some crews approached along the yellow and this control was subsequently scrubbed.

The last control was shortly before the A438 near Crossway and the finish control was at the Metropole Hotel.

Some results were ready at 7.30 (other organizers please note!), due to the use of the route check cards.

Provisional results were announced at 2 minutes to 9 and it was no surprise to learn that Bill Bengry/David Skeffington had won yet another Welsh Rally, with only two minutes lost on the road.

Vic Elford/M. Butler turned in a remarkable performance finishing 15th even though they had started without a windscreen and were plagued with a sticking throttle which caused the Deek's front contours to become slightly altered during the course of the night.

If a little more care could have been used in checking references and directions of approach this could have been an exemplary rally.

Ties were decided first on farthest cleanest and then by smallest capacity.

S. WOLCHOVER.

Results

1, B. Bengry/D. Skeffington (VW 1500), 20; 2, R. D. Broad/G. Bloom (Austin-Cooper), 30; 3, D. Grimshaw/T. Rowland (A.-H. 3000), 30; 4, T. Hunter/J. R. C. Brown (Mini-Minor), 40; 5, B. T. Hadfield/G. D. Haggie (Anglia 997), 50; 6, J. H. Terry/R. K. Davies (Anglia 1347), 70; 7, P. Simister/X (Anglia 997), 70; 8, J. Latrobe/J. Chitty (VW), 80; 9, R. McBride/D. Barrow (Austin-Cooper), 90; 10, M. J. Amos/A. Straker (M.G. Midget), 90; 11, B. E. Culcheth/P. J. Noad (Sebring), 100; 12, B. Stevens/M. Bryant (Mini-Minor), 110; 13, R. Fidler/J. Hopwood (Anglia 1340), 110; 14, P. Giblett/D. Stone (A.-H. 3000), 110; 15, V. Elford/M. Butler (DKW 800), 120.

MID-THAMES C.C.

DRIVING TESTS

CROYDON Airport on 20th May saw Bonanza time once again, when 57 competitors attended the Mid-Thames Car Club's annual restricted driving test meeting at this excellent and popular venue. No fewer than 18 separate tests were laid on, all to be attempted twice, and such was the organization behind the scenes that even this unusually large number of tests was comfortably run off during the afternoon. The "customers" were treated to a very full and enjoyable day's sport with practically no waiting periods and the tests themselves were real tests of driving ability, while at the same time affording many opportunities to "have a real go".

The biggest class on this occasion was the one catering for small saloons. Naturally, B.M.C. "Minis" predominated, but E. Ebbutt was brave enough to enter his *1935* Austin Seven, while E. Goodman had the temerity to bring an NSU Prinz to the starting line. Then there was a class for bigger saloons (1,000-1,600 c.c.) with 10 entries, a well-supported big saloon class with eight entries, 14 Sprites in a class of their own, one Triumph TR3, one Austin-Healey 3000, and, wonder of wonders, one E-type Jaguar!

Results at the half-way break showed that in the various classes B. Greaves's Mini-Cooper, A. Shirley's Riley 1.5 tying with R. Ward's similar car, D. Carter's Thames van, and S. Actman's Sprite were in leading positions. However, there were upsets to come, for Test No. 12 proved a troublemaker. The writer was the first to come unstuck here, doing the test incorrectly on both attempts; and several others either shared this fate or merely recorded slow times. Funnily enough, other competitors seemed to have no difficulty here, which probably proves something.

In the final results it was found that Brian Greaves remained invincible in the "Mini" class (though nowhere near an outright win). It would have been interesting to see if any of the Northern "Mini-bashers" could have given him more competition, for Brian is certainly one of the best the South has to offer. In the next class R. Ward's Riley drew ahead of Shirley's to take the "pot", while D. Carter's 100E van consolidated its class lead even more convincingly. D. Sutcliffe, in his blown Mark I Sprite, took B.T.D., which gave H. Folts, the American enthusiast, and always a most useful Sprite driver in all kinds of events, the class win. P. Courage in his M.G.A. came through to take the next open class, while J. Fenwick in the Healey won in the "heavy brigade". A good "Bonanza" and worthy of upgrading to National status if held on similar lines and at as good a venue.

SAM ACTMAN.

Results

Overall Winner: D. Sutcliffe (Sprite), 546 s. **Classes:** B. Greaves (Mini-Cooper), 568.6 s.; R. Ward (Riley 1.5), 686.6 s.; D. Carter (Thames van), 700.2 s.; H. Folts (Sprite), 554.6 s.; P. Courage (M.G.A), 605 s.; J. Fenwick (Austin-Healey 3000), 616.3 s.

"Cinturas in the wet are very, very good" A top rally driver reports

"Very impressive in the wet" was one of John Sprinzel's major impressions after his 1,000-mile all-weather test of the Cintura and to check it he watched the performance of other tyres at a busy roundabout. We think you'll agree that his good opinion is worth having. British Rally Champion in 1959, Sprinzel has won 14 class awards in international rallies. He judged the Cintura by the toughest, professional standards—and judged it a remarkable tyre. So it is. When you change to a set of Cinturas, you change to an entirely different class of road-holding. And you feel the effect immediately. What kind of effect? Read John Sprinzel's tape-recorded answers.

What were your first impressions of Cinturas? **John Sprinzel:** "They were really quite startling. I drove the car on normal tyres, to have Cinturas fitted, through fairly thick traffic in the rush hour. Well, driving back I felt I was in a different motor-car. It felt so much lighter all round, so much easier to drive, so precise. The action you made on the steering wheel got immediate response through the tread.

How do Cinturas handle in the wet? **John Sprinzel:** "I've driven all sorts of cars on skid pans. And the amount of steering effort you need depends considerably on the type of tyre. Well, with Cinturas under similar slippery conditions, you need half the effort to correct a slide. Then, take my first experience of Cinturas in the wet. We were going along a main road, fairly fastish. It *looked* as if it was wet because it was glistening (and, in fact, it was even a wee bit on the icy side in places). The surprising thing was that it really hardly showed *at all* in the road-holding of the car. I would say that Cinturas in the wet are very, very good . . . very impressive."

How did Cinturas affect cornering? **John Sprinzel:** "I was staggered, looking down at the speedometer; one didn't *seem* to be going very fast at all round corners—yet one definitely was! And even if you take it to the limit and force a break-away of the tail, it is so gentle and gradual with Cinturas that it is easily controlled. You just don't get



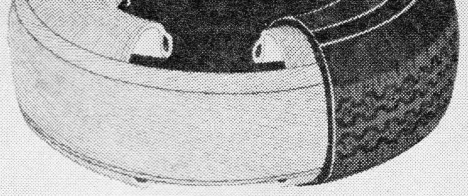
John Sprinzel: "I was impressed personally by the way Cinturas held the road on loose gravel. I was impressed at the way they go over bumps. I like a tyre which lets me feel exactly what is happening. This is essential going fast round corners and on winding country lanes. And then there's the lack of effort needed to steer with Cinturas. I think they handle exceptionally well under rally conditions. They let you drive the car *sensitively*. And for the comparatively inexperienced driver, Cinturas are a considerable safety factor. Steering with Cinturas is so wonderfully precise, that a slight correction gets you out of difficulties. There's never any inclination to take a dangerous armful of wheel."

The thinking behind Cinturas. The thinking is this: that high-performance driving of high-performance cars can put conventional tyres under dangerous stress. And tyre distortion at speed can

sible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at high speeds. It gives the tyre a much more square and uniform contact area with the road. It keeps the tread pattern open under all conditions; it gives the Cintura a remarkably low slip angle; it helps to eliminate the formation of dynamic wave at high speeds; and it gives the tyre a very low rolling resistance.

The benefits which follow, logically and inescapably, are these: exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power, reduced fuel consumption.

In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send for your copy of the Cintura book.



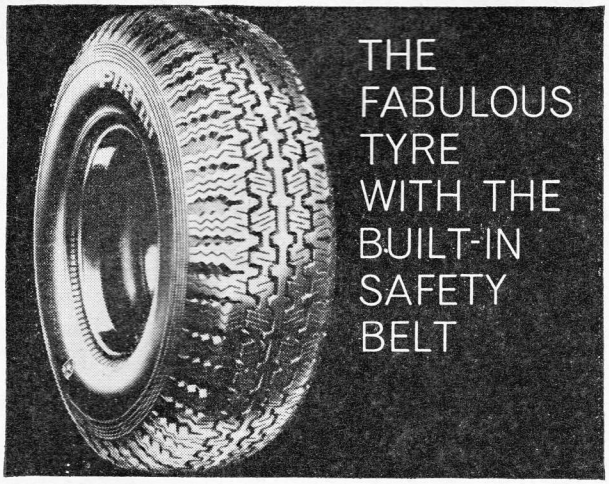
PIRELLI

CINTURA

The fabulous tyre with the built-in safety belt



Colin Forbes



Earlier in this magazine you can read John Sprinzel's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

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Austin
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A 125 Sheerline Princess
Auto Union
1000
Bentley
'R' type Saloon
Continental
B.M.W.
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407
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Conquest Roadster
3½litre Regency 104
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D.K.W.
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Fiat (England)
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Hillman
Minx after June 1958
Humber
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Hawk, Series I
Jaguar
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Jensen
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Lancia
Appia Ia, Appia 2a
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Saab
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PIRELLI
CINTURA

CORRESPONDENCE

Alan Hutcheson's Riley 1.5

I WOULD like to draw your attention to an incorrect statement which appeared in the Press recently in regard to Spa. It stated in articles reporting this meeting that my Riley was disqualified after a protest from Alfa Romeos had been upheld. This, in fact, is not quite correct, and I would like to point out the true facts of the matter.

Firstly, the protest was made out of time according to R.A.C. competition rules. Protests have to be made at least one hour before the competition starts, and this protest was lodged with the Stewards, on their own admission, 20 minutes before the start of the race.

Also, in these regulations, it states that the competitor against whom the protest is made must be notified of the protest within the minimum of time, and if possible, within half an hour of the completion of the event in question. The protest was, in fact, notified to me 5¾ hours after the start of the race. On leaving the circuit, we were told there had been a protest, and I attended an interview with the Stewards and the organizers, who stated they had received a protest that my car was over-bored, and they wished to measure the bore of my engine.

I told the organizers it would not be possible to remove the cylinder head, as we did not have a spare gasket, and at that time, 7 o'clock in the evening, there was not sufficient time for the work, anyway, as my wife and some friends had to be in Brussels the same evening to catch a 'plane back to England, and my mechanic and I had worked through the previous night trying to find out what was wrong with the engine, without success. I explained to them that if they had notified me of the protest at the correct time, this would have been perfectly in order, as we would have had time to remove and replace the cylinder head, although this would not have overcome the problem of the gasket, and we would have had to tow the car back to Ostend.

The scrutineers were solely concerned with one problem, which was a query in regard to the bore size. I offered them the opportunity of taking the bore measurement by setting the ignition on t.d.c., removing the sparking plugs and filling a bore with oil, which, after allowing for the combustion chamber, would have given them the exact cubic capacity as required. They stated, however, that they were not satified with this, and in view of their generally unpleasant attitude and lack of co-operation, I withdrew from the official placings.

At no time was it established that my car was in any way in contravention of the regulations of Appendix J, Group 2.

The source of information from which these protests came is unknown, and it does appear that the organizers only take note of their standing regulations to suit their own requirements. Regulations clearly stated that no mechanic could interfere with a car whilst on the starting line, and if they did, they would be automatically disqualified. The works Sunbeam, driven by Bianchi, had its bumpers removed by mechanics on the starting line and should therefore have been automatically disqualified. Incidentally, it appeared that this car raced at Spa in fully lightened form, and was well under the minimum weight authorized under Appendix J, Group 2. Also, the supplementary regulations stated that if any car crossed the yellow line of the pits, it would be automatically disqualified. The works Sunbeam, in fact, crossed the yellow line on no fewer than seven occasions, and this line was followed by Jopp and Pilsworth and several other vehicles as well.

I would also like to bring to notice that there have been many stories circulating in motor racing circles with regard to my Riley which are both unfounded and unwarranted. I repeat once more that the car is completely in accordance with Appendix J, Group 2, and the form of recognition supplied by the manufacturers. It would appear that in certain circles people cannot accept that a privately entered Group 2 Riley can beat on three consecutive occasions a works-entered Sunbeam. I would, however, like to point out that the Riley should be 2½ cwt. lighter than a Sunbeam Rapier, which helps to compensate for the difference in power between these two cars. Apart from this, the Riley has far better road adhesion on a dry track, and very close-ratio gears.

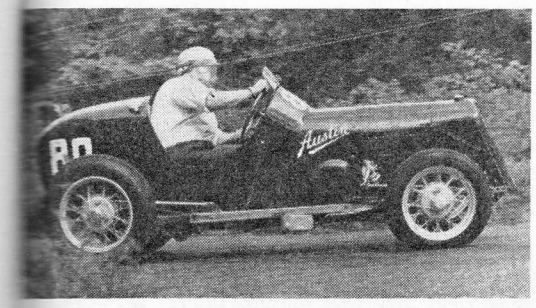
For those who wish to know how the power is obtained from this car, it is briefly as follows:—

The cylinder head is much modified, gas-flowed, and machined to give a compression ratio of 12 to 1. The car is fitted with the alternative racing cam shaft, 1¾ ins. SU carburetters and competition exhaust system, and all other components are fully balanced to a high degree of precision. The next event at which this car will be competing is Crystal Palace on Whit Monday and, whether the car wins or not, if requested by an interested or authorized party, immediately after the race, the engine will be stripped and measured in front of the scrutineers.

I can remember last year at Silverstone when the works Sunbeam turned up for scrutineering and a scrutineer's magnet detected that a very appreciable amount of the bodywork was aluminium. I have now heard rumours that the racing Sunbeams are fitted with oversize pistons with a special dome top from an American source, and special close-ratio gears. It would be interesting indeed if Sunbeam Talbot, Ltd., would follow my example and offer their car for full engine inspection after the saloon car race at Crystal Palace, so that all these doubts on both sides can be cleared up to the benefit of saloon car racing generally.

LONDON, E.C.4. A. S. HUTCHESON.

The Editor is not bound to be in agreement with opinions expressed by readers.



W. J. Watton's ex-works Austin Seven pressing on.

Shelsley Walsh—*continued*

in the Esses, thereby repeating a practice excursion. The S sequence in fact provided its full share of excitement and hairy motoring and throughout the afternoon tails were swinging with the regularity of a pendulum.

Philip Scragg caused no surprise by winning the open sports car class with the massive Lister-Jaguar, the blue machine impressively filling the track as it thundered up second time round in 36.70 secs., Scragg snapping at Randles's record in his usual determined fashion.

Chapman (Chapman-Mercury) was way behind in 39.48 secs. for second, while third was the XK Jaguar of Beck, who showed the way home to three "E"-types, two of which took to the slopes with flapping boot lids.

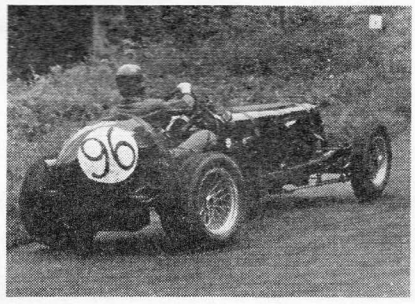
Only four cars turned up for the Formula Junior class, but of eight climbs no fewer than five were under Daniel Richmond's old record of 39.03 secs. Willmott came out on top in 37.72 secs. with the Elva-Ford, but C. A. N. May, who seems very much at home in his Lotus 18, had a close look with a time of 37.98 secs. Wilson (Lotus) was third.

Evidently feeling their years were the 500s, for at least five cars experienced transmission bothers to varying degrees. In notching up first place in 39.42 secs. on his second run, Hughes (Cooper-Norton) was close to the class record of 39.33 secs.

Reg Phillips was master of the 501-1,500 c.c. racing cars and of the supercharged, ferocious Fairley. With a climb of 35.89 secs., while not better than his class record, Phillips was excellent value-for-money entertainment. Behind him the Cooper twins danced their alarming way up the hill, tails twitching and drivers busy at the wheel. McLaughlin was particularly hectic through the Esses and he earned his second place in 36.66 secs.

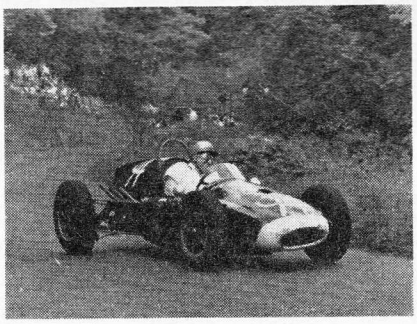
Variety is the spice of Shelsley for where else could you find accommodated in the same class a G.P. Ferrari and B.R.M., G.N. Spider, Cooper-Chevrolet, Cooper-Jaguar and E.R.A. Fielding beat the lot with 34.82 secs., but only just—for a new power in the land of hill-climbing emerged as Chris Summers took 4.4 litres of Cooper-Chevrolet to the top in 34.99 secs. This was on his second attempt and it in no way matched Fielding's who turned the B.R.M. round in the Esses and went back down the hill with a rueful smile on his face. Third, some 4½ secs. slower, was Sievwright's Tipo 625 Ferrari, looking very traditional. As always, Basil Davenport earned spontaneous applause for the courage it must need to conduct the venerable but terrifying G.N. Spider up in 40.69 secs. Grant arrived at the Esses much too fast and his G.N. Special went head-on into the bank, the impact knocking the driver unconscious for a few seconds. However, he was able to help himself on to a stretcher before being transported away by ambulance for attention.

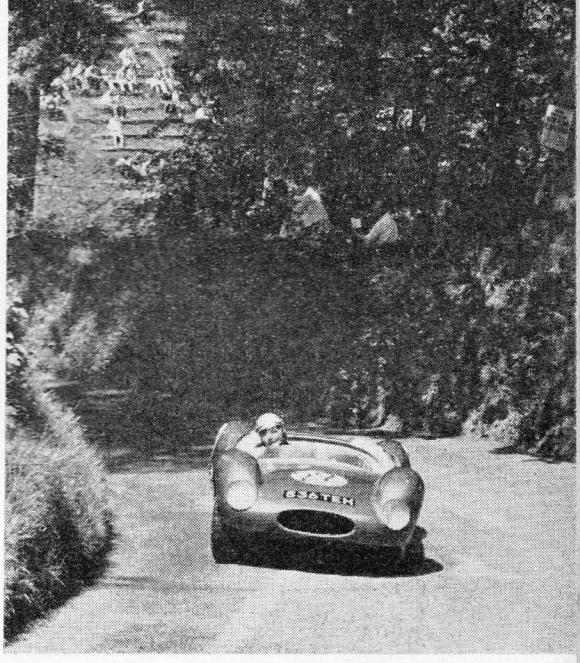
The third round of the R.A.C. Hill-Climb Championship ended the day's proceedings at boiling point. Fielding,



ABOVE: Martin Morris's ex-Douglas Hull E.R.A.

BELOW: Chris Summers's hairy Cooper-Chevrolet.





Josh Randles set up a new sports car record of 36.09 secs. with his 2-litre Cooper Monaco.

faultless this time, wound up in 34.65 secs., but was slower on his second run. Summers, breathing harder than ever, got down to 34.80 secs., only for a gasket to blow and so prevent his second climb. Reg Phillips suffered a similar fate, but not before he had registered 35.94 secs. for third place. Eccles (Cooper-J.A.P.) took to the bank at the Esses second time up, both car and driver escaping undamaged.

Results

B.T.D.: R. Fielding (2.5 B.R.M.), 34.65 s. **Fastest Sports Car:** J. Randles (Cooper Monaco), 36.09 s. (new record). **Classes—Sports Cars up to 1,600 c.c.:** 1, J. J. Richards (Lotus-Climax), 38.59 s.; 2, G. V. Tyack (Emeryson), 39.76 s.; 3, A. H. S. van Moyland (Cooper-Climax), 40.42 s. **1,601-3,000 c.c.:** 1, J. Randles (Cooper Monaco), 36.09 s. (record); 2, P. H. G. Cottrell (Lotus), 38.77 s.; 3, M. R. S. Hentall (Elva), 41.20 s. **Over 3,001 c.c.:** 1, P. Scragg (Lister-Jaguar), 36.70 s. (record); 2, J. P. Chapman (Chapman Mercury), 39.48 s.; 3, R. B. Beck (Jaguar XK 120), 40.11 s. **Racing Cars—Formula Junior:** 1, E. G. Willmott (Elva-Ford), 37.72 s. (record); 2, C. A. N. May (Lotus 18); 37.98 s.; 3, G. Wilson (Lotus), 38.61 s. **500 c.c.:** 1, P. W. Hughes (Cooper-Norton), 39.42 s.; 2, M. J. Ledbrook (Cooper-Norton), 40.45 s.; 3, H. M. Bennett (Cooper-Norton), 41.83 s. **501-1,500 c.c.:** 1, R. W. Phillips (Fairley), 35.89 s.; 2, I. McLaughlin (Cooper Mk. X), 36.66 s.; 3, P. Gaskell (Cooper 1100), 37.19 s. **Over 1,501 c.c.:** 1, R. Fielding (B.R.M.), 34.82 s.; 2, C. Summers (Cooper-Chevrolet), 34.99 s.; 3, I. Sievwright (Ferrari), 39.44 s. **Hill-Climb Championship:** 1, R. Fielding (B.R.M.), 34.65 s.; 2, C. Summers (Cooper-Chevrolet), 34.80 s.; 3, R. W. Phillips (Fairley), 35.94 s.; 4, I. McLaughlin (Cooper), 36.21 s.; 5, J. Randles (Cooper Monaco), 36.57 s.; 6. D. Haigh (Cooper), 37.09 s.

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MID-SURREY A.C.

BARNSTAPLE CUP

IN the mid-1930s the Barnstaple Cup meant mud-plugging in the West Country and some famous names of the era are inscribed thereon, but today the pattern has changed. Some 37 drivers contested possession of the trophy at Croydon Airport on 27th May in a series of eight excellent driving tests. The field was divided into six classes and the fastest man in each category was given an extra run at one of the tests, the outright winner being the one who showed the greatest improvement on his earlier time. This is certainly an excellent way of ensuring that everybody stands an equal chance, whatever car he is driving.

At the same time, it gives anybody in a commanding lead the opportunity of hanging back a little and Brian Greaves was quick to exploit his absolute mastery of the Mini class by cruising round the last four tests in the hope, subsequently fulfilled, that one of these would be the test chosen for the run-off. This intelligent appreciation of the regulations resulted in Greaves emerging the outright winner, having improved on his previous test time by 3.2 secs.

The first four tests, with two attempts at each, were run in pouring rain and delicate throttle-control and prudent use of the hand brake were called for, particularly among the sports cars. Conditions tended to equalize the performances of the small open cars, although R. Randell soon proved himself to be at home with his blown M.G. Midget, whilst R. Witheyman likewise showed an early ascendancy in the large open class, his TR4 being both steady and fast. Norman Tyler led the specials from Graham White.

All these morning tests were fast and open, pylons being cleverly spaced so as to ensure that steering and suspension were doing their jobs properly, whilst a good line could do much to add to the polish of a good performance.

After lunch the course dried out in a pleasantly warm sun and the second series of four tests began with a variation of the "spin-in-the-box". This was a spin all right, but the area available was triangular, not square, and the resulting manoeuvres among those who were unable to tweak around without reversing were indeed interesting. The more they tried the worse it got. The last test, too, was a tight one, calling for reverses across two lines set in the shape of a letter L, the gaps being very small indeed. The seventh test, used for the re-run, was perhaps the best, involving forward motion all the way through and round cunningly placed pylons to form a figure of eight.

Throughout the day the standard of driving was high. There were few "wrong ways", not many pylon-bashers, and, wonderful to relate, no candidate for the award for the fastest time between tests!

Results were announced with commendable speed and these showed that most of the classes had been keenly contested, Class B in particular being taken by the narrow margin of 1.4 secs.

RON AMBROSE.

Results

Winner: B. Greaves (Austin-Cooper), 415.2 s. **Class Winners:** E. Major (Mini-Minor), 424.4 s.; R. Ambrose (Allardette), 428.7 s.; R. Payne (Wolseley 1500), 439.2 s.; R. Randell (M.G. Midget (s)), 339.1 s.; R. Witheyman (TR4), 403.7 s.; N. Tyler (Cannon), 339.8 s.

B.A.R.C. (S.E. CENTRE)

FIRLE HILL-CLIMB

A SHATTERING day of records was enjoyed by the South-Eastern Centre of the B.A.R.C. and all who watched and competed on 27th May at the Firle Speed Hill-Climb. Despite appalling weather in the morning when the paddock became very muddy, things dried out well over lunch and the sun shone beautifully all afternoon as such well-known names as Arthur Owen, David Good and Patsy Burt came to the line. As well as famous people, famous cars were also seen such as the ex-Jim Berry E.R.A.—now with a 3.4 Jaguar engine—a couple of DB3S Aston Martins and two of the ex-John Coombs racing 3.8 Jaguar saloons.

The event commenced with Class 1 for saloons up to 1,300 c.c. and this, of course, was a Mini-Cooper benefit with the best time and a new record going to R. Shaw in his Austin version. Class 2 for saloons up to 1,600 c.c. went very well until R. Palmer's second run when he performed a "wall of death" act along the bank with his 1.5 Riley and missed the timing gear completely. The big saloons in Class 4 were rather limited in numbers with, of course, the best time going to the 3.8 Jaguar driven by J. W. Dunster.

Class 5 saw the start of the Grand Touring classes and in this class there was an interesting assortment of machinery ranging from D. Sim's pretty Ford-engined Diva G.T. to the very potent Climax-powered M.G. Midget of B. V. White. However, best time went to A. C. Saunders in his T.V.R.—but only just from Mrs. C. A. Price in her attractive red Elite. The 1,600 c.c. class produced a fight between two M.G.As with honours going to M. C. Holt. D. Gladwin in his rapid supercharged Elva Courier made a very neat climb in Class 7 to make best time against all the Morgans, Triumphs and a single A.C. Class 8 saw the performances of the really heavy Grand Tourers. J. Tiller in his spectacular Allard that produces the most ear-shattering noise went far faster than anything else in his, but a magnificent run was put up by O. A. Batten in his huge 8-litre Bentley, which had just returned from Belgium after having a go at records on the Jabbeke highway.

Class 9 and the start of the sports-racing car classes, was probably by far the most exciting and spectacular for the spectators. Very nearly every car, all Lotuses, managed to go across the finishing line sideways and one or two even tried it backwards, although all of them succeeded in recording a time. K. Hamblin made best time and a new record in his very special Lotus that looked suspiciously like a two-seater Junior! Class 10 saw another Elva make the best time and then, although there were only three in Class 11, W. J. Camp, undeterred, made a superb run in his supercharged sports Cooper to break his own class record. Two DB3S Astons, a Talbot-Lago and M. Barker's Alton made up Class 12 to produce the most gorgeous sound as in turn they tore up the hill in traditional "hairy" fashion. Best time went to Nigel Price in his DB3S.

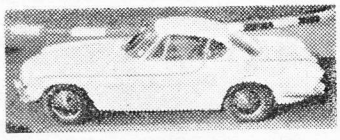
Another new record—and her own—was broken by Miss Isobel Robinson in the 500 c.c. racing car class with her Cooper. Very neat, she went a lot faster than the opposition to record 29.09 secs.

Superbly neat and quite unspectacular, Arthur Owen absolutely scorched up the hill on his second run to produce a new outright record. Trying to beat him were David Good and Patsy Burt in their Coopers, but Good, who was the faster of the two, was still over a second slower than Owen.

T. W. WALTON.

Results

B.T.D.: A. Owen (Cooper), 24.83 s. (New outright record). **Class Winners:** R. Shaw (Austin-Cooper), 32.19 s. (New record); M. J. Windebank (Sunbeam), 34 s.; J. W. Dunster (Jaguar 3.8), 30.71 s.; A. C. Saunders (T.V.R.), 31 s.; L. H. Hall (M.G.A), 31.63 s.; D. Gladwin (Elva Courier), 29.56 s.; J. A. Tiller (Allard), 29.17 s.; K. Hamblin (Lotus), 26.91 s. (New record); M. R. E. Hentall (Elva), 28.98 s.; W. J. Camp (Cooper s/c), 26.55 s. (New record); N. H. Price (Aston Martin DB3S), 27.60 s.; Miss I. Robinson (Cooper-Norton), 29.09 s.; A. Owen (Cooper), 24.83 s. (New record).



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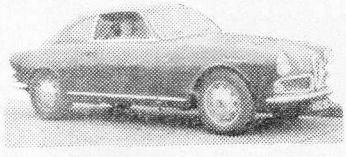
122S, 1959. £695

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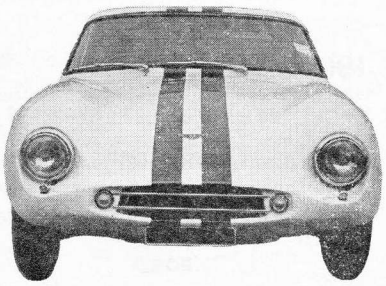
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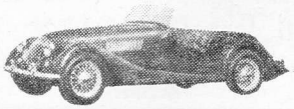
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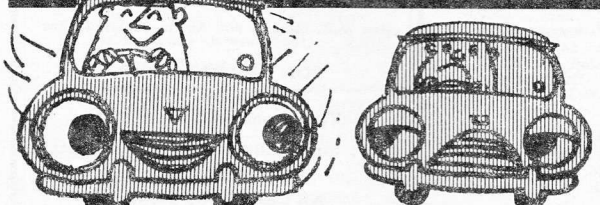
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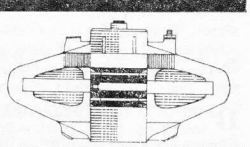


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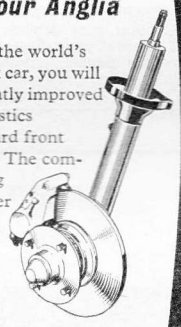
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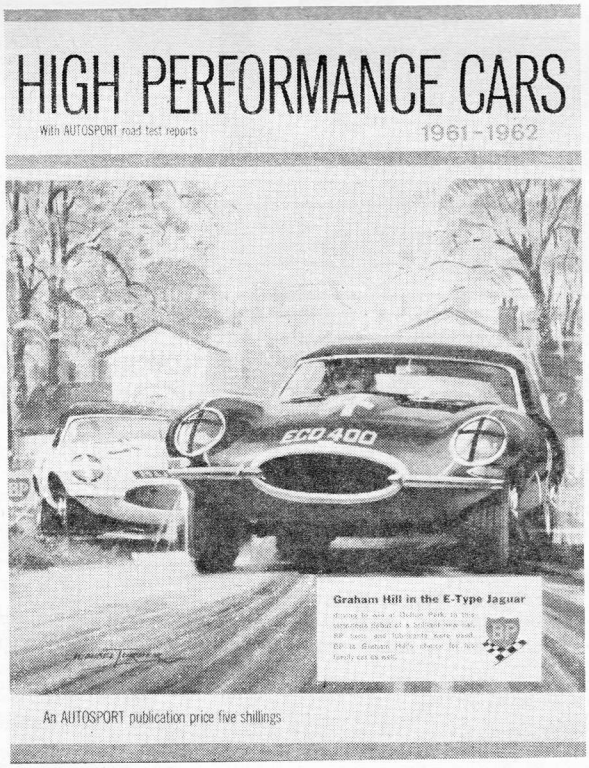
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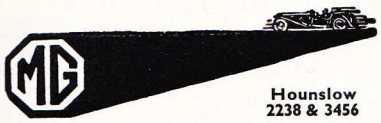
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3rd FERRARI Lorenzo Bandini



results subject to official confirmation

Fit race-proved FERODO

Anti-Fade Brake Linings. Disc Brake Pads

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