

# AUTOSPORT

JUNE 10, 1960

1/6

EVERY FRIDAY  
Vol. 20 No. 24

BRITAIN'S MOTOR SPORTING WEEKLY

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

35¢



## IN THIS ISSUE

THE DUTCH GRAND PRIX—FULL REPORT AND PICTURES  
"AUTOSPORT" WORLD CUP DETAILS : MONACO REVIEWED



## AUSTIN AHEAD



The Austin Motor Company Limited Longbridge Birmingham

**Fast and foremost — Austin Healey.** People who race cars on the track naturally expect a lot of performance from the cars they drive on the road. And with the Austin Healeys they get it. For these are cars with the right kind of temperament for really expert drivers. They are fast, yet they don't need a long clear highway to show their brilliant paces. In town, they frisk through a chink in the traffic. In country, they nip through the narrowest leafy lane. The Austin Healeys are vital, agile cars — cars that are *always* exciting to drive. **Austin Healey 3000** Two- or occasional four-seater sports car. 6-cylinder, 2912 ccs engine. Disc brakes on front wheels. From £824.0s. 0d. plus £344.9s.2d. purchase tax. **Austin Healey Sprite.** Two seater sports car. 4-cylinder, 948 ccs engine. 4 forward gears. From £445.0s.0d. plus £186.10s.10d. purchase tax. **AUSTIN LOOKS YEARS AHEAD**

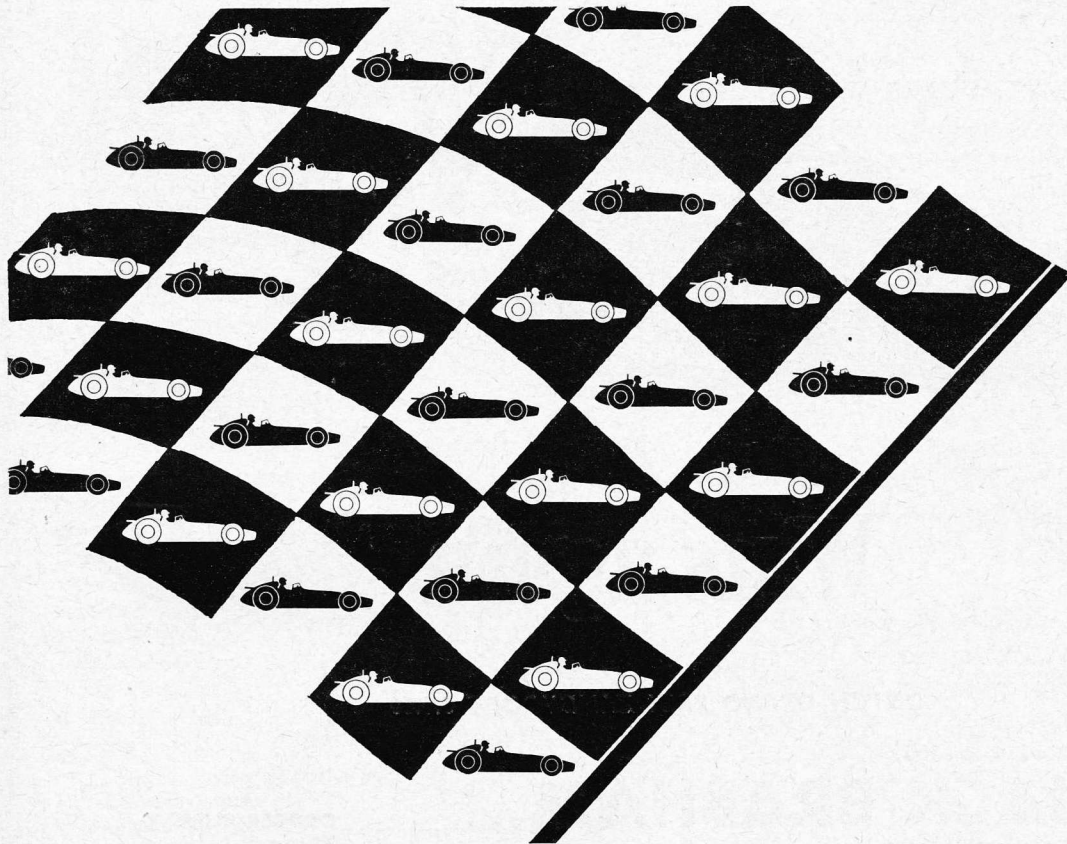


By Appointment to  
Her Majesty The Queen  
Motor Car Manufacturers  
The Austin Motor  
Company Limited



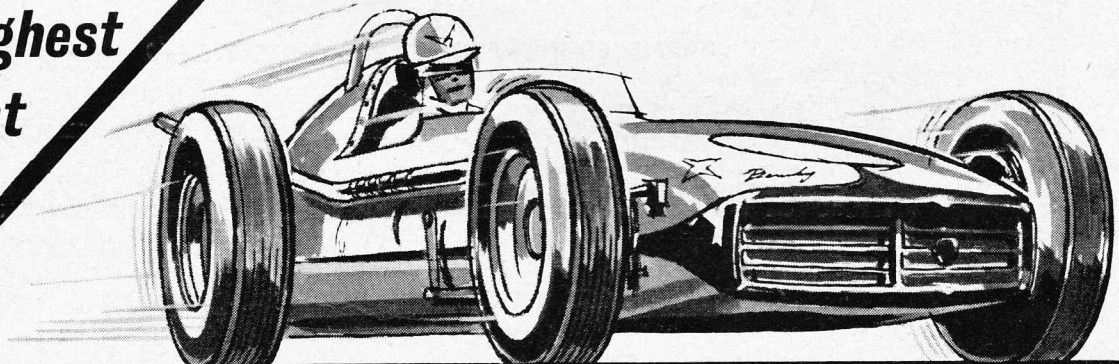
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BMC 12-month  
warranty  
and BMC  
service





# 1960 - Firestone's 37th win at Indianapolis

*The toughest  
tyre test  
of all*

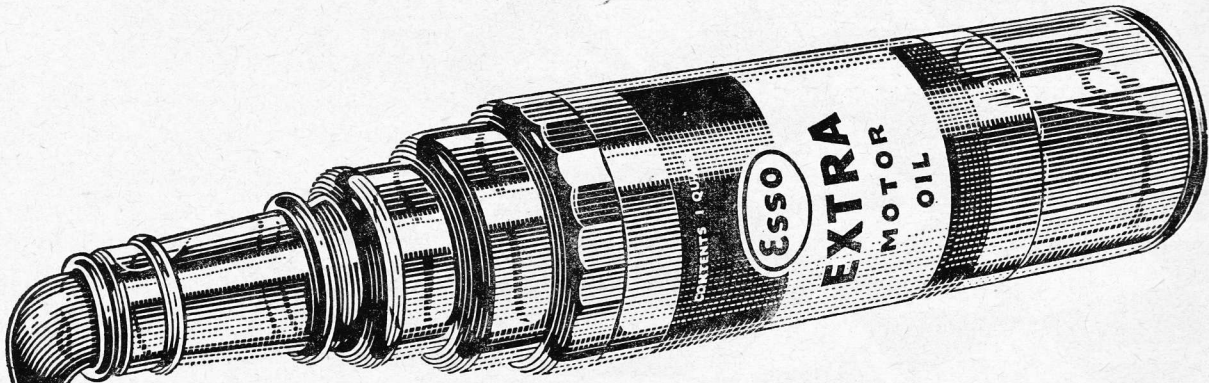


# Firestone

Yet again Firestone tyres were fitted to the winning car in the Indianapolis 500, marking up their 37th consecutive win in this fierce tyre-destroying race. Indianapolis is one of Firestone's most severe testing grounds, where for many years Firestone tyres have triumphed over the tyre-tearing brick and asphalt circuit. Firestone techniques are tested here under the most extreme and exacting conditions possible. Success at these meetings for Firestone means more safety on the road for you.

**1st JIM RATHMANN**  
 At the record speed of 138.767 m.p.h.  
**2nd RODGER WARD**  
(subject to official confirmation)  
**ON FIRESTONE TYRES**





# Wins again

DUTCH GRAND PRIX ZANDVOORT 6.6.60

- 1<sup>st</sup> JACK BRABHAM** ..... COOPER-CLIMAX
- 2<sup>nd</sup> INNES IRELAND** ..... LOTUS-CLIMAX

GRAND PRIX de FRONTIERES CHIMAY 5.6.60

- 1<sup>st</sup> JACK LEWIS** ..... COOPER-CLIMAX
- 2<sup>nd</sup> RON FLOCKHART** ..... COOPER-CLIMAX

CRYSTAL PALACE B.A.R.C. MEETING WHIT-MONDAY  
ANERLEY TROPHY

- 1<sup>st</sup> TREVOR TAYLOR** ..... LOTUS-FORD  
CRYSTAL PALACE TROPHY

- 1<sup>st</sup> TREVOR TAYLOR** ..... LOTUS-CLIMAX

*(Subject to official confirmation)*

Using **ESSO EXTRA MOTOR OIL**

**THE WORLD CHAMPION MOTOR OIL**

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



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 20 No. 24

June 10, 1960

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Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office PADdington 7673  
Advertising Department PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.  
(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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## EDITORIAL

### QUALIFYING GRANDS PRIX

THE practice of inviting so many drivers for a limited number of places on the starting grid for Grands Prix is on the increase. In consequence, the struggle to qualify results in other G.P.s during training, and adds hazards to an already perilous profession. Organizers should select the field beforehand: entrants such as Scarab and Aston Martin have the right to be represented in a *Grande Épreuve* without this business of having to be amongst the first 15 or so fastest. By all means ensure the entry of works teams, but organizations such as the efficient Yeoman Credit team must also be considered. It might be a good plan to permit a maximum of two cars per factory, and from there let the field be made up on qualifying times.

### THE COMING PROSPECTS

NOW that we are in June, only six months of 1960 remain, and even fewer so far as the active European motor-racing season is concerned. In 1961—if the time is reckoned in weeks it sounds extremely short—a new Formula 1 category will come into force. The new formula is extremely similar to the present Formula 2, so that it seems improbable that the latter can be continued in any form at international level. Many Grands Prix are nowadays run for the 1½-litre Formula: Syracuse, Pau and, this year, the German Grand Prix being among them, and it is interesting to speculate as to the future of these events. It has always been the practice to regard the cars with the largest engines as being "Formula 1 cars", and if the 2½-litre machines are retained for whatever purpose then these cars will obviously be regarded in the light of the "highest form of motor-racing" in everything but name. However, this leaves the lesser Grands Prix still open to 1½-litre competition. But with an already full programme of *Grandes Épreuves* it is unlikely that the manufacturers of the official F1 cars will have either the time or, indeed, the inclination to compete in the lesser events. What, then, will fill the gap left by F2? At the moment Formula Junior is one answer. But the objects of Formula Junior would be negated if it were to fulfil this role, while the driver problem rears its head to a large degree. There is still "Formula Course", as it has been called, but policy on this subject is still far from being settled by anyone concerned with motor-racing.

### OUR COVER PICTURE

ALL THE EXCITEMENT of the start of a Grand Prix: George Phillips's camera catches the field at the first bend in the Dutch G.P. Brabham has already passed; the rest are led by Moss (7), Ireland (4), and Stacey (5); then come Phil Hill (1), Bonnier (14), McLaren (12), Bristow (8), Gurney (15), Graham Hill (16), Trintignant (18), Henry Taylor (10), Clark (6), Brooks (9) and von Trips (2).



## World's toughest tests

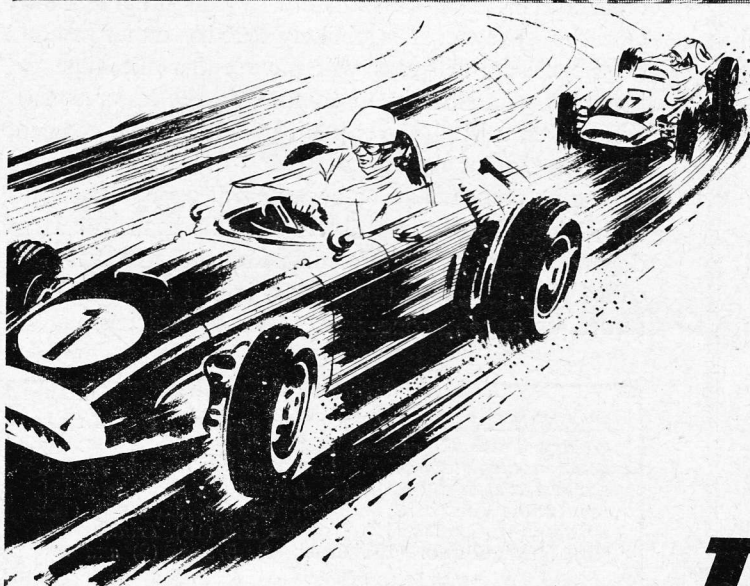
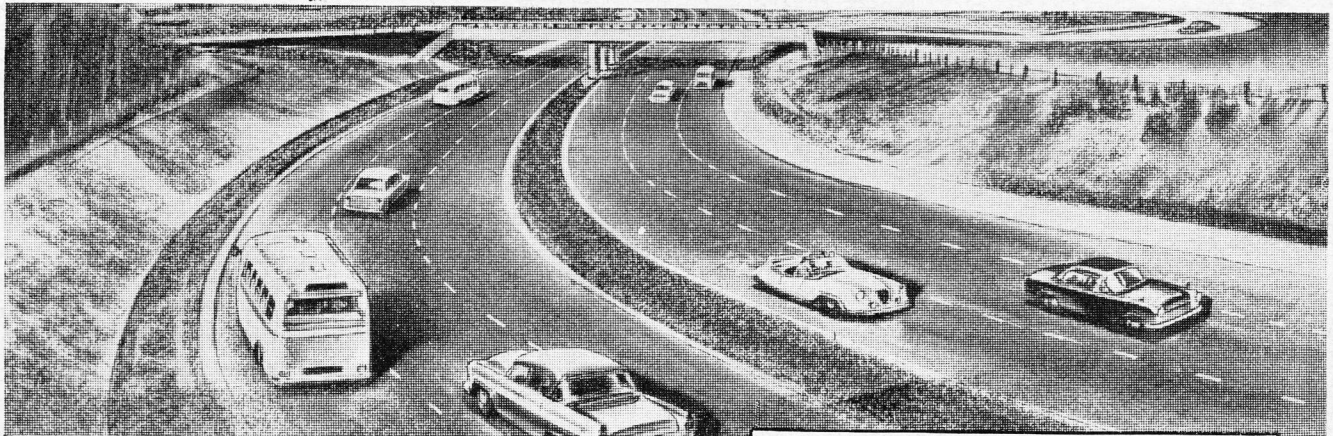
### **BREED THE SAFEST TYRES FOR YOU**

**How the world's top racing drivers help DUNLOP make the finest-ever tyres for today's roads and today's tyres.**

In Grand Prix racing the world's fastest drivers give their tyres the fiercest all-out treatment that human skill and courage can contrive. Cars approaching 300 b.h.p. . . . cornering speeds over 100 m.p.h. . . . fantastic acceleration and braking. Dunlop tyres stand up to this devastating treatment more successfully than any other tyres in the world. In 1959 cars fitted with Dunlop made a clean sweep of all world-championship Grand Prix events, winning the drivers' and constructors' world honours as well! This year Dunlop are again leading the world with victory after victory on the track.

**BETTER, SAFER TYRES FOR ALL** The manufacturer whose tyres lead the world in Grand Prix racing must obviously lead the world also in tyres for family motoring. Indeed, Dunlop are constantly using the race track as a laboratory for developing ever-better tyres for all forms of motoring.

Today, Dunlop tyres offer you the tremendous endurance and the wonderful road-holding and safety bred from the overwhelming superiority of Dunlop on the track. In fitting Dunlop you fit the best tyres in the world!



**LATEST DUNLOP SUCCESS!**

**DUTCH**  
Grand Prix

**1<sup>st.</sup>**  
JACK BRABHAM  
Cooper-Climax  
ALSO  
**2<sup>nd.</sup> \* 3<sup>rd.</sup>**

\* Also fitted with Dunlop Disc Brakes  
(Subject to official confirmation)

# DUNLOP

**RACE-PROVED FOR TOP MILEAGE AND TOP SAFETY**





**BUYING AND SELLING:** Bruce McLaren tries on a pair of boots at Tony Hildebrand's mobile stall at Zandvoort. Also in the picture are Alan Brinton (left) and one of Tony's assistants (right).

**T**HE Cornelius Vanderbilt Cup Race will be run on 19th June over a 1½-mile track at Roosevelt Raceway, Westbury, New York. The event will be a 75-mile race for F.J. cars and will be the climax of a two-day programme of 10 events.

**SWEDEN'S MOBIL ECONOMY RUN**  
**R**ESULTS of the eighth Mobil Economy Run to be held in 1960 have been received from Sweden. The run started in Sandviken and the three-day event passed through mid-Sweden, with overnight stops at Karlskoga and Trollhattan, before finishing at Halsingborg.

**Class Winners**  
**Class I:** N.S.U. Prinz, 64.20 m.p.g. **Class II:** Renault Dauphine, 62.77 m.p.g. **Class III:** Volkswagen, 47.08 m.p.g. **Class IV:** Volvo P.V.544, 49.56 m.p.g. **Class V:** Citroën, 40.94 m.p.g. **Class VI:** Ford Falcon, 39.23 m.p.g.

## PIT and PADDOCK

"**E**CURIE MIDGE", a recently re-formed racing stable, will consist of Alan Hutcheson (Riley 1.5), Adrian Lever (M.G. Magnette), Francis Pound (Britania F.J.) and W. E. Beedie (Cooper). The cars are being prepared by St. Ives Motors (Hunts), Ltd., who are now agents for Alexander Conversions.

### NATIONAL TRANSPORT LIBRARY

**S**INCE 1952, Lord Montagu has been actively concerned in the setting up of a National Museum of Transport at Beaulieu. In this venture he has been greatly assisted not only by the British Motor and Motor Cycle Industries, but also by many individuals. The preservation of motoring history does not only entail the collection of old vehicles. A no less important task is the preservation of motoring books, papers and photographs, etc.

With the latter object in mind, he is now in the course of founding a large Transport Library at Beaulieu. Main purposes are:—

- (1) To create a National Library of Transport in Great Britain which will be properly supervised by expert staff, the contents of which will be put into a Trust.
- (2) To open the Library free of charge for research or information to the British Motor Industry and to the general public.
- (3) To carry out a research programme under the Museum's Curator and publish at least two books a year on various subjects.
- (4) To issue scholarships to students of motoring history to enable them to carry out research.

Lord Montagu therefore appeals to anyone who has any motoring books, catalogues, maintenance handbooks, photographs, etc., to consider donating or loaning them for this library, in order that the greatest possible range of material will be available. Address: Montagu Motor Museum, Beaulieu, Hampshire.

**IT'S LIKE THIS!** *Mechanics Willie Southcote (B.R.M.) and Eric Hine (Aston Martin) discuss a point with illustrations on a box-lid!*

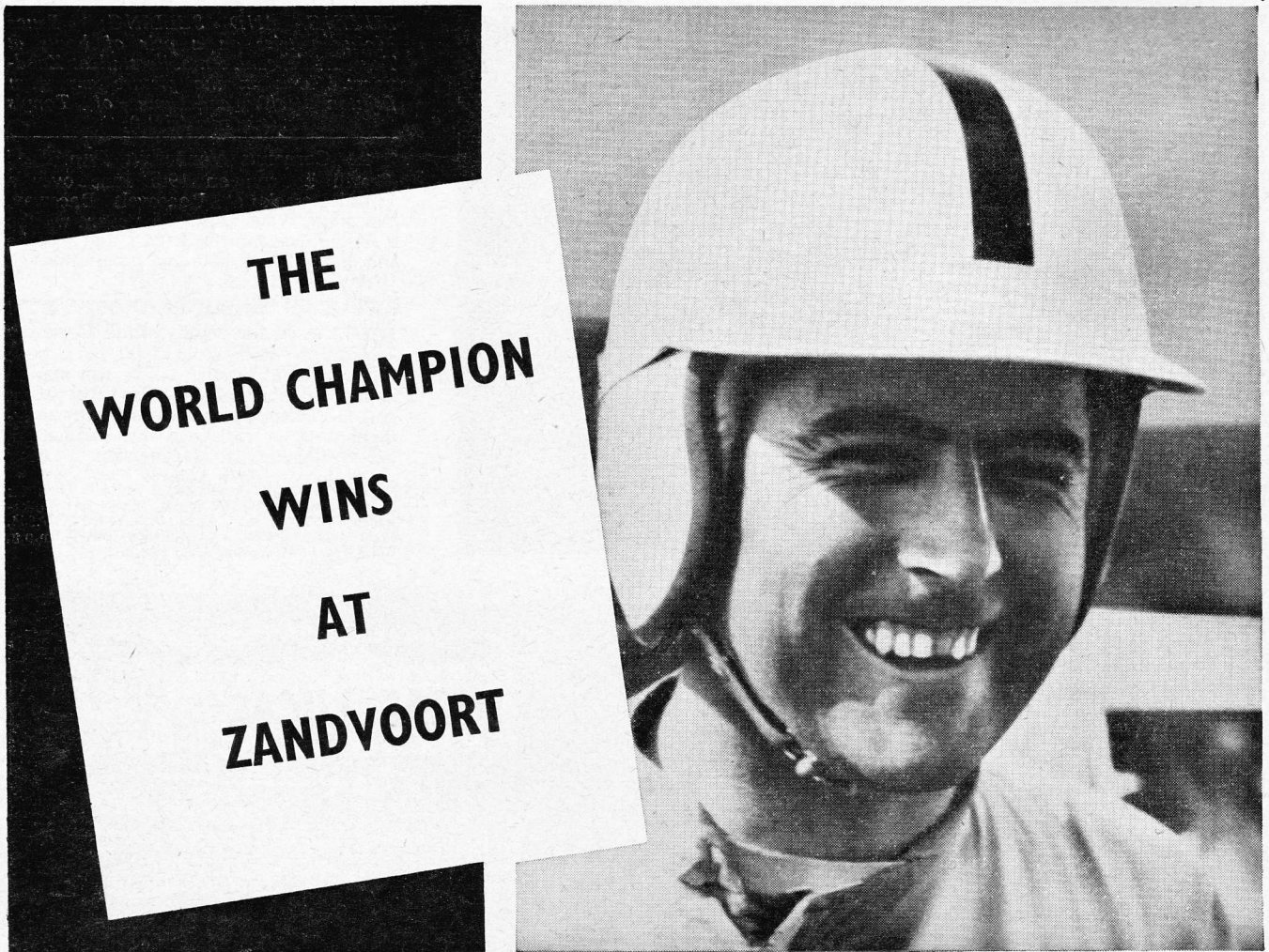


**NEW THOUGHTS** on "round the circuit" advertising by Joseph Lucas, Ltd. These new starters' rostrums have been presented to Mallory Park, Brands Hatch, Oulton Park and Snetterton.

**A**LAN DAKERS, well known public relations officer of Aston Martin Lagonda, is leaving the David Brown Corporation to take up a new post as publicity manager to Renault, Ltd.







**THE  
WORLD CHAMPION  
WINS  
AT  
ZANDVOORT**

**Dutch Grand Prix**

**1st Jack Brabham — Cooper**

*(subject to official confirmation)*

*using*  
**MINTEX**  
**DISC BRAKE PADS**

MINTEX High Performance brake and clutch liners are manufactured by the Mintex Division of British Belting & Asbestos Ltd., Cleckheaton, Yorkshire





STIRLING MOSS'S own N.S.U. Prinz will be raced in production car events this year. Driver will be Peter Pilsworth (seen here with his wife) who is well known for his performances with Rileys and Elva Juniors.

controlled by telescopic hydraulic dampers (Koni). A space-frame is used, and Dunlop disc brakes (inboard at the rear) are employed. Steering is by rack and pinion.

The power unit at Monaco was a slightly smaller version of the well-known Dino 246, with the usual d/c Weber carburettors. The tail included a "Perspex" window to the engine.

Transmission is by five-speed gearbox and "naked" multi-plate clutch which is located at the gearbox tail. This means that the drive is taken forward again to the rear wheels. A self-locking differential is used.

On its initial practice appearance the suspension was too rigid: softer springs were fitted for Saturday's session, which improved roadholding out of all recognition.

## SPORTS NEWS

### "AUTOSPORT" WORLD CUP AT ZANDVOORT

Up to 1,600 c.c. Event at International Meeting on 3rd July

ORGANIZED by the N.A.V., the International Grand Touring races will be held at Zandvoort on 3rd July. Main event will be a 60 laps (150 miles) race for G.T. cars up to 1,600 c.c. In addition to foreign entrants, six-car teams from Holland and Great Britain will compete in the first round of the AUTOSPORT World Cup contest. The Dutch team will be selected by the Sporting Committee of N.A.V. (Nederlandse Autoredersport Vereniging), and the British team by AUTOSPORT.

Mr. David Pritchard will be in charge of arrangements for the U.K. competitors and team manager will be Mr. R. W. Jacobs.

Scrutineering for British entrants on 2nd July will be from 0800-1000 hours at Garage Davids, Zandvoort, or after 1000 hours at the circuit. Practising is from 1000-1500 hours on the same day, with an 1130-1230 hours period reserved for foreign entrants.

The British team will be announced in AUTOSPORT at the earliest possible moment. It will be chosen to face very strong Dutch opposition; the backbone of which will be the new 90S Porsches.

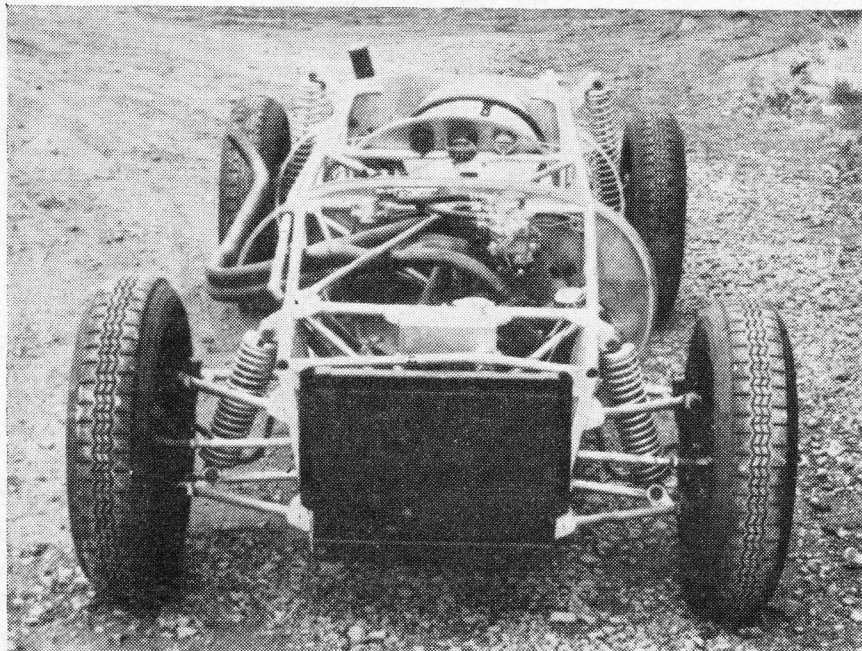
The return leg will be in August, at a circuit in England to be nominated.

### THE REAR-ENGINE FERRARI

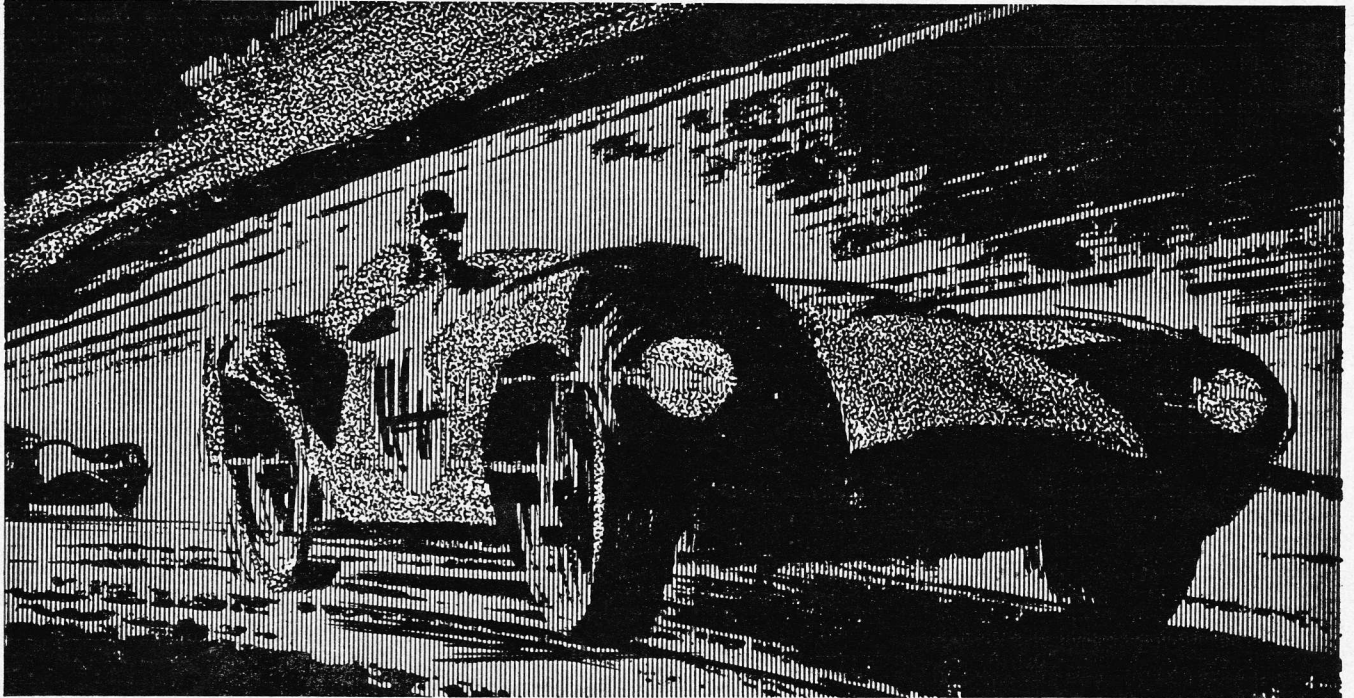
BUILT in about three weeks, the new Ferrari follows modern practice in the use of all-independent suspension by means of helical springs and wishbones, (Continued at top of column three)

AMERICAN Formula Junior car is the Apache Mk. 2, powered by a 1,300 c.c. M.G. TD engine mounted at the front with B.M.C., Fiat, Ford, Simca and Peugeot engines as alternatives. Power output from the M.G. unit is said to be 85 b.h.p. at 6,500 r.p.m., and the car has a top speed of about 120 m.p.h.

SANDERSON'S new "Monte Carlo" wallpaper depicts "Monte" routes and distances with car badges and motifs superimposed in various colours. The paper is washable and especially suitable for showrooms and club premises.







# SHELL AGAIN!

## CRYSTAL PALACE

### Sports Car Race

**1st Lola - - P. Ashdown**

(Speed 73.8 m.p.h. and fastest lap of 79.94 m.p.h.)

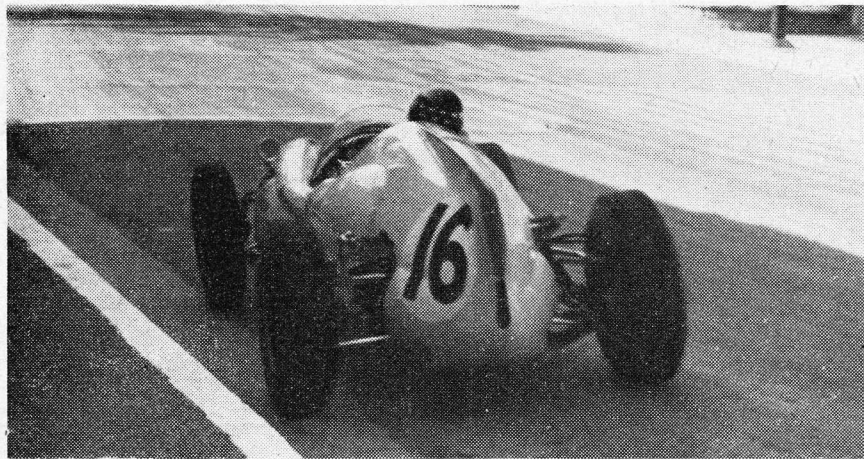
*(Subject to official confirmation)*

**Using Super Shell with I.C.A. and Shell X-100 Motor Oil**

# YOU CAN BE SURE OF







## MONACO IN RETROSPECT

BY GREGOR GRANT

ANYONE who didn't get excited during the Monaco G.P. ought to give up going to any sporting event. It was one of the best Grands Prix ever witnessed and, even allowing for the superior driving skill of S. Moss, Esq., the result was in doubt for practically the entire race, although one felt that if nothing should happen to the Walker Lotus-Climax, then Stirling was sure to win!

Joe Bonnier did a grand job for B.R.M., but even when he was leading, Moss was always due to swoop up to the front. I would say that Stirling was playing it clever, waiting to see the form before dictating the policy. When the rains came, he showed brilliant judgment in electing to let both Bonnier and Brabham go ahead; he wasn't too sure of the Lotus handling properties in the wet, recalling his experiences with the Porsche at Brussels, and was absolutely determined not to risk clipping a kerb or accomplish any form of "tete-a-queue". That unlooked for stop with a loose plug lead might have cost him the race, had the rain come down again at that particular point. On the slippery roads the B.R.M. seemed to have a decided advantage. One recalls the early Brooklands Rileys and their ultra-low build; on dry roads they were remarkably stable, but on the wet, virtually undriveable. I presume this is one of the not quite so good characteristics of a low roll-centre, for it applies equally to the F2 Porsche.

Once again B.R.M. had an unhappy day, both Bonnier and Gurney experiencing rear suspension breakage, and Graham Hill for once making a driving error, and crashing just past the Gasometer turn. Nevertheless, I cannot see why Dan Gurney was put back into the race in a car which was not only a danger to himself, but to the remaining runners. Admittedly he drove it as slowly as possible, but he had practically no control over it directionwise. Again, Brabham's reappearance was inexplicable. He had absolutely nothing to gain, having already been disqualified for outside assistance. I quote the official hand-out distributed to press and officials at 4.50 p.m.: "*La voiture No. 8 BRABHAM Jack, a été disqualifiée, ayant été poussée pour remise en marche. Abandon annoncé au 40me tour.*"

Similarly, whilst applauding the sheer guts and determination of Innes Ireland his epic push of nearly 1½ miles, includ-

ing uphill to the Casino, was rather a perilous business, both for himself and the speeding cars. Photographers and others are chased off the circuit by officials—why not a crippled vehicle which must necessarily add to the hazards of the race?

Race control was anything but good; flag marshals were completely uninformed—so much so that Stirling Moss suggested before the race that B.R.D.C. people should be posted at the entrance to, and exit from the tunnel, to give due warning of possible oil. This did happen in practice, and the Monegasque marshals did nothing to warn anyone about it. Moss's suggestion was turned down, so on race day we had the usual collection of head barmen and garage proprietors in charge. Press arrangements were anything but ideal, the man in charge having rather high-handed views of the requirements of fully accredited journalists and photographers, but a strange habit of doling out track armbands to folk not entitled to any facilities. Even Anthony Marsh's excellent and well-informed comments could not be heard from the main grandstands, as the loudspeakers mainly emitted the exhausts of cars rushing past the pits. Undoubtedly Continental race organizers have a great deal to learn from the way British events are run!

Team Lotus hadn't one of their best days, but Moss's victory more than made up for the failure of the official "works" machines—none of which was serious, but sufficient to put Surtees out with gearbox difficulties, and Stacey in the dead car park with damaged suspension, due to hitting kerbs as a result of locking brakes. Ireland's mag-shorting was difficult to trace, and started just as he began to get the hang of things.

Ferrari's new rear-engined device had the familiar Dino 246 engine and went far better than expected. There is very little wrong with this machine which the Ferrari technical men can't put right; it is fast, possesses excellent acceleration, and can almost match Lotus for sheer roadholding. Ginther drove it extremely well and, for his first G.P. outing, deserves all possible credit. Von Trips suffered from braking troubles, and was never really in the hunt. However, Phil Hill was always to be reckoned with, and pushed the red car round at its limit.

"HARRY FLATTERS": Chris Bristow at full speed down one of the straights. Chris went very fast until gear-selector trouble intervened on his extremely well-prepared Yeoman Credit Cooper.

It was unlucky for the American that he met Bruce McLaren on one of the New Zealander's best days. The youngster seemed to be able to pull out record laps when required, as evidenced by his meteoric progress in the opening dozen or so tours. I believe that McLaren actually took Hill in the tunnel on one occasion—a feat which must have required the ultimate in skill and courage.

Yeoman Credit had two well-prepared cars for Tony Brooks and Chris Bristow and, during the earlier stages, both were very much in the reckoning. Tony's damaged tail was caused by Phil Hill, when the Ferrari came too close at the Station hairpin. Later he spun on the wet, and lost a great deal of time waiting for the chance to get back into the race without endangering other drivers. Bristow went like a rocket till gear-selector trouble intervened.

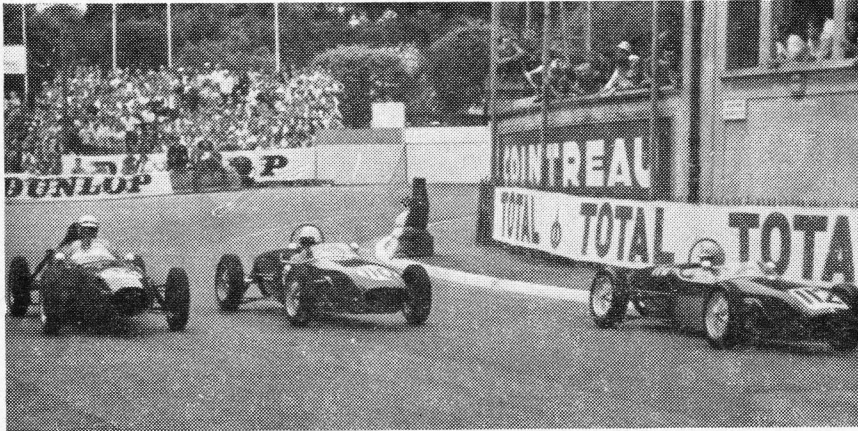
Trintignant's Centro-Sud Cooper-Maserati, which did Bruce Halford out of a drive, lasted for precisely five laps; the gearbox packed up, but the engine itself sounded very ropey. Salvadori's exit was due to a slide at the Gasometer turn. When he passed his pits in a blinding rainstorm, he seemed to be signalling for a visor. Possibly that action lost him concentration, causing him to leave his braking until a bit too late. It was a pity, for Roy was going well, having moved up to ninth place, ahead of von Trips, Gurney, Stacey and Ginther.

A party of us had a pleasant trip there and back by Webbair. Personally, I had quite a shock when I heard John Bolster on the inter-com. It turned out to be the inevitable Peter Kavanagh doing one of his impersonations—even to the extent of checked sports jacket, deerstalker and moustache. Incidentally, the curious nose and spectacles worn on the starting line by Innes Ireland, which rather foxed Eurovision commentator Raymond Baxter, were made for your chronicler to represent that well-known Parisian character, Fred Payne. Innes spotted them during the lively party given at Villefranche by Bernard and Joan Cahier, at which every possible driver, entrant and pressman was present. This has now become one of the events of the Monaco G.P. period.

Lance Reventlow though disappointed, was not disheartened. He is an extremely sensible man, and of the equipe seems to be the only one who knows fully the problems of entering top-class racing with untried cars. The lessons of Monaco will be thoroughly digested, and he has now been able to see the progress made during the past few months by the European marques. I gather that the difficulty of obtaining precision machining within a reasonable period has been a factor in holding back development. I was also rather shaken that the cost in California of machining cylinder block, head and crankcase, came to \$2,500 per engine. Phew!

All are agreed that the public should be given the opportunity to see these American machines in action—which does make this qualifying racket a spectators' dis-service.





## THE FORMULA JUNIOR RACE

Fine Victory for Henry Taylor (Cooper-Austin)—Italian Cars Completely Outclassed

THE 22 starters for the 50-lap F.J. race presented a colourful scene as they lined up on the grid in glorious sunshine. They comprised 16 British machines and six Italian, none of the other nations having managed to qualify a car. For the record, the starting order was:—

|  |   |  |
|--|---|--|
| H. Taylor<br>(Cooper-Austin)<br>1 m. 48 s. | T. Taylor<br>(Lotus-Ford)<br>1 m. 46 s.     | Clark<br>(Lotus-Ford)<br>1 m. 45 s.        |
| Ashdown<br>(Lola-Ford)<br>1 m. 50.2 s.     | Arundell<br>(Lotus-Ford)<br>1 m. 50.3 s.    | Lincoln<br>(Cooper-Austin)<br>1 m. 51.4 s. |
| Parnell<br>(Lotus-Ford)<br>1 m. 52.8 s.    | Blanc<br>(Cooper-Austin)<br>1 m. 51.9 s.    | Davis<br>(Osca)<br>1 m. 52.9 s.            |
| Duke<br>(Gemini-Austin)<br>1 m. 52.9 s.    | May<br>(Stanguellini)<br>1 m. 54.8 s.       | Crawford<br>(Elva-DKW)<br>1 m. 53.4 s.     |
| Grandsire<br>(Stanguellini)<br>1 m. 55 s.  | Raby<br>(Envoy-Austin)<br>1 m. 56.1 s.      | Love<br>(Lola-Ford)<br>1 m. 56 s.          |
| Bordeu<br>(Stanguellini)<br>1 m. 56.3 s.   | Bremer<br>(Elva-Mitter-DKW)<br>1 m. 56.3 s. | Jopp<br>(Elva-Austin)<br>1 m. 56.2 s.      |
| Warner<br>(Gemini-Austin)<br>1 m. 56.7 s.  | Hansen<br>(Elva)<br>1 m. 56.5 s.            | Lippi<br>(De Sanctis)<br>1 m. 56.7 s.      |
|  |   | Alberti<br>(Stanguellini)<br>1 m. 56.7 s.  |

Jimmy Clark dashed into the lead and when the traffic jam sorted itself out at the gasometer his Lotus was chased by Ashdown (Lola), Lincoln (Cooper) and Trevor Taylor (Lotus). Fangio's protege, Juan-Manuel Bordeu (Stanguellini) was last away, after stalling his engine. The little cars made a brave show as they streamed up the hill to the Casino; outside the famous "money box", Geoff Duke spun his Gemini and Tim Parnell hit the barriers in avoiding him. The motor-cycle star was out of the race, but Parnell managed to restart and carried on with a somewhat bent rear suspension. Chequered Flag hopes were dashed when Graham Warner also revolved his Gemini, and re-entered the race at the tailend of the already straggling field.

Henry Taylor (Cooper) simply flew through the field to take third place, closing rapidly all the way on Ashdown. By lap four he was almost level, and

**HARD AT IT!** Both Peter Jopp (Elva) and Juan Bordeu (Stanguellini) appear to be in a hurry.

next time round was in second spot. However, Clark began to pull away at the rate of over a second a lap, whilst T. Taylor and Arundell had overtaken the Finnish driver Kurt Lincoln and his

BY GREGOR GRANT

white Cooper. The leading Italian machine was Colin Davis's Osca—in ninth place!

Clark was getting round under 1 min. 47 secs., and by the ninth lap had already "doubled" last year's winner, Michael May (Stanguellini).

In seventh place came Jean Blanc in Lex Beels's Cooper; this was a fine show, for the engine was that of Beels's tow-car, the racing unit having been blown up in practice!

The Italian cars were completely and utterly outclassed, and even Colin Davis's fine driving could not get the rare-sounding Osca higher than 10th place, which he lost to Michael May and his Stanguellini; neither could catch Crawford's Elva, which, unhappily went out with some obscure trouble. Dick Hansen, going well in his Elva-DKW,

**EYES RIGHT.** Both Trevor Taylor (Lotus) and Peter Arundell (Lotus) turn to see who is coming up on the outside.

made a couple of pit stops, and Ian Raby was in trouble with his Envoy, repaired after a practice crash, with an antique "carbide" welding plant.

Ashdown pulled away from Trevor Taylor and Arundell, but was losing ground all the time to Clark and Henry Taylor. The latter was driving impeccably, in a car which could not match the Lotus for sheer road-holding, but Jim Clark was also in tremendous form. Then the Scotsman's engine began to cough and splutter; his 10 secs. lead began to dwindle, and by lap 15 it was down to 4½ secs. For a few laps he just managed to hold Taylor to 5-7 secs., then the engine seemed to right itself and on the 25th lap he was back to 10 secs.

Next time round it was 11½ secs. and he had "doubled" sixth man Kurt Lincoln. One also noted the remarkable progress of Tim Parnell, who, from about 21st place following the Duke incident, had steamed into eighth position, driving with the aplomb of his famous father. Just behind him came the South African John Love in the Fitzwilliam Lola-Ford; poor Whitmore hadn't qualified following a prang by the patron, which left no time to do the necessary fast laps. Peter Jopp (Elva), after an uneventful run, fell back with engine troubles.

With just five laps to go, Jim Clark stopped at the gasometer turn; something had happened in the ignition department, and it was over 2 mins. before he managed to get the engine firing again. Into the lead swept Henry Taylor, with Ashdown over 30 secs. behind, and, strung along behind, Trevor Taylor and Peter Arundell—all a lap ahead of Lincoln, Blanc, Clark, Parnell, Love and the first Italian car, Michael May's Stanguellini in 10th place.

The winning Cooper-Austin was a last-minute entry by the Crombac-Lucas organization Inter-Auto-Course of Paris, which also entered eighth man Tim Parnell (Lotus-Ford).

Fastest lap was credited to Jim Clark (Lotus-Ford) with a time of 1 min. 45.8 secs.





THE M.G. Car Club had their annual meeting at Silverstone on Saturday and all in all it was well organized and quite a success. The racing was somewhat restricted by the lack of entries as everybody was competing at the other circuits on Whit Monday. The extremely hot conditions accounted for several small incidents, notably S. H. K. Butcher's M.G.A which had to come into the pits suffering from a water temperature which was obviously well over boiling point; however, his mechanics were quite unabashed by the clouds of steam and emptied the complete contents of their water bottles into the radiator—whereupon Butcher jumped back into his car and away he went again.

There were several non-starters—including one David Dixon, who was down on the programme as driving his "Twin-Cam" as well as an Austin-Healey 3000. But as the "Twin-Cam" had been sold a few days before and the Austin-Healey had only done a couple of hundred miles, it was perhaps excusable!

## M.G. SILVERSTONE

### Tropical Conditions for the M.G. Car Club Annual Meeting

Out of a total of nine events there was only one scratch race, which not unnaturally turned out to be the most interesting race of the day—won by R. S. Crosfield (M.G. Twin-Cam) after a terrific dice with J. R. Olthoff (M.G. Twin-Cam). Olthoff, a South African, was enjoying his first race in this country. Air Vice-Marshal Bennett's daughter was in attendance, upholding the family tradition by winning one of her races; having driven superbly from start to finish in her Fairthorpe-Electron Minor.

Half-way through the afternoon there was a parade of vintage Morris cars organized by the Bullnose Morris Club.

Racing started off with what is becoming a regular feature of "Club Silverstone", the half-hour reliability trial. The field consisted of M.G. cars of all descriptions from "Twin-Cams" to a J2—all of them showed themselves to have excellent road-holding and well able to stand the pace; the only exception being Butcher's M.G. referred to previously.

The very quick Austin A35 driven by W. H. Nott was an excellent performer in the 10-lap handicap race for closed cars of all makes. Although he had two credit laps the job he had wasn't easy, but he managed to win at an average speed of 62.13 m.p.h. and this proved a little too fast for B. G. Aston driving the ex-Gawaine Baillie 3.4 Jaguar, who didn't manage to make up the very stern handicap. Nott very nearly overdid things coming through Woodcote, but his A35 luckily found a certain amount of adhesion on the turf and he managed to get back on the tarmac again. R. Randall (Austin 7) came in second and B. G. Aston took third place.

Next came a race for open M.G.s, but M.G.As were not permitted to run. D. C. Brown circulated so quickly in his immaculate TC that even though he had to drop his revs. radically on the last couple of laps due to falling oil pressure

(the oil was pouring out from under the tappet cover) he won easily from P. Tremain (M.G. TC), still a full 11 secs. out in front. Third man home was M. H. Jones in his very pretty J2.

Following the event for M.G. sports cars came a race for sports cars other than M.G.—this may well have been to show their members that, believe it or not, there are other sports cars made! J. M. Beatty (Lotus-Morris), who has been doing so well recently, added another first award to his collection by taking the chequered flag nearly a lap ahead of Miss N. Bennett's Fairthorpe-Electron Minor, having driven faultlessly throughout the event. Miss Bennett drove very steadily and will probably be doing very well by the end of the season. R. Rumble, driving his incredibly quick Lotus-Climax, really shifted round the club circuit, but the handicapping was a little against him and he only managed third spot.

Without a shadow of doubt the best race of the day was the scratch race of M.G.As. As soon as 25 different M.G.As arrived at the grid it was

obviously going to be a close-fought battle. They made a splendid spectacle as they pulled up in front of the pits for the Le Mans-type start. At the drop of the flag the drivers sprinted across to their cars—John Gott, well known as a rally driver as well as a circuit "pilote", found difficulty in getting into his "Twin-Cam" as R. S. Crosfield had mistaken John's car for his own and was busy trying to start it. However, they soon sorted themselves out, but both suffered from inferior starts as a result.

Into the lead went J. R. Olthoff ("Twin-Cam") followed very closely by Ted Lund's "Twin-Cam" (the same car as he drove last year at Le Mans). Following on the heels of these two came V. Clark ("Twin-Cam") and H. K. Burnard ("Twin-Cam"), however, the latter dropped back amongst the rest of the field after the first couple of laps. At this stage of the proceedings it looked as if Olthoff was going to have it all his own way, but Crosfield (who had what appeared to be Cooper wheels on the front of his car) decided it was time he took the lead, which he succeeded in doing on the sixth lap. By

#### Results

**Handicap Race for Closed Cars:** 1, W. Nott (A35), 62.13 m.p.h.; 2, R. Randall (Austin 7); 3, B. G. Aston (Jaguar 3.4).

**Handicap Race for Open M.G.s:** 1, D. C. Brown (TC), 63.66 m.p.h.; 2, P. Tremain (TC); 3, M. H. Jones (J2).

**Handicap Race for Open Cars:** 1, J. M. Beatty (Lotus-Morris), 63.06 m.p.h.; 2, Miss N. Bennett (Fairthorpe Electron Minor); 3, R. Rumble (Lotus-Climax).

**M.G.As:** 1, R. S. Crosfield (Twin-Cam), 71.56 m.p.h.; 2, J. R. Olthoff (Twin-Cam); 3, T. Lund (Twin-Cam); 4, V. Clark (Twin-Cam); 5, J. Gott (Twin-Cam).

**Relay Race:** 1, Team "D", 62.55 m.p.h.; 2, Team "C"; 3, Team "B".

**Novices' Handicap 1:** 1, Miss N. Bennett (Fairthorpe Electron Minor), 61.42 m.p.h.; 2, J. Rudge (M.G.A.); 3, H. K. Burnard (M.G. Twin-Cam).

**Novices' Handicap 2:** 1, R. Rumble (Lotus-Climax), 72.11 m.p.h.; 2, N. H. Dangerfield (TR3); 3, J. A. C. Cooper (M.G.A.).

this time all four leaders had lapped the back markers and were really tearing through them as they jockeyed for positions. By the eighth lap it was obvious that unless Crosfield made a mistake he had the race in the bag, luckily for him he didn't make that error and crossed the line about 50 yards ahead of Olthoff.

During the reliability run which followed, C. A. L. Jacques (TR2), who was taking Woodcote somewhat more quickly than seemed prudent, overcooked it in no uncertain manner, gyrated on to the grass and charged the bank; luckily the driver was unhurt, but the car didn't fare so well.

The relay race was as usual very exciting—even if difficult to follow at times. Not only were there 10 separate teams but there were also handicaps that extended in one case to three credit laps (Team V). The winners, John Gott, S. P. Freeman and J. Rudge, had their work cut out to stay ahead of R. D. McElroy, M. E. Waterhouse and Ted Lund, who crossed the finish a mere .02 sec. behind them. The actual baton handover was quite a sight as there was a certain amount of congestion caused by John Gott's Magnette, which had to be man-handled round a steep 90 deg. turn into the paddock. While this was in progress the other cars which had completed the appropriate number of laps couldn't get off the circuit and odd cars were screaming to a halt with only a few inches to spare in their haste to make quick baton changeovers. Surprisingly enough nobody hit anything, but from the tyre marks in front of the pits it was difficult to see how they avoided each other.

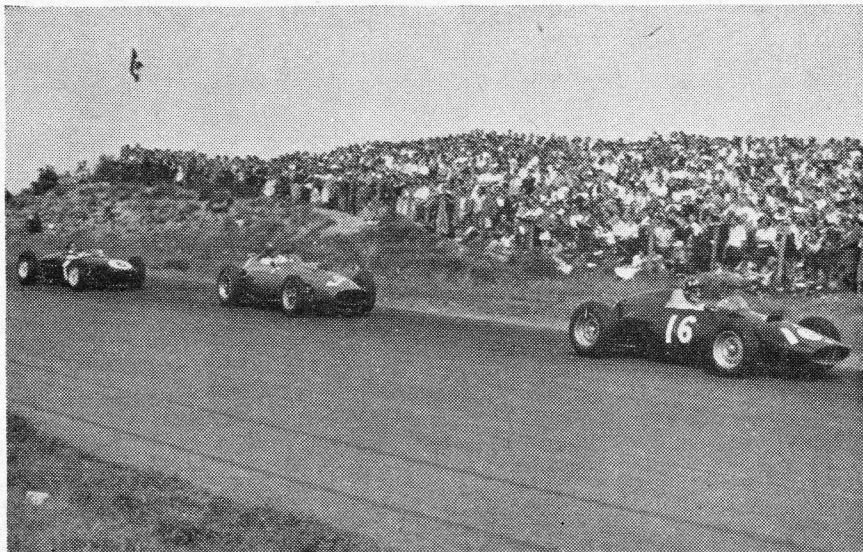
There followed two handicap races for so-called novices, who appeared to be drivers searching for that elusive sixth signature. The first of these two races was completely dominated by Miss N. Bennett's Fairthorpe-Electron Minor, which shot into the lead and stayed there. Coming through Woodcote on her eighth lap she very nearly lost it, but corrected beautifully and showed that she is quite a lot more than just a steady driver. Alan Scott (M.G.A.), a relative newcomer to motor racing, did a little agricultural motoring at Becketts, but instead of losing a place, caught the leaders up a little, and finally finished a very good fourth behind J. Rudge (M.G.A) and H. K. Burnard (M.G.A.).

The second novices' handicap race saw J. A. C. Cooper go into an immediate lead, but R. Rumble in the Lotus-Climax didn't like that a bit and after sorting out Oldham (XK 150) in most unceremonious fashion, shot into a lead, having caught up on his handicap. Cooper (M.G.) trying hard to keep Rumble in his sights carried straight on at Becketts, but continued to finish third behind Dangerfield, who was in the ex-Sid Hurrell TR.

The organization was such that the meeting ran right on schedule, and this combined with the excellent handicapping made what might have been a very dull meeting into a very interesting afternoon's sport. The standard of commentary seems to be rising as we go through the season, which is lucky, as it can so easily ruin a good meeting.

PATRICK McNALLY.





## A Dutch Treat for Jack Brabham

**Victory for Cooper-Climax at Zandvoort—Stirling Moss's Wonder Drive after Puncture—Innes Ireland Takes Second Place—Graham Hill's Fine Effort with B.R.M.**

JACK BRABHAM scored a magnificent victory in last Monday's Grand Prix of Holland, breaking Bonnier's 1959 race average record by over 4 k.p.h. Into second place came Innes Ireland (Lotus), followed by Graham Hill (B.R.M.). Stirling Moss, challenging Brabham for the lead, lost over a lap when he had to stop for a wheel-change following a puncture. This was on lap 17, and he dropped to 12th place; his climb to fourth place was an epic of motor-racing, and he just failed to catch Graham Hill on the last lap, after setting the fantastic lap time of 1 min. 32.8 secs., just on 100 m.p.h.

Dan Gurney had a lucky escape, when the rear brake pipe fractured on his B.R.M. at about 130 m.p.h., and he went straight over the top at Tarzan Corner, getting away with a cut hand. Tragically, an 18-year-old youth succumbed to injuries received in the accident. Bruce McLaren nearly did the same earlier, when a drive-shaft broke on his Cooper-Climax at around the same speed. The New Zealander finished up on the grass.

The Ferraris were completely out-classed by the British cars, all being "doubled" and Phil Hill retiring with engine trouble. Henry Taylor finished seventh in the surviving Yeoman Credit Cooper, an excellent effort for his very first Formula One race, considering he drove the entire distance in third gear! Brooks went out with gearbox bothers, a malady which also afflicted the high-placed Lotuses of Stacey and Clark, both of whom drove magnificently. Bristow had his engine seize.

Unhappily, the race was run in rather an atmosphere of tension; the organizers agreed only to pay starting money to the fastest 15 qualifiers, but stated that 20 machines could come to the line. In consequence, Lance Reventlow's

Scarabs were withdrawn, and Salvadori's fuel-injected Aston Martin was sent back to England. This was a great pity, as the crowd had expected to see both the American and British marques com-

By GREGOR GRANT

Photography by George Phillips

pete. Eventually 17 cars came to the line, the provision being that the two additional folk would receive starting money if they finished higher than 11th place. This was bad luck on Tringnant, who had gearbox trouble with his Centro-Sud Cooper-Maserati, but fine for de Beaufort, who managed to come in eighth with a Formula 2 Cooper-Climax.

WHILST Whit-holiday crowds thronged the beaches in the glorious sunshine, 22 drivers were out on Zandvoort circuit attempting to get into the first 15.

*B.R.M. AHEAD: Graham Hill (B.R.M.) leads the Ferrari—front-engined on this occasion—of Ritchie Ginther and Jim Clark's Lotus. Graham finally took third place.*

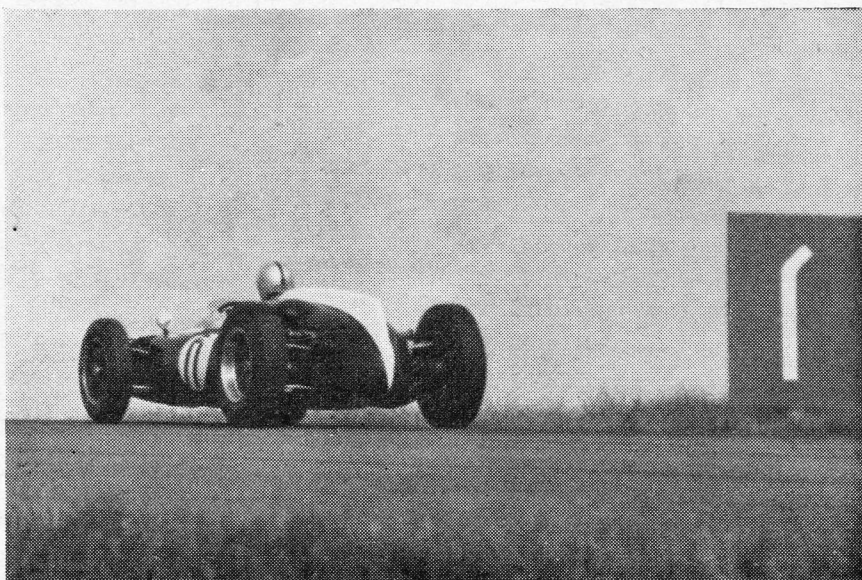
The Dutch organizers stated that starting money would be paid only to that number, and any others who wished to come on the grid would have to do it for free. Quite naturally folk like Lance Reventlow said "nuts"—no scratch, no cars. It seemed highly unlikely that the Scarabs could get amongst the magic number, for the best time on Saturday's training by Chuck Daigh was 9.5 secs. slower than Moss's quickest with the Walker Lotus (1 min. 33.8 secs.). Stirling later reduced this to 1 min. 33.6 secs.

Reventlow had rather a frightening moment when his car shed a rear wheel coming out of Tarzan Corner, but the Scarab came safely to rest just behind the pits bend. Stirling tried the fuel-injected Aston Martin, but couldn't get

below 1 min. 40 secs. Salvadori, having a real go, managed a 1 min. 37.8 secs. Bonnier was fastest of the B.R.M. trio with 1 min. 34.3 secs. Making his F1 debut for Yeoman Credit, Henry Taylor did a very creditable 1 min. 38.5 secs. Bristow returned 1 min. 35.3 secs., and Brooks 1 min. 36 secs. The Ferraris were anything but impressive, although Phil Hill did get down to 1 min. 36.4 secs.

Brabham's Cooper-Climax had just come straight from Surbiton, following repairs due to his Monaco prang. The Champion did a 1 min. 34.5 secs. and seemed quite satisfied. Innes Ireland settled down nicely with a 1 min. 35.2 secs. for Team Lotus; Stacey did 1 min. 36 secs., and Clark 1 min. 37.2 secs. Thus, with Sunday's practice session due to come, the "first 15" were as follows:—

Moss (Lotus), 1 m. 33.6 s.; Bonnier (B.R.M.), 1 m. 34.3 s.; Brabham



*A STRIKING SHOT of the winner, Jack Brabham (Cooper), as he comes up to a right-hander among the Zandvoort sand-dunes.*



**EIGHT-WHEELED LOTUS:** *In close company are the Lotuses of Innes Ireland (leading) and Alan Stacey, at the time lying in third and fourth positions.*

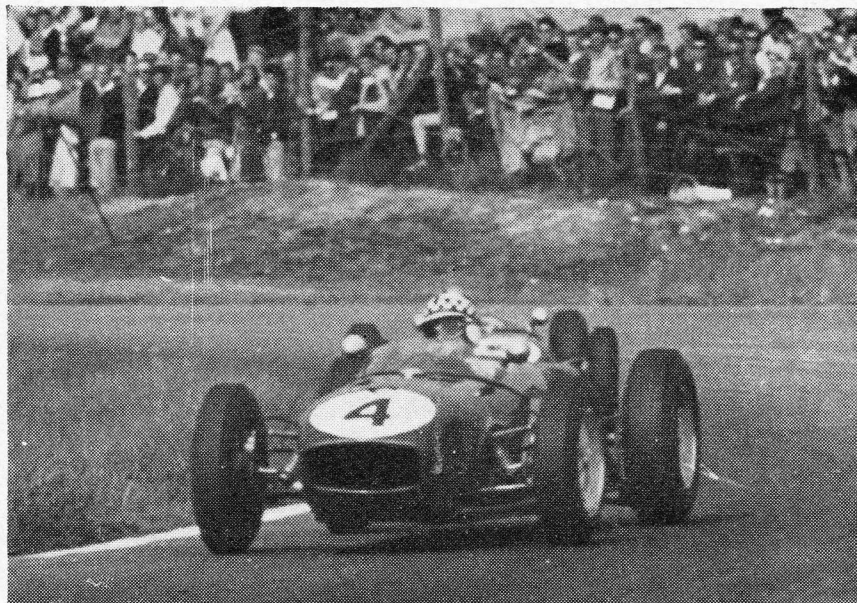
(Cooper-Climax), 1 m. 34.5 s.; G. Hill (B.R.M.), 1 m. 35.1 s.; Ireland (Lotus), 1 m. 35.2 s.; Bristow (Cooper-Climax), 1 m. 35.3 s.; Brooks (Cooper-Climax), 1 m. 36 s.; Gurney (B.R.M.), 1 m. 36 s.; Stacey (Lotus), 1 m. 36 s.; McLaren (Cooper-Climax), 1 m. 36.3 s.; P. Hill (Ferrari), 1 m. 36.4 s.; Clark (Lotus), 1 m. 37.2 s.; Salvadori (Aston Martin), 1 m. 37.8 s.; von Trips (Ferrari), 1 m. 37.9 s.

Out in the cold were Reventlow and Daigh (Scarabs), Trintignant and Gregory (Centro-Sud Cooper-Maseratis), Taylor (Cooper-Climax), de Beaufort (F2 Cooper-Climax) and Ginther (Ferrari).

Sunday brought another day of brilliant sunshine, with thousands of people pouring into the seaside town. But for the breeze, it would have been insufferably hot. B.R.M. had changed the gearbox on Bonnier's car. Team Lotus carefully checked engine bearers, following the report that Moss's Monaco-winning car had finished with the mountings fractured.

The rear-engined Ferrari was produced with modified rear suspension, but it was decided not to race it. Chuck Daigh was credited with 1 min. 36.6 secs. in the Scarab, which Lance Reventlow said was "hooley". He decided to put his cars in the transporter and watch the race—a decision also taken by Aston Martin. Gregory was given a place on the grid, but refused to accept it without the proper starting money. Consequently the starting grid was made up as follows:—

|                                       |   |                                       |
|---------------------------------------|---|---------------------------------------|
| Innes Ireland (Lotus)<br>1 m. 33.9 s. | Jack Brabham (Cooper)<br>1 m. 33.4 s.   | Stirling Moss (Lotus)<br>1 m. 33.2 s. |
| Graham Hill (B.R.M.)<br>1 m. 35.1 s.  | Joakim Bonnier (B.R.M.)<br>1 m. 34.3 s. |                                       |
| Alan Stacey (Lotus)<br>1 m. 35.4 s.   | Chris Bristow (Cooper)<br>1 m. 35.3 s.  | Dan Gurney (B.R.M.)<br>1 m. 35.2 s.   |
| Tony Brooks (Cooper)<br>1 m. 36.0 s.  | Bruce McLaren (Cooper)<br>1 m. 35.7 s.  |                                       |



|   |   |                                   |
|---|---|-----------------------------------|
| Phil Hill (Ferrari)<br>1 m. 36.4 s.                 | Ritchie P. Ginther (Ferrari)<br>1 m. 36.3 s.          | Jim Clark (Lotus)<br>1 m. 36.3 s. |
| Wolfgang von Trips (Ferrari)<br>1 m. 36.7 s.        | Henry Taylor (Cooper)<br>1 m. 36.4 s.                 |                                   |
| Karel Godin de Beaufort (Cooper F2)<br>1 m. 41.7 s. | Maurice Trintignant (Cooper-Maserati)<br>1 m. 38.5 s. |                                   |

A crowd surpassing the record number which came to watch the Mercedes-Benz team in 1955 thronged the circuit. After two exciting national sports car races, the cars lined up for the third round in the World Championship series. There was a bit of panic when Chris Bristow's car stopped behind the pits with a broken throttle; the Yeoman Credit mechanics led by Tony Robinson went to the rescue, and Reg Parnell was also there to give a hand. The two minutes signal had gone when Bristow joined the others.

When President van Haaren dropped the flag, Brabham made an absolutely perfect getaway, followed by Ireland, Moss, Stacey and Bonnier in that order.

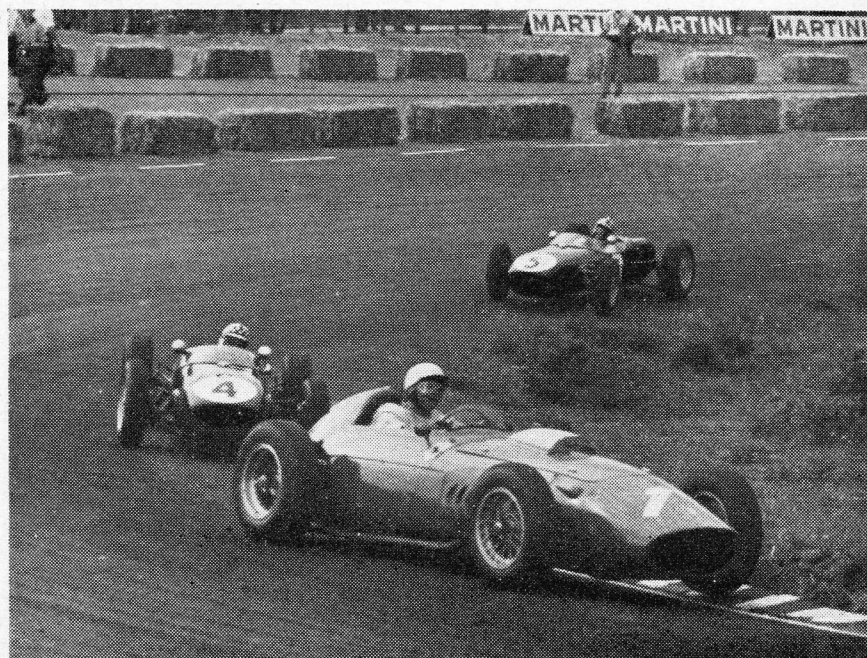
Out of Tarzan Corner, Stirling was in second place, and it was a thrilling spectacle to watch the cars sweep round the bend behind the paddock, almost nose to tail, with de Beaufort's F2 car bringing up the rear.

The roar of exhausts echoed through the sand dunes, the high-pitched "yowl" of the three Ferraris dominant. When they re-appeared at the start of the home straight, Brabham was in front with Moss's blue Lotus right behind. Ireland and Stacey followed, running level as they shot past the grandstands at over 135 m.p.h., only to lift for the wicked right-hander—Tarzan. Already the leaders were setting a fast pace; Brabham's second lap was done in 1 min. 36.2 secs.—0.4 sec. faster than Moss's 1959 record.

Behind the Cooper-Climax and the three Lotuses were McLaren (Cooper-Climax), Phil Hill (Ferrari), Dan Gurney (B.R.M.), Bonnier (B.R.M.) and Ginther (Ferrari). Lap 4, and Brabham led Moss by 1 sec., and Stacey had come up into third place, about a couple of inches in front of Ireland. Tony Brooks stopped on the hill behind the pits, fiddled about with his Cooper, and finally pushed it on to the grass verge with gearbox failure.

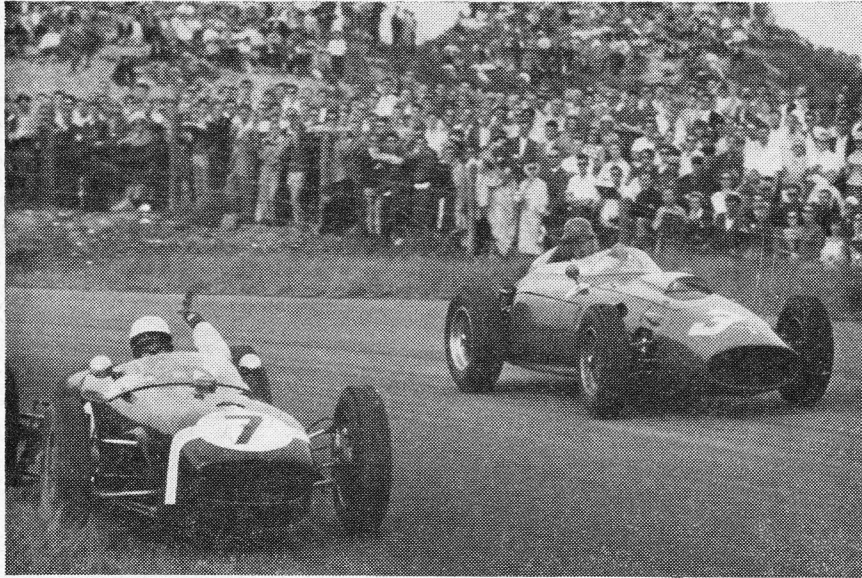
Brabham and Moss began to get well away from the Team Lotus cars, which were now being challenged by McLaren. Dan Gurney led a compact trio, including Phil Hill and Bristow. Bonnier, for some reason, dropped right back, whilst Jim Clark began to close up on Graham Hill's B.R.M. With eight laps gone, Brabham was some 13 secs. ahead of third man Ireland, but could not shake off S. Moss, Esq. Still, the Australian was bang on top of his form, and Stirl must have realized that he had a stiff job in front of him.

McLaren, overhauling the two green Lotuses, had a universal joint fly to pieces just as he was about to brake and change down for Tarzan. He finished up on the grass, amidst a cloud of sand. Henry Taylor must have felt that he was on his bobsleigh lark, for



**ABOUT TO BE PASSED** is Phil Hill (Ferrari), who has the Lotuses of Innes Ireland (4) and Alan Stacey (5) right on his tail as they take a left-handed swing.





he was now attempting to do a full-scale Grand Prix with just one gear.

At 10 laps Moss was pressing Brabham really hard, and Gurney was having a go at the two Lotuses. Then, coming past the pits, Dan lost his rear brakes, danced all over the road, and, to the horror of the onlookers, dived over the top at the end of the straight. The American did all he knew to avoid the spectators, but unfortunately the B.R.M. collected part of the barbed-wire fence, and a youth was fatally injured. Everyone thought that Gurney could not possibly have survived such a spectacular accident, but the lanky Californian got away with a sprained wrist and cut hand.

Ireland and Stacey looked as if they were just out for a joy-ride. Apparently they were completely unaware that Brabham was out in front, and had the idea that Moss was leading a Lotus 1-2-3. This may, or may not, have been due to faulty pit-signalling, but one gathers that both thought McLaren's abandoned Cooper was Brabham's!

At 15 laps Brabham led Moss by half a second, and the race average was 155.825 k.p.h. Stacey had temporarily taken third place, and Jim Clark had passed all three Ferraris and was now having a go at Graham Hill's B.R.M. Trintignant stopped at his pit to try to sort out gearbox problems, losing over a lap.

Round at the back of the circuit Moss was trying to take Brabham for the lead when the Australian ran over some brick setts. By a strange freak of fate, a broken piece was picked up by the Lotus, and the right-hand tyre deflated. Stirling drove into his pit and remained there for over two minutes owing to some difficulty in changing the wheel. He finally set off in 12th place, more than a lap and a half in arrears.

This left Brabham with over 25 secs. lead from Ireland and Stacey, who still did not seem to realize that the Cooper was in front.

Bristow went out with a seized engine, and Taylor came into his pit

*UNLUCKY to have a universal joint failure, but still leading in the World Championship, Bruce McLaren heads Dan Gurney (B.R.M.) and Joe Bonnier (B.R.M.) in the early stages of the race.*

to see if his gearbox troubles could be sorted out—apparently not, for Henry took off again on his single-speed Cooper.

Ginther was leading the Ferrari trio which had fallen back behind the battling Clark and Graham Hill. At 20 laps the race order was Brabham, Ireland, Stacey, G. Hill, Clark, Ginther, von Trips and P. Hill—all the others being over a lap in arrears.

With 25 laps chalked up, Brabham had 26 seconds lead over Ireland, and was about to "double" Phil Hill's Ferrari, which he did on the 28th tour. Three more laps and he had added Ginther to the list, and next time round it was von Trips, who had displaced Ginther for sixth place.

Clark and Graham Hill were having a proper free-for-all. The Scotsman passed the B.R.M. right in front of the stands, only to be re-taken at Tarzan Corner. Next time round the same thing happened, but Moss had now come up and to the huge delight of the crowd overtook both of them.

Moss's progress was nothing short of meteoric, but in order to be placed he

*THANKS! Having been waved on by Ritchie Ginther (Ferrari), Stirling Moss acknowledges with upraised arm as he carries on his grim pursuit of the leaders.*

had three Ferraris to take. He was helped when Phil Hill's engine went sick, but nevertheless was overhauling the other two at a remarkable pace.

Clark was now seen to be having trouble sorting out his gears and Graham Hill went farther ahead. Then Piet Nortier announced that Jim had abandoned just over the hill behind the pits, having completed 42 laps.

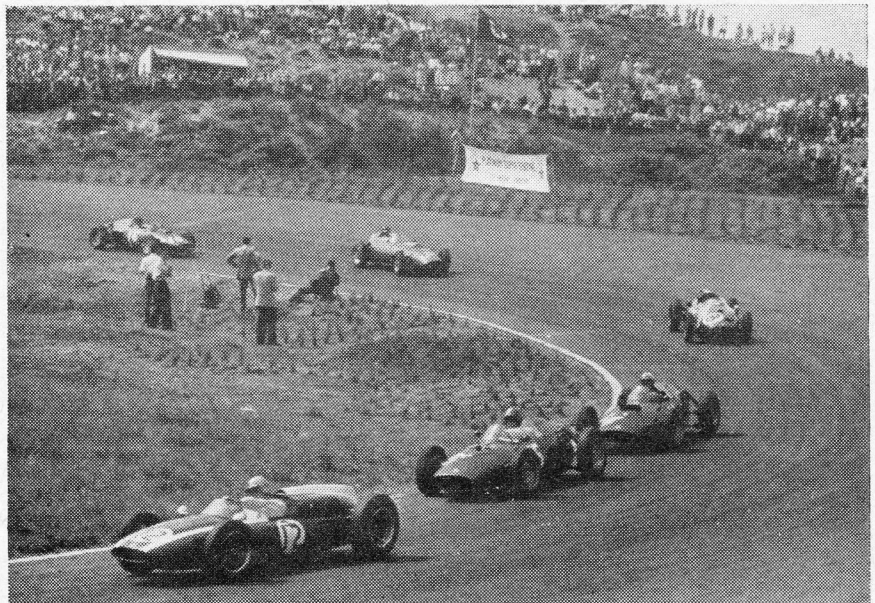
Phil Hill's Ferrari sounded terrible, and Bonnier's B.R.M. was doing some spasmodic motoring. At times it howled down the straight sounding really healthy, and then started coughing and spluttering.

With 50 laps on the board, Moss slipped past Ginther and went after von Trips. His efforts had already brought him up to seventh place, and the crowd roared when he caught up with Stacey and Ireland. It was now pretty certain that he would pull back that lost lap, and might even have a go at Graham Hill for fourth place.

Phil Hill finally packed it in, just as Bonnier went off the road in a flood of oil in the woods. On lap 56 the crowds went mad as Moss simply flew past von Trips to take fifth place. Two laps later and there was plenty of drama: Innes Ireland came through without Stacey. Anxious eyes peered up the straight and there were groans of disappointment when the Essex man drove slowly into his pit. Vainly mechanics tried to re-start the Lotus, but the transmission had gone. This was a great pity, for he was all set to collect his first World Championship points, and had driven a very steady race.

Stirling now had Brabham in view, and began to catch the Australian at a tremendous rate of knots. Anyway, Jack was sitting pretty with some 25 secs. lead over Ireland, and was quite content to watch the tail of the dark blue Lotus.

It was now evident to B.R.M. that Stirl might catch Graham Hill. With





**ONE, TWO:** Jack Brabham leads Stirling Moss before the accident to Moss's tyre which caused him to drop back with a lengthy pit-stop, before starting his tremendous chase.

five laps to go there were just 14 seconds between them: four laps, and it was down to 12 secs.: three laps, 8 secs.: two laps, 5½ secs. As they entered their last lap, Moss had brought this down to 3 secs.

The excitement was tremendous: as Brabham received the chequered flag, all eyes were on Moss's dramatic chase.

It seemed ridiculous that a driver could lose more than two minutes in a Grand Prix and then challenge a non-stop rival for third place. Stirling turned in a record last lap, but Graham was just not going to be caught. Getting every possible ounce of speed from the B.R.M., he tore up the finishing straight to pip the Lotus by 1.1 secs.

Stirling's final lap was done in 1 min. 33.8 secs.—an average speed of 99.98 m.p.h., which is as near the "ton" as what'sit. Ireland came in 24 seconds behind Brabham; a lap behind Hill and Moss came the Ferraris; five tours in arrears came the gallant Taylor, and then de Beaufort who had been scrupulous in letting the F1 cars through.

**Result**

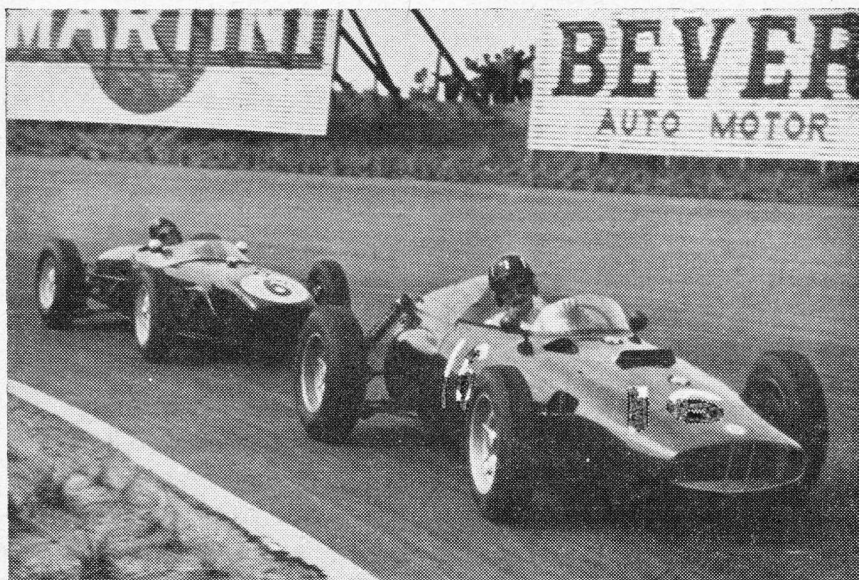
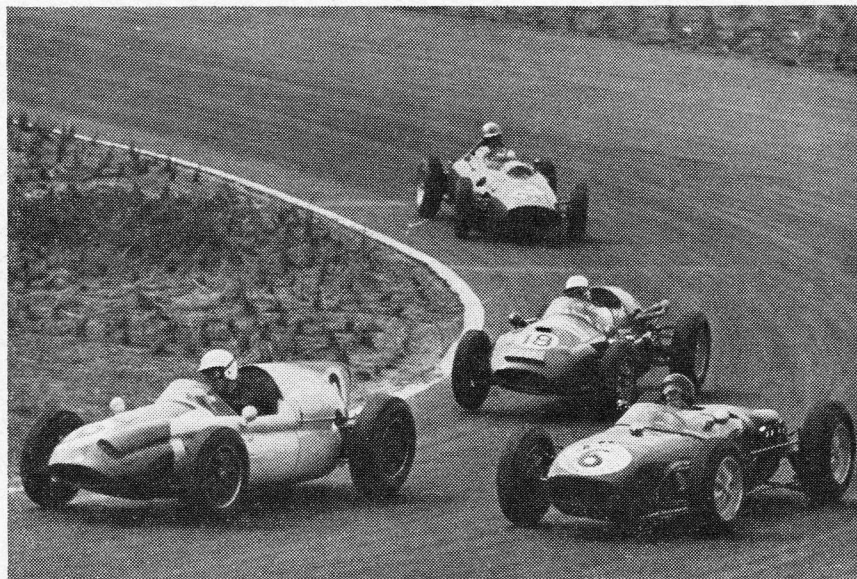
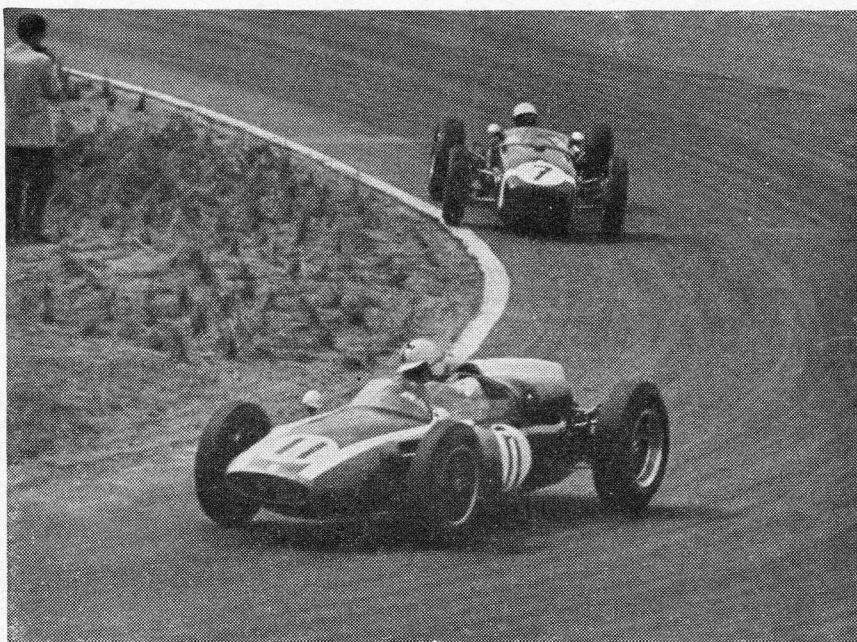
1. Jack Brabham (Cooper-Climax), 2 h. 1 m. 47.2 s., 154.929 k.p.h., 96.41 m.p.h.
  2. Innes Ireland (Lotus-Climax), 2 h. 2 m. 11.2 s.
  3. Graham Hill (B.R.M.), 2 h. 2 m. 43.8 s.
  4. Stirling Moss (Lotus-Climax), 2 h. 2 m. 44.9 s.
  5. Wolfgang von Trips (Ferrari), 74 laps.
  6. Ritchie Ginther (Ferrari), 74.
  7. Henry Taylor (Cooper-Climax), 70.
  8. Karl Godin de Beaufort (F2 Cooper-Climax), 69.
- Fastest lap: Moss, 1 m. 33.8 s., 160.925 k.p.h. (99.98 m.p.h.).

**Retirements**

- Brooks (Cooper-Climax), gearbox, 4 laps.
- McLaren (Cooper-Climax), universal joint, 8.
- Bristow (Cooper-Climax), engine seizure, 8.
- Gurney (B.R.M.), brakes, 12.
- Trintignant (Cooper-Maserati), gearbox, 39.
- Clark (Lotus-Climax), gearbox, 42.
- Bonnier (B.R.M.), engine, 54.
- P. Hill (Ferrari), engine, 55.
- Stacey (Lotus-Climax), crown wheel, 58.

**SPEEDS ON THE MEASURED KILOMETRE**  
(Recorded by the "Gatsometer")

|                            | k.p.h. | k.p.h. |
|----------------------------|--------|--------|
| P. Hill (Ferrari) ... ..   | 228    | (228)  |
| Ginther (Ferrari) ... ..   | 228    | (225)  |
| von Trips (Ferrari) ... .. | 220    | (240)  |
| Ireland (Lotus) ... ..     | 237    | (233)  |
| Stacey (Lotus) ... ..      | 237    | (231)  |
| Clark (Lotus) ... ..       | 231    | (231)  |
| Moss (Lotus) ... ..        | 237    | (234)  |
| Taylor (Cooper) ... ..     | 225    | (240)  |
| Brabham (Cooper) ... ..    | 234    | (243)  |



|                                      |     |       |
|--------------------------------------|-----|-------|
| McLaren (Cooper) ... ..              | 222 | (225) |
| Bonnier (B.R.M.) ... ..              | 231 | (209) |
| Gurney (B.R.M.) ... ..               | 231 | (237) |
| G. Hill (B.R.M.) ... ..              | 234 | (227) |
| Trintignant (Cooper-Maserati) ... .. | 228 | (231) |
| De Beaufort (Cooper F2) ... ..       | 212 | (209) |
| Bristow (Cooper-Climax) ... ..       | 231 | (231) |
| Brooks (Cooper-Climax) ... ..        | ... | (225) |

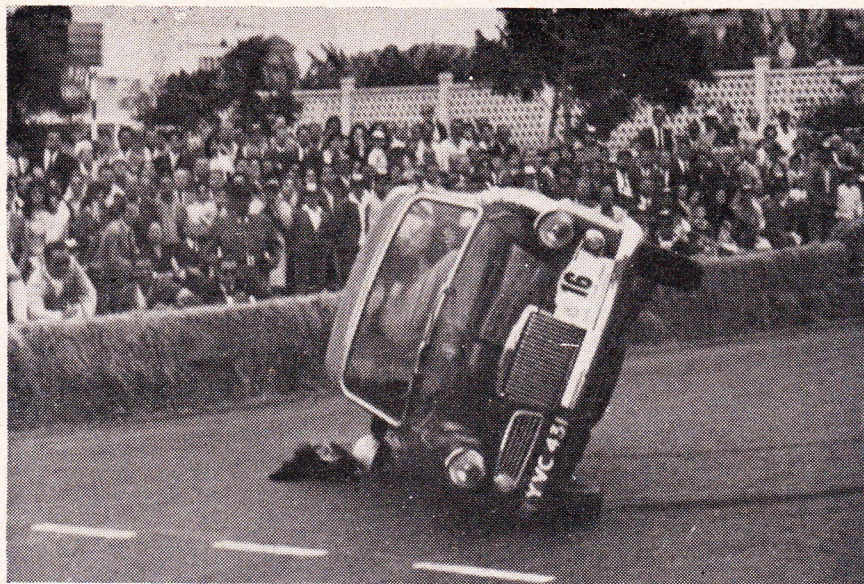
Figures in parentheses are practice times.

**THE WORLD CHAMPIONSHIPS**  
(Provisional Placings)

| Drivers                 |     | pts. |
|-------------------------|-----|------|
| 1. Bruce McLaren ... .. | ... | 14   |
| 2. Stirling Moss ... .. | ... | 11   |
| 3. Jack Brabham ... ..  | ... | 8    |
| 4. Innes Ireland ... .. | ... | 7    |
| 5. Cliff Allison ... .. | ... | 6    |
| 6. Graham Hill ... ..   | ... | 4    |
| Phil Hill ... ..        | ... | 4    |
| von Trips ... ..        | ... | 4    |
| Tony Brooks ... ..      | ... | 3    |
| Joe Bonnier ... ..      | ... | 2    |
| Ritchie Ginther ... ..  | ... | 2    |
| Constructors            |     |      |
| 1. Cooper-Climax ... .. | ... | 22   |
| 2. Lotus ... ..         | ... | 15   |
| 3. Ferrari ... ..       | ... | 12   |
| 4. B.R.M. ... ..        | ... | 6    |

**BATTLE!** Graham Hill and his terrific dice with Jim Clark (left). **ABOVE:** Tony Brooks (9) leads Clark (6), a "three-wheeler" Trintignant (18) and von Trips (2).





## Rallying in the Canaries

A new international rally

BY PADDY HOPKIRK

"I WANT you to take a Rapier to the Canary Islands for a rally at the end of May," said Rootes Competition manager, Norman Garrad, when I received a long-distance telephone call at my home in Belfast some weeks ago. "The local club is staging its first international event and no doubt the experience would be well worth while."

This came as a complete surprise before setting off for the Tulip, for I had never heard of motoring competition in those romantic islands just off the north-west African coast, and to learn that the forthcoming event was to have international status was even a greater bombshell.

In due course Rapier YVC 431 was despatched by sea and arrangements made for myself and co-driver, Lewis Garrad, the only British pair to actually take part in the event, to fly south. Standards had entered a Triumph Herald for Johnny Wallwork and son Barry, but, unfortunately, the car missed the boat with the result that the Manchester crew had to be content with remaining at home.

Things started off rather badly, for when I went to board my delayed aircraft at Belfast around 11 p.m., on Monday, 16th May, I discovered that my brief case containing my passport was locked in the airport bar which had closed an hour earlier, and the barman had gone off home to bed.

The result was that I spent the night stretched out on two chairs in London airport awaiting the arrival of the passport on the first morning plane from Belfast, while Lewis flew on "solo" via Madrid to Las Palmas, our destination in the islands. We again met on the Las Palmas tarmac later in the day, after I had hopped to Paris to get a connection, to face a battery of cameramen and receive the full V.I.P. treatment. It was soon obvious that most of the 126,000 inhabitants of this island in the sun were already overflowing with

enthusiasm for the rally, which had been given a tremendous Press build-up in the preceding weeks.

The headquarters of the event, which had attracted about 46 entries including a works BMW team, four cars from Morocco and about the same number from Spain, was a hive of activity when we checked in that night to be handed our rally plates and road book, revealing details of the complete route, controls, average speeds and times. This meant that the next 72 hours could be spent on a reconnaissance of the 600 kilometre course which, besides a series of speed and driving tests, was to include two total regularity sections.

Almost ceremoniously practically everyone entered for the rally turned up in the middle of Las Palmas at 11 p.m., a couple of nights before the event, to dice around the ornamental gardens delighting hundreds who were still enjoying the night-life of the town, and, I am sure, annoying those who were trying to get to sleep in the nearby houses and hotels.

Dawn was breaking when the first crew in a BMW on Friday morning set off at 6 a.m. from the start control to cover a road section which would have proved boring if not for the magnificent Alpine-like scenery. Regulations forced everyone to wear crash hats throughout the event, which did feel a little cumbersome on the easy sections. It was only after the third control that the pace began to get hotter with a hill-climb up the Teror-La Laguna, appropriately named with hair-raising drops on each side of the road down to lakes hundreds of feet below.

This was followed by a 90-minute lunch break with a full canteen service available "on the house". Digestions were soon to be upset, however, not as a result of the food, but because of what was to come after, for we found ourselves quickly at the start of the first regularity section with a set average of

*TIPPING GENTLY, Paddy Hopkirk finished like this after spin demonstrating forward and reverse spin turns at Las Palmas.*

52 k.p.h. This proved to be not too difficult, although one was never certain that his sheet was still clean, depending on just at what specific point the official at the kilometre stones recorded the time of passing, there being no visible line to cross. If one arrived too early and stopped before the stone, 10 penalty points were imposed.

Next came the second hill-climb of the day on an equally hair-raising ascent over five kilometres, and before the cars were put safely in the *parc ferme* for the night, again in Las Palmas, we had a timed flying kilometre and a drivability test, watched by a large and enthusiastic crowd in one of the main thoroughfares of the town.

Off the next morning after 8 a.m., into the blazing sun, we covered a somewhat similar course to the previous day only in reverse direction. Here the fun really started at the first hill-climb when an Alfa Romeo T.I., driven by Albert Benchaya from Casablanca, holed its sump on a slight agricultural excursion, leaving a considerable trail of oil up the hill before seizing short of the finish line. Following cars arrived without warning on the scene to find an ice-like surface which provided many anxious moments, to say the least, for both drivers and co-drivers. Several of the cars were considerably modified when they reached the top and there were those, including John Dominguez in an Alpine, who was forced to enjoy the rest of the rally as a spectator.

One more regularity section and another hill-climb brought competitors back again to Las Palmas for the final driving test. This was the practised figure of eight around two traffic islands to be covered twice and provided some exciting thrills for the crowd of more than 10,000 islanders who had arrived hours earlier to take up the most suitable vantage points, giving the town a "Grand Prix day in Monte Carlo" atmosphere.

At the end of the rally proper, I was very honoured to be asked by the organizers to demonstrate to the huge audience the forward and reverse spin turns as used by some drivers in British driving tests and which had spectacularly gained for me the fastest time on the manoeuvrability test during the previous day.

No doubt there was a certain risk in trying to pull off such a stunt on the firm tarmac, but the rally was now over, and I was prepared to have a go. Were some faces red when, needless to say, on the first attempt it happened, the Rapier tipping gently on its side when the tyre adhesion proved better than I had estimated. Judging by the applause from the crowd—which thought this was all part of the stunt—we should have felt the greatest heroes in Las Palmas when we extracted ourselves from the car only slightly damaged, and without any personal injury.

Before the crowd dispersed, however, we proved that it could be done on all four wheels, aided no doubt by a quantity of oil which we had left on the road the first time, and in recognition we were presented with very attractive awards!



*TWO WINS in the day were scored by Colin Escott, here seen in the Scott-Moncrieff T.V.R. with which he won the over 1,600 c.c. closed cars and G.T. cars race.*

**T**HE Mid-Cheshire Car Club held their first meeting of the year at Oulton Park on Saturday, 28th May. The event, a restricted one, drew a capacity entry; to be precise, over 130 cars and drivers made up the programme of 12 races.

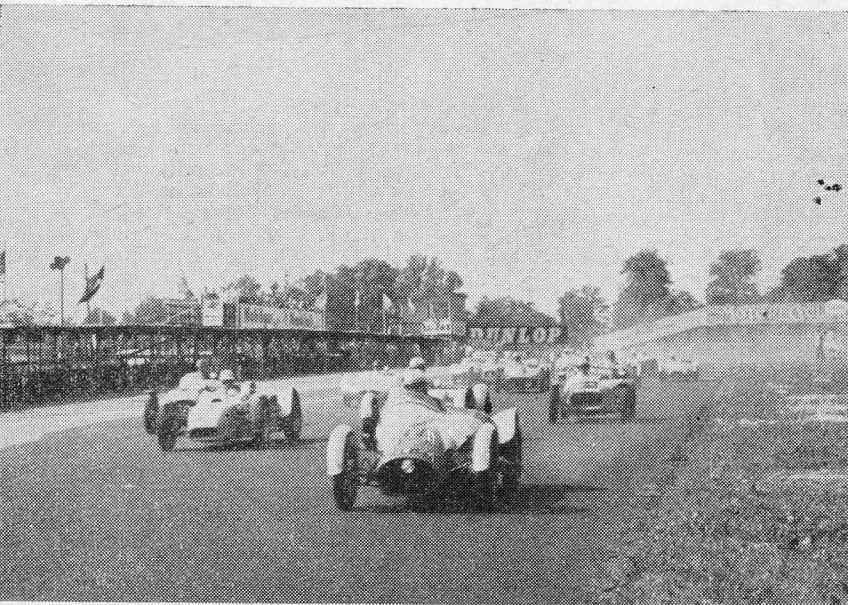
Conditions all day were perfect, the weather being dry, warm and sunny when, prompt to time, down came the flag on event one, a half-hour speed trial for open cars. This was won by W. J. Morgan, whose Lotus 1172 was the only car to complete 13 laps. Others to qualify for plaques were K. M. Nutter, D. Pacey, K. Coffee, D. G. Milk, F. W. Patrick (12 laps completed), the Earl of Wharnccliffe and V. E. Horsfield (11 laps completed). Next came a similar time trial for closed cars, the winner in this case being A. Scoble in a Mk. 7



# Two Wins for Escott

REPORT AND PICTURES BY FRANCIS PENN

**First Mid-Cheshire M.C. Meeting of the Year**



Jaguar who completed 12 laps. Other qualifiers included F. B. Mills, C. S. Alderton (12 laps completed), M. H. Cave, J. Scott-Davies, B. R. Williams and J. R. Waterhouse (11 laps completed).

So on to the sport proper with a seven-lap race for sports cars up to 1,000 c.c. For the first two laps K. C. Murdoch (Lotus 948) managed to hold off P. Kelly (Longbacon), but once the latter was through he sailed away to win by some five seconds. Third, but quite some distance in arrears, was P. Barwell in another Longbacon. For fourth place one of the best scraps of the day was in progress for almost the entire distance between E. P. Foden and D. Pacey, driving Austin-Healey Sprites—that is until Foden lost the lot in a big way at Old Hall, finishing with a multiple spin which forced Pacey, in order to avoid a collision, to do likewise, after which the latter retired!

Then came a seven-lap race for sports cars over 1,000 c.c. and up to 1,350 c.c. P. Boshier-Jones, after an initial two lap

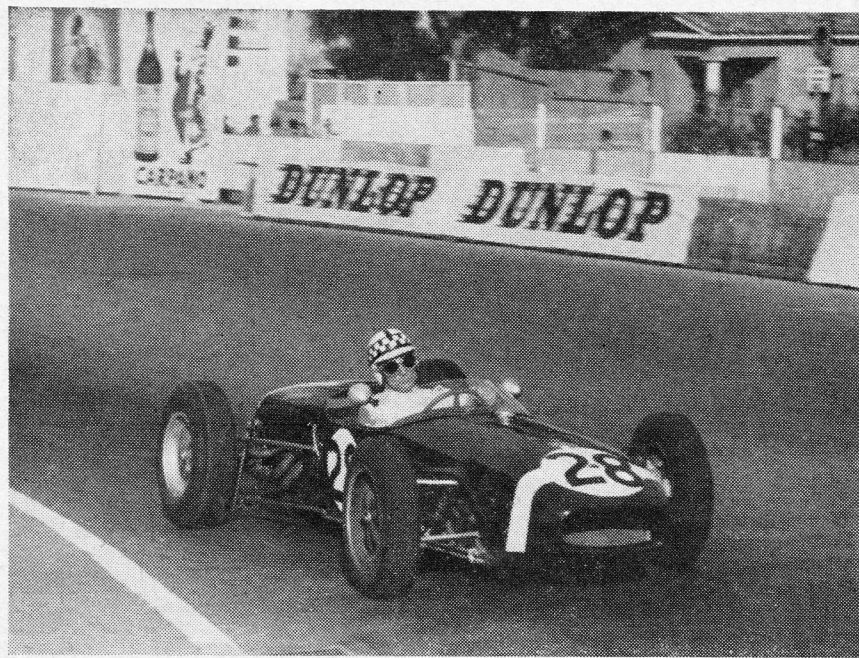
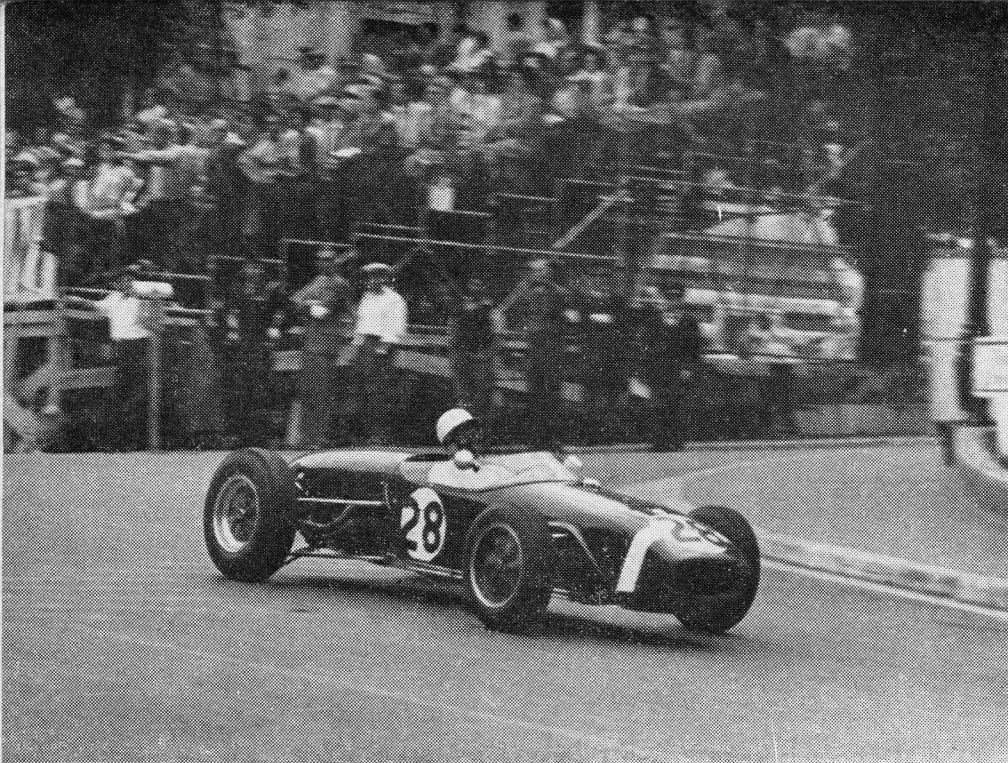
*OTHER VICTORY for Escott came in the Formule Libre event, this time in the Diggory Lister-Jaguar.*

*START of the 1172 Formula race, with A. D. Bennett's Ford Special, which took second place, getting away ahead of the pack in an excellent start.*

lead, failed to meet the challenge of K. M. Francis, who won by one and a half seconds, third place going to W. B. Pinkey, who, in turn, just held off J. M. Bramhall, the two spinning in unison at Old Hall on lap six. Bramhall was disqualified after being push-started by officials. All the above were driving Lotus-Climax cars.

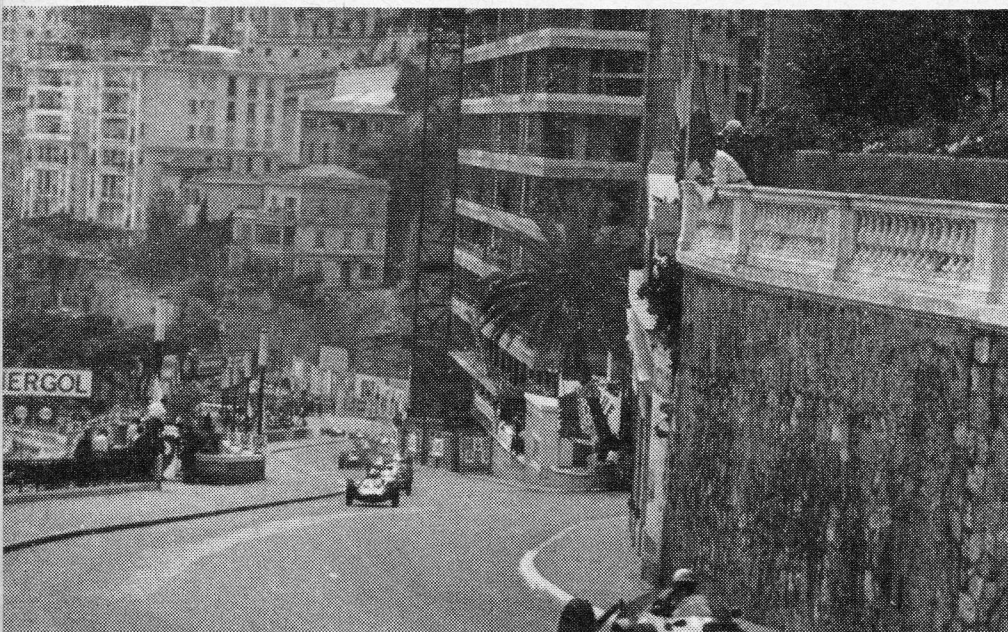
Event 5A, a seven-lap race for 750 Formula cars, and Event 7A, a seven-lap race for closed cars up to 1,000 c.c., were run off together, the saloons starting some 20 seconds in front of the Formula cars. Taking the latter first, the Team Sigma Specials, driven by A. Densham and C. M. Fetherstonhaugh, took first and second places, despite determined opposition from G. B. Toft, who in the end was forced to be content with third spot. The closed car event proved E. P. Foden's Sprite to be 10 seconds too good for H. W. Ratcliffe's Morris Minor,





# Monaco H

**TOP LEFT:** The maestro-Stirling Moss displayed all his mastery in a matter of a minute. **CENTRE LEFT:** Moss in disguise, wearing a dark racing suit, hill goes Joakim Bonnier, leading the race in his B.R.M. In the company-Jack Brabham leads Joakim Bonnier, Tony Brooks. **BELOW:** All on his own is Henry Taylor, on his way to winning the American challenger, the Formula 1 Scarab, on its first European race. In the pursuit of Joe Bonnier (B.R.M.) is Stirling Moss (Lotus), who is in the lead. **BOTTOM RIGHT:** Monte Carlo background of yachts and buildings.



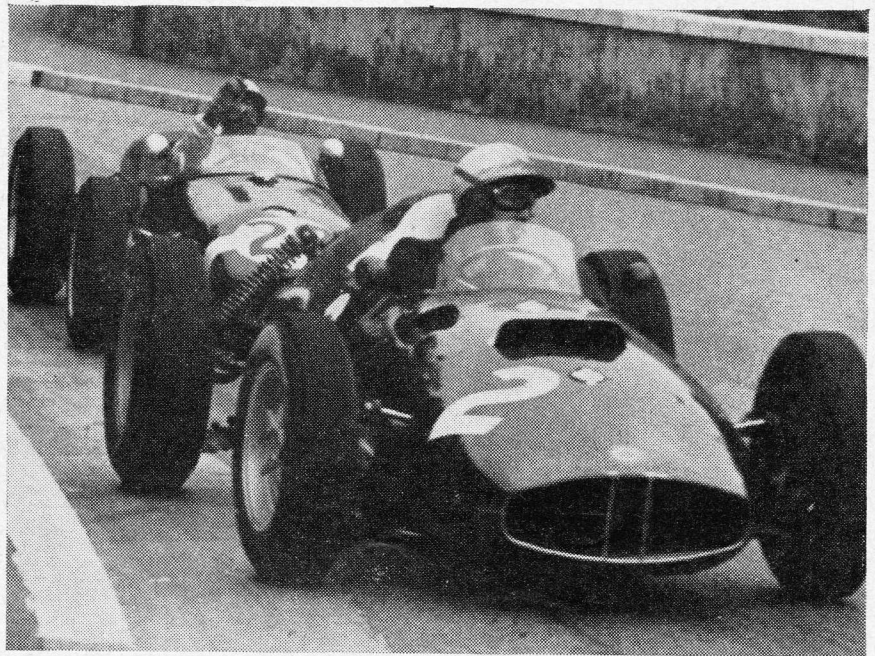




# Highlights

PHOTOGRAPHY BY  
GEORGE PHILLIPS

... Walker's new Formula 1 Lotus to win by nearly three-quarters  
... crash helmet and goggles. **BOTTOM LEFT:** Up the  
... him Jack Brabham leads the pack. **ABOVE:** Close  
... Phil Hill (Ferrari) and Graham Hill (B.R.M.) near Mirabeau.  
... the Formula Junior race in the Cooper. **TOP RIGHT:** The  
... appearance. Both the cars failed to qualify. **CENTRE RIGHT:** In  
... of Joe as the latter weighs up the situation in his mirror.  
... as Moss rounds a hairpin.





*APPROACHING Lodge in their first-place duel are R. Vincent (Elite) and Colin Escott (T.V.R.).*



background, a fierce dice was on between D. Prophet (Elva Courier), K. N. Aitchison (T.V.R.) and J. R. Kennerley (Jaguar 3.4), which included some very naughty driving by the first two on lap six when they "pocketed" the unfortunate Jaguar and passed him on the apex of the corner at Lodge!

Last event of the day was a seven-lap race for unlimited sports cars. This provided an easy win for G. Pitt's Cooper-Monaco from the Lotuses of K. M. Francis and P. Boshier-Jones. The only car which might have made a race of it, the Diggory Lister-Jaguar, lost its gears on lap one.

In all, a perfect day out for the clubmen, coupled with the usual spot-on organization one expects and gets from the Mid-Cheshire Car Club.

**Results**

**Sports Cars up to 1,000 c.c.:** 1. P. Kelly (Longbacon), 71.80 m.p.h.; 2. K. Murdoch (Lotus); 3. P. Barwell (Longbacon). **Fastest lap:** Kelly, 75.53 m.p.h.

**Sports Cars 1,000-1,350 c.c.:** 1. K. M. Francis (Lotus), 81.82 m.p.h.; 2. P. Boshier-Jones (Lotus), 3. W. Pinkey (Lotus). **Fastest lap:** Francis, 82.97 m.p.h.

**750 Formula Cars:** 1. A. Densham (Worden Spl.), 66.26 m.p.h.; 2. C. M. Featherstonhaugh (F.W. Spl.); 3. G. B. Toft (T.S. 750). **Fastest lap:** Densham, 67.62 m.p.h.

**Closed Cars up to 1,000 c.c.:** 1. E. P. Foden (Sprite), 70.31 m.p.h.; 2. H. W. Ratcliffe (Morris); 3. A. Pilkington (A35). **Fastest lap:** Foden 71.10 m.p.h.

**1172 Formula Cars:** 1. J. J. Cottrell (Lotus), 74.98 m.p.h.; 2. A. D. Bennett (Ford Spl.); 3. D. A. T. Rees (Austin-Rees). **Fastest lap:** Rees, 76.46 m.p.h.

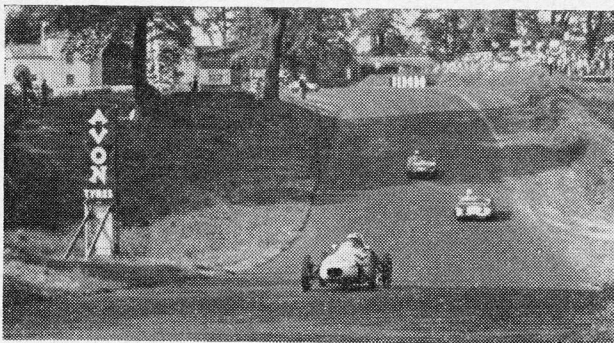
**Formula Junior Cars:** 1. C. Johnson (Elva), 77.60 m.p.h.; 2. D. Mason (Elva), 12 laps; 3. R. J. Wild (Gemini), 12 laps. **Fastest lap:** Johnson, 80.68 m.p.h.

**Formule Libre:** 1. C. G. Escott (Lister-Jaguar), 83.05 m.p.h.; 2. G. Pitt (Cooper); 3. P. Simpson (Cooper). **Fastest lap:** Escott, 85.98 m.p.h.

**Closed Cars 1,000-1,600 c.c.:** 1. J. Heppenstall (M.G.A.), 72.75 m.p.h.; 2. M. E. Waterhouse (M.G.A.); 3. C. S. Alderton (M.G.A.). **Fastest lap:** Heppenstall, 73.19 m.p.h.

**Closed Cars over 1,600 c.c., G.T. and Supercharged cars:** 1. C. G. Escott (T.V.R.), 73.50 m.p.h.; 2. R. Vincent (Lotus Elite); 3. A. Dobson (Elva Courier). **Fastest lap:** Escott, 75.64 m.p.h.

**Unlimited Sports Cars:** 1. G. Pitt (Cooper), 82.57 m.p.h.; 2. K. M. Francis (Lotus); 3. P. Boshier-Jones (Lotus). **Fastest lap:** Pitt, 84.66 m.p.h.



★  
*DEER LEAP: D. C. Mason's Elva Junior leads two sports cars in the late afternoon shadows.*

with A. R. Pilkington the other placeman.

A seven-lap race for 1172 Formula cars proved to be an easy win to the tune of some four seconds for J. J. Cottrell (Lotus 1172), after an early scrap with second man home A. D. Bennett (Ford Spl.), who in turn was chased all the way by D. A. Rees (Austin Spl.). This event provided the maximum of incidents, with Lotus spins by M. Adlington at Old Hall and A. S. Burch at Cascades, whilst K. D. Jones was black-flagged for loose cowling on a similar car.

A 15-lap race for Formula Junior cars and another 15-lapper for *Formule Libre* cars were next run together. Taking the Juniors first, only three cars finished out of a very small field. The winner, C. Johnson (Elva), and D. C. Mason (Elva), were the only two really to "motor race", third place being credited to R. J. Wild (Gemini), who had completed 12 laps only! In the *Formule Libre* event it was all C. G. Escott, who, driving the Diggory Lister-Jaguar, won as he liked, slowing down in the latter laps to take the flag some 10 seconds in front of G. Pitt (Cooper-Monaco), who, for the early laps, had fought it out with third placeman P. A. Simpson (Cooper).

Next came a joint seven-lap race for closed cars up to 1,600 c.c. and over

1,600 c.c. In the smaller capacity class it was all M.G.As. The winner, J. Heppenstall, was exactly 53 seconds too fast for M. E. Waterhouse and C. S. Alderton the placemen! In the larger class C. G. Escott, driving the Scott-Moncrieff T.V.R., gained his second win of the day. Never headed, he was more than a match for the Elite of R. Vincent and the Elva Courier of A. Dobson. In the



★  
*LEADING after the start of the 1,350 c.c. sports car race is P. Boshier-Jones, ahead of W. B. Pinkey.*



# NEVER

start  
something  
you  
can't  
stop



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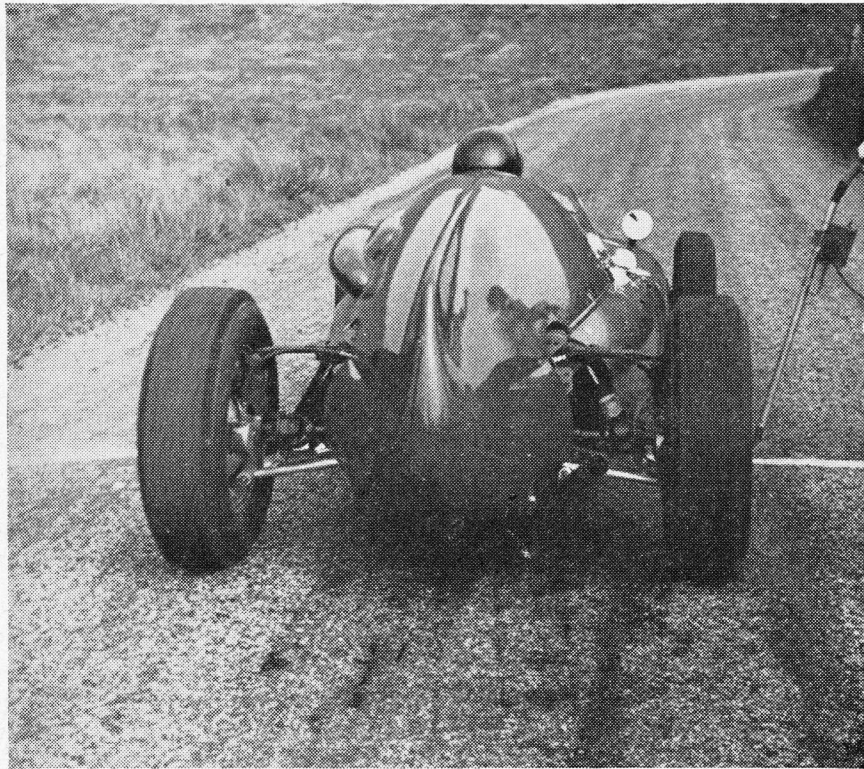
# FERODO

## ANTI-FADE BRAKE LININGS

**Ferodo First**







## ULSTER TOPICS . . . Spelga

**A**FTER setting up new hill records at both Cairncastle and Enniskerry driving his 2.2-litre Cooper-Climax, John Pringle from Bangor, Co. Down, pulled off the "hat-trick" at Spelga when he again returned the fastest time of the day and, for good measure, knocked 3.6 seconds off the previous record, held since 1958 by Hector Graham's 1,098 c.c. Cooper.

In its magnificent scenic setting in the heart of the Mountains of Mourne, perfect weather conditions made the event one of the most enjoyable of the season for both competitors and spectators alike, the latter being treated to some exciting displays of driving in the various classes.

The organization by the Newry and District Motor Club was as usual efficient without being too "official", which provided the right ingredients for a friendly and entertaining event in the now recognized Newry tradition. Being accustomed to competition in Eire, where drivers of closed cars are not compelled to wear crash hats, a number of the saloon boys arrived at the hill without head gear. After some quick borrowing, however, and arrangements which were made with the organizers who allowed a car to return to the bottom of the hill half-way through each ascent with all the spare hats that could be mustered from drivers with suitable head dimensions at the top, the practice climbs got under way.

Knowing that the previous record holder, now behind the wheel of his 1,460 c.c. Lotus-Climax, would be all out to retain his "fastest up" title, Pringle immediately got down to business, and on his second practice climb was inside the old record. Practice also

### JOHN PRINGLE PULLS OFF A HAT TRICK

showed that Roy Hamilton's New Anglia, sounding far from standard, was going to catch the handicappers napping and that John Crossle had again been extracting more b.h.p. from his 1,172 c.c. Crossle-Ford, when everyone thought that he must have reached the limit with this little side-valve unit.

Making its first appearance was the immense V8-powered 2,464 c.c. Triumph-Ford Special in single-seater form, which was built by local enthusiast Gerry Hudson. If rather reminiscent of pre-war Grand Prix machinery when compared with Pringle's Cooper, it nevertheless sounded potent during the first couple of climbs. Cooling difficulties revealed its fantastic thirst, and more than once it left the line amid an impressive cloud of steam and rubber smoke. But although the hill is right in the middle of the catchment area for the Portadown water supply, there was not enough available to satisfy the demands of the Special, and it was forced to retire mid-way through the event.

The serious business of the day started on the first official climb when Hamilton nipped smartly up the hill with his Anglia in 87.4 seconds, with Esdale Dowling's Hillman Minx returning the next best saloon time of 87.6 seconds. The rest of the field in this section was spread out at various intervals behind and since Hamilton (asked only in the entry form to state the compression ratio) had been given an allowance of 22 seconds against 15 for Dowling, the odds that were being offered in the Paddock on this handicap class were very poor indeed.

In the unofficial Volkswagen dice

*WHEELS SPIN as John Pringle in his Cooper-Climax sets out on a record-breaking climb at Spelga where he averaged 65.85 m.p.h. up the twisty 1,848 yard hill.*

which was taking place between People's Car enthusiasts as a quiet "test of power", Kevin Sherry showed that he had still something special in the boot, for he clocked a second faster than Robert McBurney and several seconds faster than the rest of the make.

The class for 1,172 c.c. side-valve Fords was not well supported and here Crossle was having things very much his own way with an excellent time of 71.4 seconds. Stan Lutton took 89.2 seconds to reach the top with his Austin-Healey Sprite, now carrying full Lutton modifications, while Mervyn McKinney's 1600 M.G.A. returned a time of 76.8 seconds against 84.2 seconds by Stanley Porter's 1,582 c.c. Porsche competing in the same class.

Billy Reid's Triumph had the edge on the Jaguar XK 120 driven by John Robb in the large production sports car section, while in the *formule libre* it was hammer and tongs between Pringle and Graham for who could take the shortest, quickest and neatest line through the many bends, the verdict going to Pringle at 58.2 seconds against Graham's 62.6 seconds.

The results could really have been calculated on the first run, for only some drivers managed to improve on the second ascent. Among these were Pringle and Graham, the former setting up the new hill record in the process, Crossle in his Crossle-Ford who finished third fastest of the day, and Sherry, who clipped off yet another second.

BRIAN WADDELL.

#### Results

**Best Time of the Day:** J. R. Pringle (Cooper-Climax), 57.4 s. (new hill record).

**Saloon Car Handicap:** 1, R. E. Hamilton (New Ford Anglia), allowance 22 s., net time 65.4 s.; 2, B. Lambe (Morris Minor), allowance 21 s., net time 71.8 s.; 3, J. E. Dowling (Hillman Minx), allowance 15 s., net time 72.6 s.

**1,172 c.c. side-valve-engined Open Cars:** 1, J. Crossle (Crossle-Ford), 68.6 s.; 2, D. E. Graham (Ford Special), 74.0 s.

**Production Sports Cars, up to 1,000 c.c.:** 1, S. Lutton (Austin-Healey Sprite), 88.4 s. **1,000 c.c.-1,750 c.c.:** 1, M. McKinney (M.G.A.), 76.0 s.; 2, S. C. Porter (Porsche), 84.2 s. **Over 1,750 c.c.:** 1, W. J. Reid (Triumph), 76.0 s.; 2, J. Robb (Jaguar), 77.4 s.

**Formule Libre:** 1, J. R. Pringle (Cooper-Climax), 57.4 s.; 2, R. H. Graham (Lotus-Climax), 61.8 s.; 3, A. Jameson (J.P.), 70.4 s.

**Open Handicap:** 1, Pringle; 2, Graham; 3, Crossle.

### DAUPHINE PRICES DOWN

**T**HE overall price of the Renault Dauphine—Britain's best selling imported car—has been reduced by nearly £27 to £689 12s. 6d. Renault, Ltd., say that they have been able to do this because of the increased volume of sales and their improved shipping facilities. They now have four ships of their own running between France and Great Britain, each carrying about 1,000 cars a trip.

**A**S the G.T. Aston Martin promised them will not be available, and the Aston ordered from the makers cannot be delivered in time, Rudd Racing have been forced to withdraw from this year's Le Mans.

**SIR GAWAINE BAILLIE** is seriously considering acquiring a 5-litre Maserati fuel-injected coupé for closed car events.



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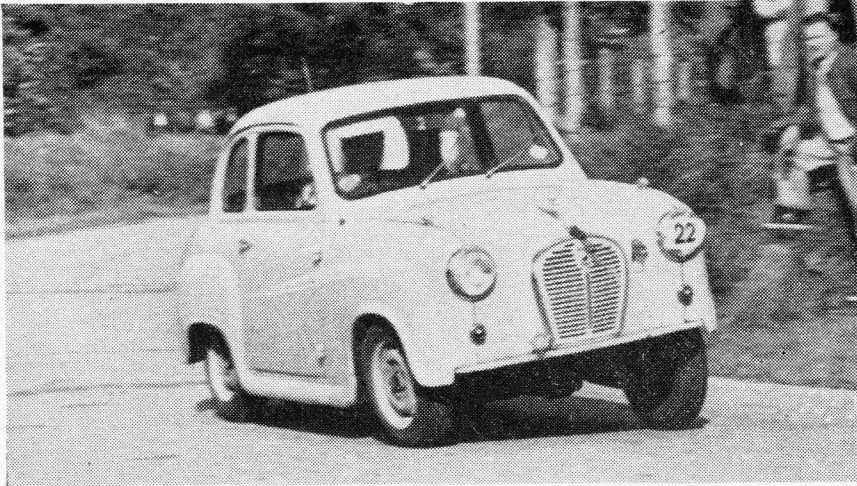


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Austin-Healey, Jaguar,  
M.G.A., Triumph etc.*





REPORT FROM EIRE

BY BRIAN FOLEY

## Cork Sprint and Munster Speed Weekend

IN years gone by, the Carrigrohane Circuit, just outside Cork City, echoed to the sound and fury of international motor racing. In those days of the Cork Grand Prix, such stars as Villoresi, Bira, Dreyfus, Dobson, Tongue and Gerard did battle on the Carrigrohane Circuit. Unfortunately, this great circuit is no longer available, but for the past few years the Munster Motor Cycle and Car Club have managed to get the long, concreted, Carrigrohane Straight closed for one Saturday afternoon each year, for their open sprint meeting.

This year's event was held on Saturday, 21st May. Thirty-one competitors, of whom 22 drove saloons, had four runs apiece. The record for the standing five-eighths of a mile sprint is held by Robin Rennicks in the 998 c.c. supercharged Leprechaun. His record of 27.6 seconds, set up in 1959, was not beaten this year. The only man to approach Rennicks's time was Brian Bleakley in his 1,000 c.c. Kieft. His times were: 30.1, 33.1, 29.9, and 29.8 seconds, and his best of 29.8 seconds stood as B.T.D. The saloon car exponents had the All-Comers Handicap to themselves. This was won by Reggie Redmond's DKW, with a handicap of 13.5 seconds, from Dickie Barrett's A35, with a handicap of 10 seconds, and John du Moulin's Simca, with a handicap of 11.5 seconds.

### Results

**Best Time of Day:** B. Bleakley (Kieft 1,000 c.c.), 29.8 s.

**All-Comers Handicap:** 1, R. Redmond (DKW), 24.7 s. (handicap 13.5 s.); 2, R. Barrett (Austin A35), 25.0 s. (handicap 10.0 s.); 3, J. C. du Moulin (Simca), 25.3 s. (handicap 11.5 s.).

**Class Winners:** B. Bleakley (Kieft (1,000 c.c.), 29.8 s.; W. E. T. Bradshaw (A.C.-Bristol), 30.3; Mrs. D. Bigger (Triumph Herald coupé), tied with J. Shine (Auto Union 1000), 41.1; J. Mahoney (Volkswagen), 43.2; P. Kramm (Jaguar Mark VII), 35.7; R. Barrett (Austin A35), 35.0.

*TAKING the last left-hander during his record-breaking run at Farmers' Cross is Brian Bleakley in his 1,000 c.c. Kieft. Bleakley's time of 1 minute 12.9 seconds beat the previous record of 1 minute 16 seconds set up by Robin Rennicks in the 998 c.c. supercharged Leprechaun in 1959.*

*FABULOUS PERFORMANCE put up by Dickie Barrett and his A35 at Farmers' Cross. He was third fastest of the entire entry on scratch, and he won his class and the All-Comers' Handicap. Barrett's car is modified and tuned by himself, and he uses none of the widely advertised B.M.C. tuning equipment.*

his 1,000 c.c. Kieft-I.A.P. The previous record of 1 min. 16 secs. had been set up last year by Robin Rennicks in the Leprechaun. Bleakley's record may stand for all time, as this road may not be used any more for hill-climbing. Plans are drawn up to have the road widened and altered as this will be the main road to Cork's new airport, which is currently under construction.

Bradshaw was second fastest with 1 min. 18.9 secs., and third was the sensational Dickie Barrett in his "Barrettwell" A35 with 1 min. 24.4 secs. Barrett's time gave him the All-Comers' Handicap from du Moulin's Simca and Bleakley's Kieft.

The saloons provided most of the spectator value at Farmers' Cross, particularly Peter Kramm's massive Mark VII Jaguar. On his second run, Kramm ascended in a series of well controlled, tyre-squealing drifts. The spectators showed their appreciation by rising as one man to clap and cheer him for his effort of keeping the big Jag. on the road, and coming second in his class. John Moore now has a potent package in his little Austin Seven. His engine is now brought up to 948 c.c. and the extra power brought him into third in his class behind Barrett and Redmond in his three-carb. DKW.

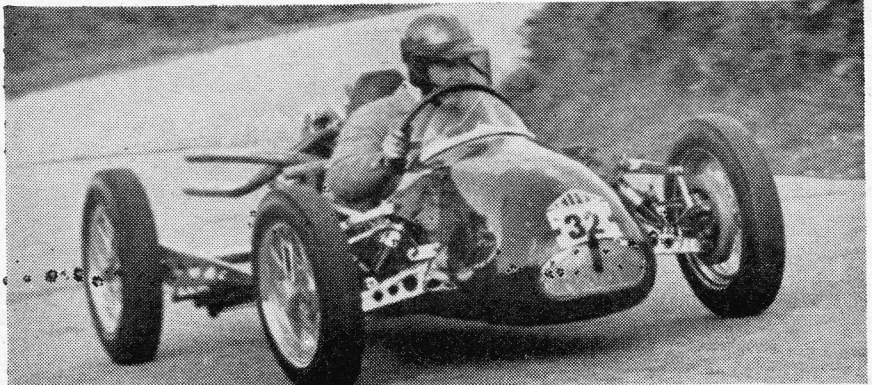
Eugen Ward provided the only excitement on the second runs. On the same right-hander that King crashed, Ward ran out of road and although he continued going, he altered the tail of his white M.G.A. After witnessing such hectic motoring everyone was rather relieved when the event was over, but it did end on a hilarious note. A pedal cyclist and his female passenger got involved in the cavalcade of cars returning down the hill. One over-excited marshal ran out and, with a mighty shove, he deposited the cyclist and passenger into a ditch. But for the intervention of a member of the Gardai, blows might have been exchanged!

### Results

**Best Time of Day:** B. Bleakley (Kieft 1,000 c.c.), 1 m. 12.9 s. (new record).

**All-Comers' Handicap:** 1, R. Barrett (Austin A35), 1 m. 11.4 s. (handicap 13 s.); 2, J. C. du Moulin (Simca), 1 m. 11.7 s. (handicap 14 s.); 3, B. Bleakley (Kieft), 1 m. 12.9 s. (scratch).

**Class Winners:** B. Bleakley (Kieft), 1 m. 12.9 s.; W. E. T. Bradshaw (A.C.-Bristol), 1 m. 18.9 s.; R. Barrett (Austin A35), 1 m. 24.4 s.; J. C. du Moulin (Simca), 1 m. 25.7 s.





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## STAFFORD AND D.C.C.

## "Sunday Mercury" Rally

Forty-two starters left the three starting controls at Barlaston, Cannock and Shrewsbury from 10 o'clock onwards on Saturday evening. The routes converged at Newport (Shropshire) and then proceeded along main roads to Leebotwood on A49. After a compulsory halt of one hour for fuel and refreshments, competitors were off on the night section which was to take them 180 miles across the northern half of maps 129 and 128, and included 32 time controls. The Road Book was a neatly printed affair giving the control number, approach direction, scheduled time, time allowed, and a fifth column giving the location of each control (*i.e.*, whether on the left or right of the road as competitors approached).

An entirely new system of control procedure was adopted on this rally whereby at each control one marshal was seated in a car and one stood by the roadside. As a competitor stopped at each control, the marshal by the roadside called out the competitor's number and time of arrival from the sealed watch, and the marshal inside the car wrote both down on a small card which was then handed to the competitor. Thus a competitor completing the course had a complete set of control cards which he handed in at the finish.

The first section was a very tight one of only five minutes, followed by a 19-minute section over Long Mynd. Many competitors took a short cut across the mountain top and were fortunate that the road was comparatively dry.

At control 4 many cars had already lost their clean sheets, amongst them being Valerie Harper/Valerie Domleo (Triumph Herald) who dropped one minute. Across the southern edge of Clun Forest, through Dolfor to control 13 at Caersws where the first batch of individual control cards were handed in.

Many cars were already showing evidence of the hard night's motoring. G. Kitson (A40) left the road rather spectacularly on a right-hand hairpin, but was able to rejoin the road with car and crew little the worse for their excursion.

R. Johnson (M.G. TC) was to be seen at frequent intervals trying to coax some life from his electrical system and McClachlan (Singer Gazelle) was without brakes.

Suddenly the route tightened up and the nine- and 12-minute sections between controls 14 to 15 and 15 to 16 penalized almost the entire entry. The eventual winner, P. Simister/Bickerton (Ford Anglia) lost one minute at control 15, while A. Bengry/D. Skeffington (Simca) dropped one at control 16 at Bwlchgarreg.

Margaret Shortland (Minor 1000) managed both these sections clean, only to take a wrong road later in the event, meet another car going the opposite way and clout the bank in avoiding the other competitor. J. Casewell (A99) was having a difficult time with his large car, a task which was not made easier by the fact that he had lost both first and reverse gears.

J. Hook (Vanguard) was seen to be leading half a dozen other cars up a short cut over one mountain—only to lead them all back again some time later.

As daylight came competitors found themselves heading east again past

Montgomery before turning west for the finish at Newtown.

Here a forward, reverse, forward astride driving test (which was to decide the rally winner) was held. Simister/Bickerton (Anglia) and Bengry/Skeffington (Simca) both dropped one minute on the road and recorded times of 10.2 secs. and 10.3 secs. respectively on the test.

V. Elford/P. Roberts (A35) had tried some novel cornering during the night, with their offside wheels two feet up on a grass bank and the nearside wheel rims leaving a groove in the road, but with no worse effect than a slightly modified front wing and a holed sump. However, they managed to complete the rally tying with three minutes dropped, with Val Harper/Val Domleo (Herald).

V. ELFORD.

## Results

1, P. Simister/Bickerton (Anglia), 10 marks lost, test time 10.2 s.; 2, A. Bengry/D. Skeffington (Simca), 10, 10.3; 3, V. Elford/P. Roberts (A35), 30, 11.2; 4, Valerie Harper/Valerie Domleo (Herald), 30, 14.0.

Ladies' Award: Val Harper/Val Domleo (Herald).  
Team Award: A. Bengry/D. Skeffington (Simca); V. Elford/P. Roberts (A35).

## B.A.R.C. (YORKSHIRE CENTRE)

## Scarborough Rally

Only a second and a half decided the difference between the winner and the runner-up after 24 driving tests totalling nearly 800 seconds in the Scarborough Rally, the annual social rally-cum-driving test marathon organized by the Yorkshire Centre of the B.A.R.C.

The "Scarborough" this year consisted of the mixture pretty well as before—a start in Kilburn (North Yorks) on Saturday afternoon, a route of 74 miles with 12 driving tests on it ending at Scarborough in plenty of time to get into "soup and fish" for the hectic dinner-dance, a Sunday morning hung-over restart on a route of 97 miles with another 12 tests ending at Scarborough again for results.

Sixty-three cars started the event and mechanical failures (both half-shafts) accounted for only two of the 12 retirements before the end.

The club showed real ingenuity in plotting the tests and in selecting the places for them. Some were on disused stretches of road, at cross-roads and junctions, others were on private land such as up the drive of a country house, one was around the yard of a disused station and another in a quarry.

Most of the tests were long and speedy with one or two almost consisting of a short sprint, stopping again across a line.

The Saturday night festivities paused long enough for competitors to learn that Henry Holliday (Speedwell Sprite) was leading by a very small margin, and that, others who were well up in their classes were Ken Lee (Speedwell Mini-Minor), Bob Whitley, the ultimate winner, Eric Jackson and M. J. Hollingbery.

On Sunday morning the event restarted from Seamer and the route—like the Saturday route—covered much country of natural beauty in between the tests. By Sunday evening neither organizers nor competitors had any idea who would be well placed, but after the mathematical geni had been at work for some considerable time it was discovered that Bob Whitley in his rapid Riley 1.5 had the highest figure of merit and beat all the renowned driving test experts.

The results are decided on a complicated formula based on the percentage

of performance in comparison with the best possible total for the class. Whitley's total for all the tests was 852.8 secs. compared with Henry Holliday's best aggregate of 785.1 secs., but the former had the best comparison with class "bogey" time so to him goes the award. Had Holliday been only a second and a half faster, his percentage would have been higher and he would have won.

PETER CRAVEN.

## Results

Wilson Trophy (best performance): R. Whitley (Riley 1.5), figure of merit, 97.09 per cent. Wood Cup (runner-up): H. O. Holliday (Austin-Healey Speedwell Sprite), 96.74. Wilson Opposite Class Cup: K. N. Lee (Speedwell Mini-Minor), 95.96. Ladies' Award: Mrs. Joan Clark (Ford Anglia), 61.26. Novice Award: J. H. Kean (Jaguar 3.8), 91.15. Scarsdale Trophy (best East Yorks C.C.): R. Whitley. Best De Lacy M.C. member: J. C. Hanson (Minor 1000), 89.73. B.T. & R.D.A. Award: K. N. Lee. Team Award: Holliday, N. H. Baguley (A35) and E. Jackson (Zephyr). Scarborough Cups (all competitors with figure of merit over 90 per cent.): C. M. Thorpe (TR3A), 95.90; E. Bryden (TR2), 95.79; L. Banks (Anglia), 95.70; J. K. Marriott (Volkswagen), 95.23; E. Jackson (Zephyr), 95.06; M. J. Hollingbery (TR3A), 94.48; D. G. Pearson (Herald), 94.17; N. H. Baguley (A35), 92.93; G. H. F. Parkes (Jaguar 3.8), 92.89; E. Elliott (Zodiac), 91.92; W. O. Ackroyd (Anglia), 91.19; J. D. Marlow (Peugeot 403), 91.16; J. H. Kean (Jaguar 3.8), 91.15.

SWANSEA MOTOR CLUB—  
DRIVING TESTS

Swansea Motor Club recently organized a special driving test meeting, proceeds from which were in aid of World Refugee Year funds, and a crowd of several hundreds watched the 34 entrants at work on the perimeter track of Fairwood Aerodrome. The premier award, won eventually by Duncan Atkinson, was presented outright by the club especially for the occasion.

Competitors essayed four tests, the first of which was a traditional figure-of-eight and garaging test. The second was a far more complicated affair, involving garaging and reversing around pylons, finishing with a long reverse; so complex did it turn out to be that clerk of the course Lindsay Davies, giving a demonstration run, lost his way completely and retired discomfited.

In this test Winston's Climax-engined Fairthorpe was quick but untidy, though Duncan Atkinson's blown M.G.A 1600 acquitted itself extremely well, as did Fred Jones's Zephyr, which bore trade plates.

Test three was a wobble-wobble followed by a long blind to finish astride a line, and contrasts were extremely marked—Wilson's beautifully turned out SS 100 barely managed to negotiate the pylons but accelerated thunderously away to the finish, whilst Brian Jenkin's Berkeley, with blue smoke appearing from everywhere, made short work of the wobble-wobble but lacked steam in a straight line.

The final test, like the second, was a combined garaging and memory test, uneventful save for a moment when Keith Howells's M.G. TD saw fit to lose its brakes approaching the finishing line, avoiding by the narrowest of margins the timing gear and a gaggle of marshals.

H. M. BILEY.

## Results

Outright Winner: Duncan Atkinson (M.G.A 1600 S). Ladies' Award: Anne Goldie (Hillman Minx). Class A1 (saloons up to 1,000 c.c.): Ron Rumble (Austin Seven). Class A2 (saloons, 1,000-1,500 c.c.): Tony Knowles (Wolseley 1500). Class A4 (saloons over 1,500 c.c.): Fred Jones (Ford Zephyr). Class B1 (sports cars): Tony Knowles (Berkeley).



# Club News

By MICHAEL DURBIN

MANY books have been written about motoring sport, but it is particularly apt that the first really comprehensive book about the sport at club level should have been written by Martyn Watkins, who, for over two years, ran this column.

"Club News" is not particularly concerned with grands prix or international rallies—it is written for the clubman—who is, after all, the backbone of the sport. Martyn (who is Assistant Editor of AUTOSPORT) has, in *Driving for Sport*, written what must be the definitive work on competition at club level. All aspects of the sport are covered and described in detail and the novice will find all the background information he is likely to need.

It is written purely for the enthusiast who wants to "have a go" and written, moreover, by one of the most rabid and knowledgeable enthusiasts I have ever met. It is a good book, an informative book and it leaves very little unsaid.

\* \* \*

The formation of a new club is not unusual but when one kicks off with some 350,000 members it is certainly worthy of note. The **British Army Motoring Association**, henceforth to be known as **B.A.M.A.** (at their request) has been recently formed and, at a meeting of the Executive Committee, it was decided that all serving members of the Army and Territorial Army and Reserve (when on duty) would automatically be members of the association. Main activities during this year will be restricted to Karting and army competitions—all closed—although perhaps their scope may be widened in future years.

Shell M.C.'s Midsummer Night rally will be held on 25th-26th June. The event will cover some 200 miles, starting at 2301 hours from Wallington Town Hall car park, Surrey, and finishing at Hindhead, Surrey, for breakfast. Maximum entry for this restricted event is 60 and invited clubs include: Baltic Exchange M.C., Blackfriars M.C., City of London Police M.C., Forces M.C., Ford Sports M.C., Hants and Berks M.C., Lloyds M.C., London M.C., Metropolitan Police M.C. and Mid-Surrey A.C. Secretary of the event is C. D. Bell, 37 Grange Farm Road, Ash



NEW ZEALANDERS John Wearn and Warwick Johnson recently left London for their homeland in an Austin-Healey Sprite. They hope to drive to Bombay by late October, go by boat to Australia and then drive across Australia to Sydney.

## Coming Attractions

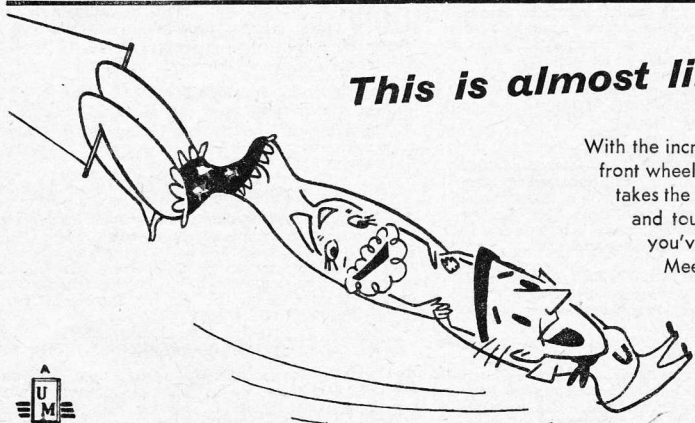
- 11th June.** 8 Clubs Race Meeting, Silverstone, near Towcester, Northants. Start, 11.30 a.m.  
North Midland M.C. Sprint Meeting, Oulton Park, near Tarporley, Cheshire.
- 11th-12th June.** Sevenoaks and D.M.C. "Kent Rally".
- 12th June.** Grand Prix de Rouen-Essarts (F2). Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester. Start, 12.30 p.m.  
Thames Estuary A.C. Spring Meeting, Brands Hatch, near Farningham, Kent. Start 1.30 p.m.  
London M.C. "Star" Driving Tests, Wembley, London. Start, 10.30 a.m.
- 15th-18th June.** Rally of the Midnight Sun.
- 18th June.** Nottingham S.C.C. Race Meeting, Silverstone, near Towcester, Northants.  
B.A.R.C. Race Meeting, Aintree, near Liverpool.
- 19th June.** Eastern Counties M.C. Race Meeting, Snetterton, near Theford, Norfolk.  
V.S.C.C. Rally, Kildrummie Castle, Aberdeenshire. Start, 10 a.m.  
Belgian Grand Prix (F1), Spa.
- 24th-25th June.** 24 Hour Race of Le Mans (S, G.T.).  
Plymouth M.C. Plymouth National Rally.
- 24th-30th June.** Alpine Rally.

Vale, Aldershot, Hants, and entries close 16th June. . . . Swansea M.C. have, unfortunately, had to cancel the race meeting which was to have been held on 23rd July but hope to hold it on 10th September, subject to getting Air Ministry approval for the use of Llandow Air field. . . . Severn Valley M.C. have been granted their first permit and will hold a closed hill-climb at Loton Park, Shrewsbury, on 2nd July. The event is open to production and sports cars and karts and regs. are available from G. B. Corser, 8 Swan Hill, Shrewsbury.

PETER CRAVEN, one of AUTOSPORT's northern correspondents and a well-known competitor, was married on Whit Saturday to Miss Dolores Tobin, the Yorkshire rally competitor.

**DUE** to lack of space, all sporting events held on Whit Monday (with the notable exception of the Dutch Grand Prix) have had to be held over. Full reports will appear next week.

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1958 Berkeley 492 c.c., moderate mileage. First-class condition. £440.

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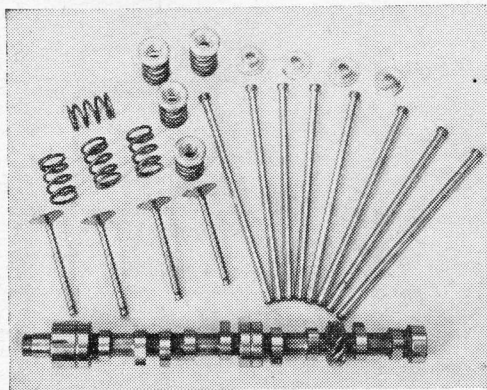
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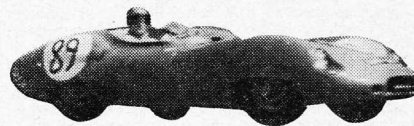
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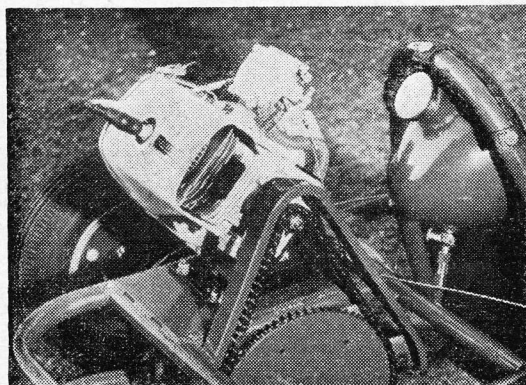
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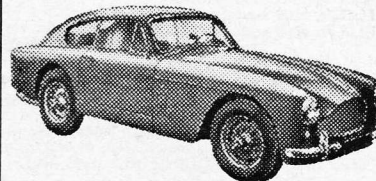
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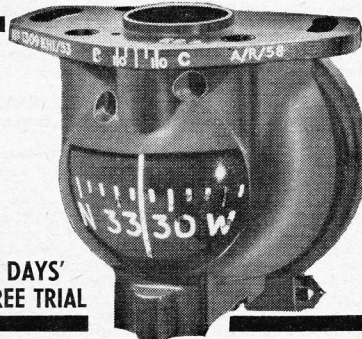
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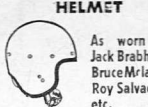
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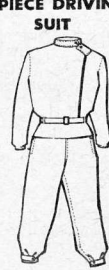
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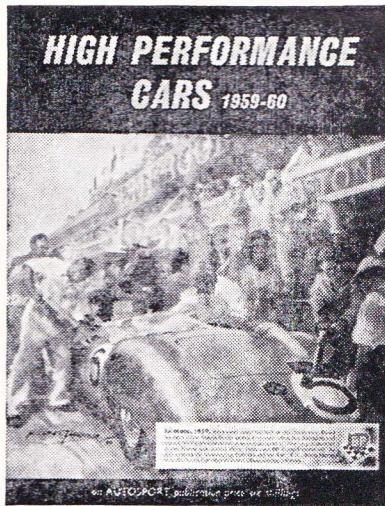


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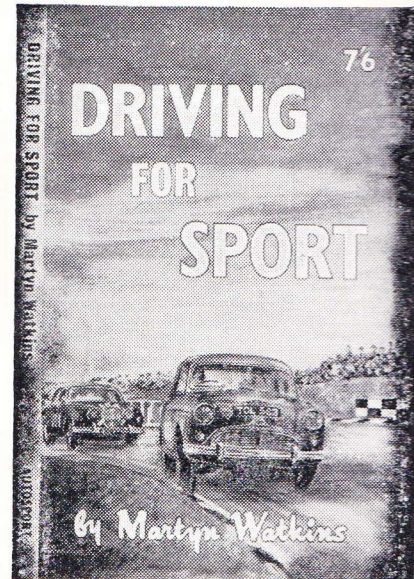
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