

AUTOSPORT

SEPTEMBER 9, 1960

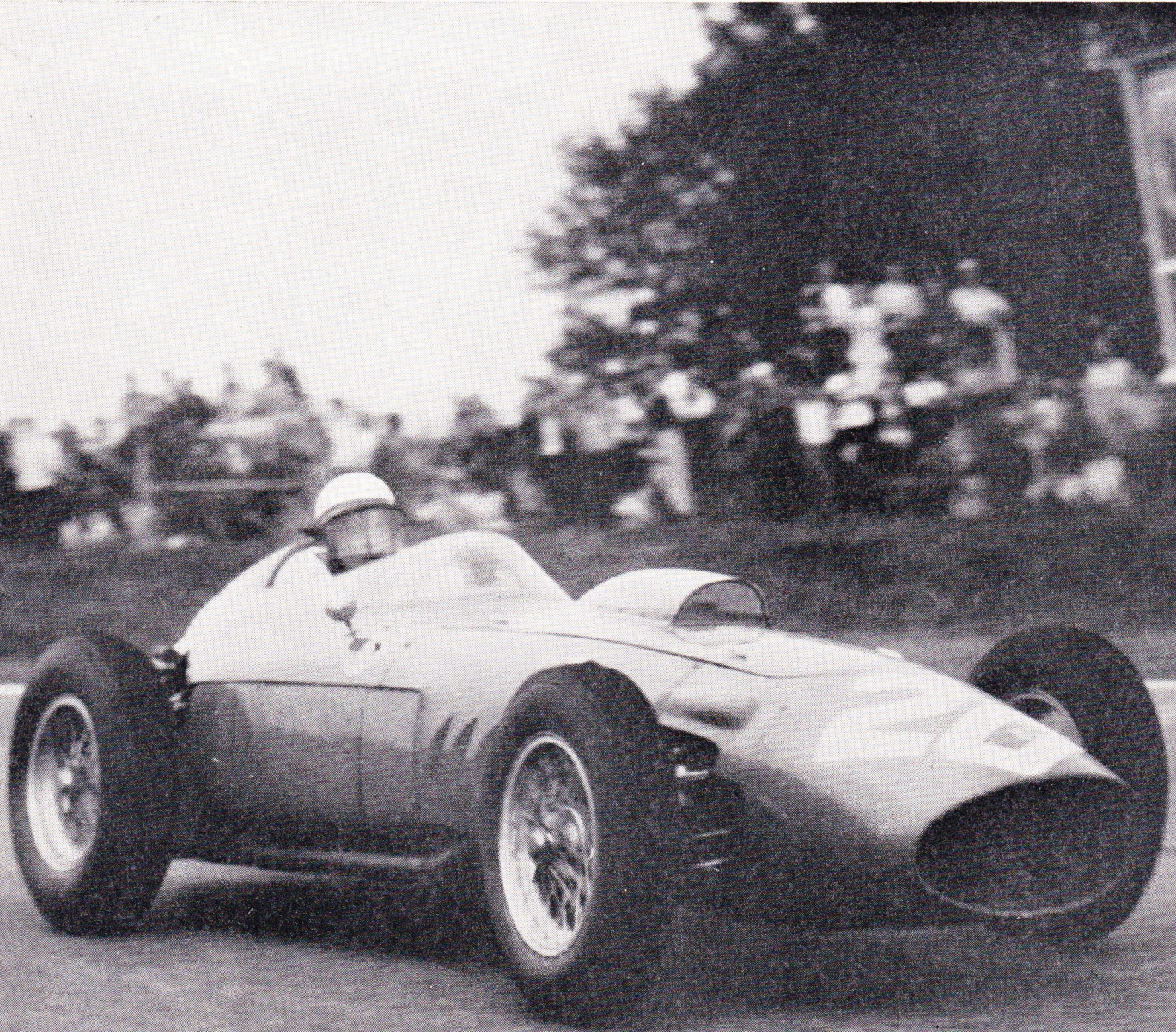
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EVERY FRIDAY
Vol. 21 No. 11

BRITAIN'S MOTOR SPORTING WEEKLY

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358



IN THIS ISSUE

THE EUROPEAN GRAND PRIX AT MONZA — FULL REPORT AND PICTURES
THE COOPER STORY — SPECIAL FEATURE WITH THEO PAGE CUTAWAY DRAWING

Congratulations to the Cooper Car Co. Ltd. on their magnificent achievement in the 1960 Grand Prix Season

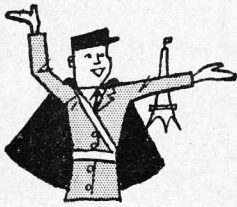


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The Cooper Team Cars, driven by World Champion Jack Brabham and Bruce McLaren, relied on Mintex Disc Brake Pads throughout 1959 and for the 1960 season.

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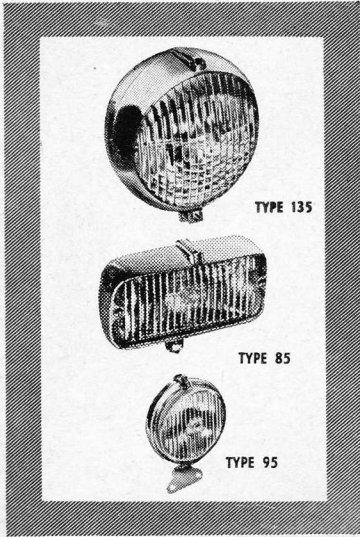
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GOLD CUP RACE 2.45 p.m.

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 - BRUCE McLAREN
 - GRAHAM HILL
 - INNES IRELAND
 - JOHN SURTEES
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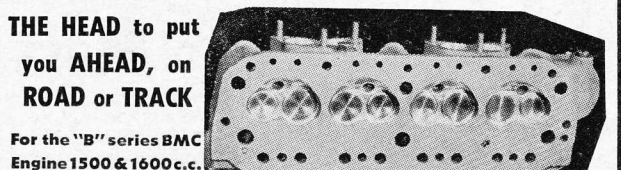
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Tuning kits for all "B" series BMC cars, Morgan Plus 4, Triumph TR, all Ford models and every popular make. Send stamp for list and performance figures, stating make.

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CASTROL WINS

LIEGE-ROME-LIEGE RALLY

OUTRIGHT WINNER

Pat Moss & Ann Wisdom

(Austin-Healey 3000)

3rd J. Sprinzel & J. Patten (Austin-Healey Sprite)

Congratulations to Pat Moss and Ann Wisdom—
the first women ever to win the gruelling 2,880
mile Liege-Rome-Liege Rally.

*(Subject to
official
confirmation)*



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CASTROL by name!*

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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EDITORIAL

THE MONZA AFFAIR

ONE feels that the boycott by British entrants of the Monza race was totally unnecessary. After all, it was the Grand Prix of Europe, and instead of a complete refusal to compete because of the use of the banked circuit some effort should have been made to determine whether or not the cars were unsuitable. Despite the pre-race talk of the dangerous track the Grand Prix was run without a single accident, and of the 15 starters 10 were running at the end, of which three had British-built Cooper chassis. It is almost certain that quite a few British drivers would have gone like a shot, instead of leaving it as a Ferrari demonstration. As for the entrants, one would have thought that they had some duty to perform for the motor racing public, whose money makes the sport possible. By staying away from Monza the British contingent hardly did a service to the sport of motor racing. Although it must be agreed that the race could quite easily have been staged on the excellent road circuit the fact that the Italians were determined to include the banked section was known as far back as June.

THE AMAZING GIRLS

AT last they have done it, as people have been forecasting for months! Pat Moss and Ann Wisdom won outright the exceedingly tough Liège-Rome-Liège rally. Their Austin-Healey finished ahead of over 80 of Europe's crack rally crews—a truly magnificent performance, reflecting the highest possible credit on B.M.C. and the amazing girls themselves. Also covered with glory were John Sprinzel and John Patten, who took third place in the general classification with their Austin-Healey Sprite. For Pat and Ann the wonderful victory was further accentuated in that they have become the first all-women crew ever to win outright in the long history of this gruelling event, some idea of the toughness of which can be gauged from the fact that out of more than 80 starters, only 13 cars reached the finish of the 3,000-mile rally, made even more difficult than usual this year by almost continual storms and torrential rain. No less than four out of the first 10 places were taken by British cars and crews—all four machines being Austin-Healeys. Third in general classification, as we have said, was the Sprite of Sprinzel and Patten—an easy class-winner—while David Seigle-Morris and Vic Elford finished fifth, and John Gott and Rupert Jones 10th. Sprinzel's Sprite, incidentally, was the smallest car to finish in what was practically an Austin-Healey benefit, while Pat and Ann, of course, won the Coupe des Dames, and, with Seigle-Morris/Elford and Gott/Jones, the Manufacturer's Team Prize.

OUR COVER PICTURE

FERRARI FESTIVAL: The controversial Italian and European Grand Prix at Monza resulted in a walk-over win for Ferrari, machines of this marque taking the first four places. The race also resulted in the first win of a Grande Épreuve by an American since 1922, and the first personal victory for Phil Hill. Here Hill sweeps through the famous Lesmo Curve in the front-engined Ferrari—the marque's first Grande Épreuve win this season.



SHELL AGAIN!

LIEGE—ROME—LIEGE RALLY

1ST (Outright Rally Winner)
AUSTIN-HEALEY

Miss P. MOSS
Miss A. WISDOM

Also winners of the COUPE DES DAMES

Manufacturers' Team Prize AUSTIN-HEALEY

ALL USING SUPER SHELL WITH I.C.A.

EUROPEAN GRAND PRIX

1st FERRARI P. HILL* at 132 m.p.h.

2nd FERRARI R. GINTHER

3rd FERRARI W. MAIRESSE

ALL USING SHELL FUEL AND SHELL X-100 MOTOR OIL

(Subject to official confirmation)

YOU CAN BE SURE OF



PIT and PADDOCK

ALFRED MOSS and Ken Gregory, founders of the British Racing Partnership Limited, have announced that Tony Robinson has become a director of the Partnership. The appointment was offered to Tony in recognition of his loyalty and devotion to the team, and of his efforts for motor racing generally.

Tony, who is 32 years old, first became connected with motor racing in 1953, when he helped Alf Francis and the late Ray Martin to build the Moss Cooper-Alta. Subsequently he helped Francis in 1954-55 to maintain the Type 250 Maserati entered by Stirling Moss Limited, and later became chief mechanic to Bruce Halford for 1956-1957. He became chief mechanic for the B.R.P. when it was formed in December 1957 and was responsible for the preparation of the Partnership's first Cooper-Climax in 1958, driven by Stuart Lewis-Evans and Tom Bridger. During that year the Partnership did not have one single mechanical retirement. For 1959 he built and prepared the F2 Cooper-Borgwards which enjoyed considerable success, and was also responsible for the preparation of the Partnership-entered B.R.M., loaned to them by Alfred Owen and driven by Stirling Moss and Hans Herrmann—this car finished second in the British G.P. that year.

During 1960 Robinson has been chief engineer to the Yeoman Credit Racing Team which has been prepared and managed by the B.R.P.

AT the B.A.R.C. members' meeting at Goodwood this week-end there will be a race for some well-known motoring journalists and race commentators who will be using Morris Mini-Minors and Austin Sevens for the occasion. Amongst those competing are AUTOSPORT's John Bolster and George Phillips.



HE MISSED ME . . . but, to judge from George Phillips's hands, it must have been a near thing.



DUNLOP PARTY leaving London to join the Donald Campbell/Bluebird team are wished good luck by Mr. H. E. Price, a local director (extreme left foreground). Members of the party are (l. to r.) Don Badger (designer of Bluebird's tyres), Albert Garland (tyre fitter) and Andrew Mustard (production expert).

INTERNATIONAL LOMBANK TROPHY RACE AND "AUTOSPORT" THREE HOURS

TEAMS from B.R.M., Lotus and Yeoman Credit head the entry list so far for the International Lombank Trophy race at Snetterton on 17th September. This will be the third International event to be held at the Norfolk track, which is well provided with all the essential services and easy to reach, being on the main A11 (London-Norwich road).

Jim Clark, Scottish star of Team Lotus, must start as favourite following his fine Kentish Hundred success, and he will be supported by Innes Ireland and John Surtees.

B.R.M. hope to field the Swedish driver Joakim Bonnier, Graham Hill, who was first to lap Snetterton at over 100 m.p.h., and the American Dan Gurney. Yeoman Credit, a rival finance house to Lombank, who are in part sponsoring the meeting, hope to enter the Belgian champion Olivier Gendebien and Henry Taylor, both in Formula 1 Coopers. Invitations have also gone to Lucien Bianchi of the Ecurie Nationale Belge, and the Scuderia Castellotti whose drivers are Giorgio Scarlatti and Gino Munaron.

The meeting closes with the "Little Le Mans" race, more correctly known as the AUTOSPORT Three Hours, which provides the only opportunity to watch racing in darkness in Britain.

PAT MOSS and Ann Wisdom will be driving an Austin-Healey 3000 in the Viking Rally which starts on 16th September; the other B.M.C. entry is Marcus Chambers and Dan Green in a Wolseley 6/99. This event, of course, counts towards the European Championships.

WEARING THE GREEN
TO celebrate the fine victory of Pat Moss and Ann Wisdom in the Liège-Rome-Liège "Autosport" will appear in green covers for next week's issue, the number which will contain a full report and pictures of this important event.

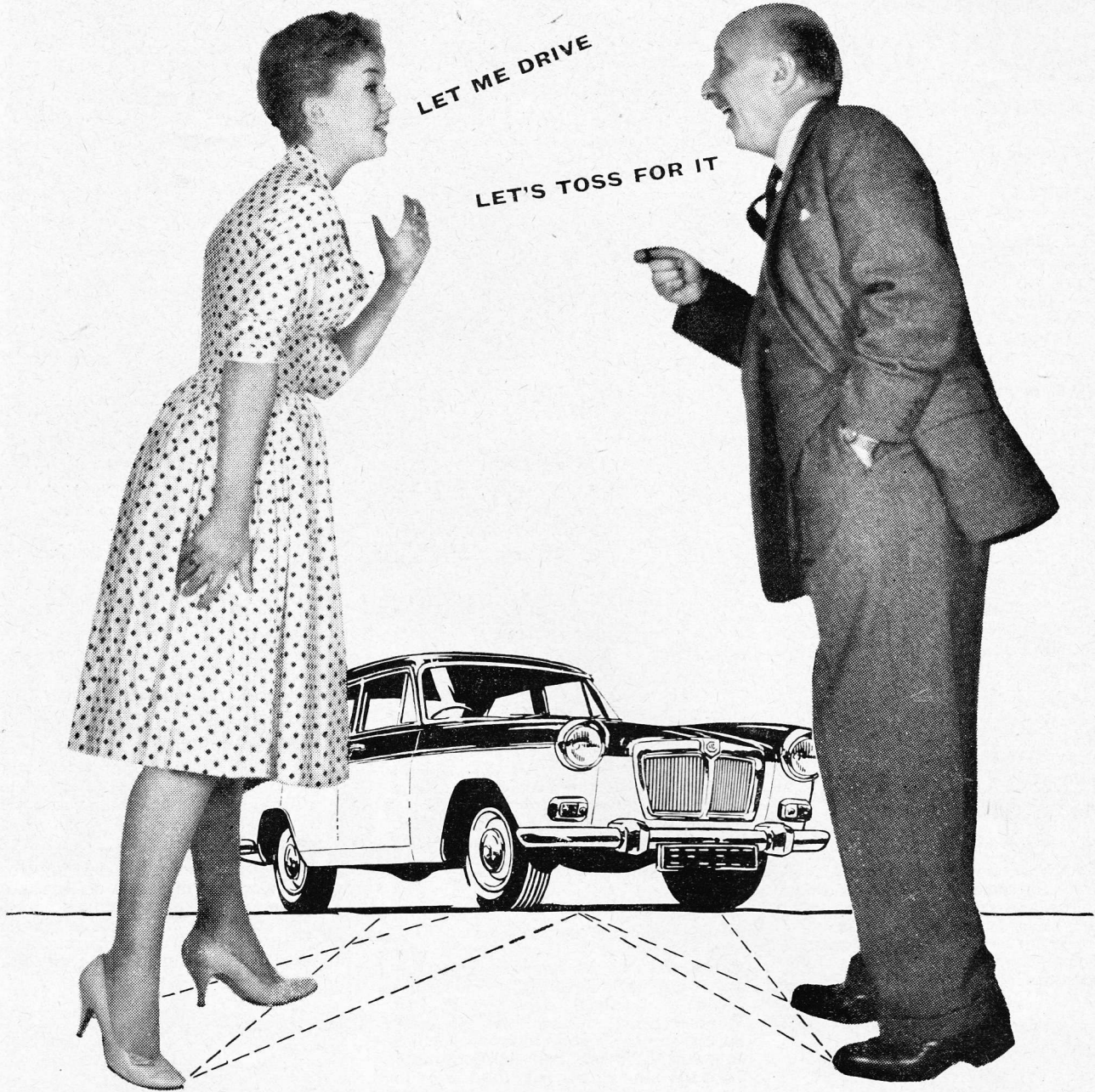
VOLKSWAGEN WINS "TOUR d'EUROPE"

FIRST place in the "Tour d'Europe" held recently was carried off by a Volkswagen. The course ran from Nuremberg to the Balkans, through Turkey and Syria to the Lebanese capital of Beirut, and back again to Travemünde on the Baltic. Total mileage was roughly 6,000, mostly on primitive roads. Of the 51 starters 22 failed to complete the course, 18 of them falling out on the trip back.

GORDON WILKINS has been signed by TWV (Independent Television for South Wales and the West of England) to conduct a motoring feature series. He will appear in the TWV magazine programme "Here Today" on alternate Mondays at 6.15 p.m., starting on 29th August.



CLASS WINNER in his 60th year, pre-war Grand Prix ace Hans Stuck's 700 c.c. recorded 14 mins. 45.3 secs. on the Trento Bordone hill-climb. The fastest TR recorded 17 mins. 41 secs.



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Months' Warranty and
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London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1

TO BE SHOWN at the Paris Motor Show later this year is a convertible version of the DS.19 Citroën, a two-door, four-seater car which will also be available as a drophead in the simpler ID.19 form.

SPORTS NEWS

THE AUTOSPORT Championship points were incorrectly given in last week's "Pit and Paddock"—the following are the correct positions:

	Class	Pts.
1. Summers (Elite)	B	39
2. Gaston (Sprite)	A	38
3. Gerard (Turner)	A	32
4. MacKenzie (Turner)	A	31
5. Bryant (Turner)	A	29
6. Sutton (Austin-Healey)	C	27.5
7. Morgan (Turner)	A	27
8. Nurse (Elite)	B	22
9. Bridger (M.G.)	B	21
10. Foster (M.G.)	B	20
11. Scrimgeour (Turner)	A	19
12. Fergusson (Elva)	B	16
13. Vincent (Elite)	B	16
14. Bloxam (Frazer-Nash)	C	13
15. Mayman (Morgan)	C	11
16. Graydon-Whitehead (Elva)	B	10
17. Elwes (Sprite)	A	7
18. Ide (M.G.)	B	7
19. Foden (Sprite)	A	6
20. Falconer (Turner)	A	4
21. Dewe (M.G.)	B	3.5
22. Brayshaw (Elva)	B	3

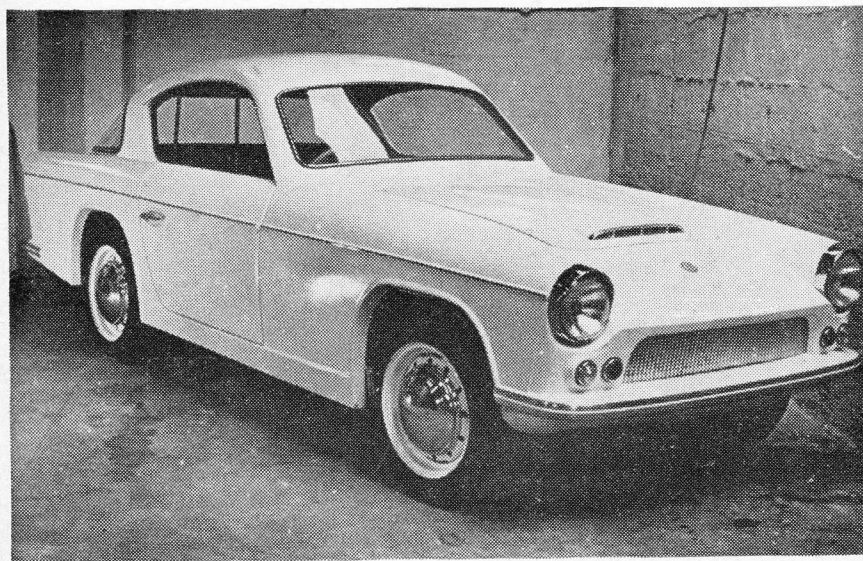
THE COPPA INTER-EUROPA

FOR the three hours Grand Touring race which preceded the G.P. there were 37 starters. Unfortunately Richard Shepherd-Barron failed to qualify his Alfa-Romeo SV, but John Coundley was O.K. with his newly acquired all-red Lotus Elite.

This event was staged on the road circuit, and the big class was, naturally, dominated by the 250GT Ferraris, with Carlo Abate leading from start to finish.

Lancia Appias completely trounced the Fiats in the 1,150 c.c. section, Dametz averaging 145.666 k.p.h. Leto di Priolo (Alfa Romeo Zagato) took the 1,300 c.c. category at 158.001 k.p.h., and Coundley, despite a faulty wheel bearing, came in fifth.

Von Hanstein (Porsche Carrera "1600") easily won the 2-litre class at 159.409 k.p.h., and was actually in ninth place overall, being headed only by the 3-litre Ferraris. He also made fastest lap in the category with 2 mins. 6.2 secs., 164.205 k.p.h.



THE Austin-Healey "Sebring" Sprite driven by Cyril Simson and Paul Hawkins scored an outright win in the 500 kms. 1,000 c.c. G.T. race at the Nürburgring. Opposition comprised Abarths and BMWs, among other well-known continental small G.T. cars.

HEADLIGHT FLASHING

AN accessory which fulfils a long-felt want has just been placed on the market in the shape of a brand new headlamp flasher unit, which will flash the headlights whether they are dipped, on main beam or not even switched on. The benefits of this system are numerous and one really appreciates the ability to flash the headlights at cross-roads or when overtaking, for example, especially on roads such as the M1. The kit, which consists of two heavy duty relays, an attractive flasher switch, all wire and wiring instructions, is made, marketed and guaranteed by Rally Equipment, Ltd., 295 Edgware Road, Colindale, London, N.W.9, at the very reasonable price of 38s.

STOP PRESS

LOTUS-VANWALL FOR SNETTERTON?

IF things go according to plan, Tony Vandervell's new 280 b.h.p. Lotus-Vanwall will make its first appearance at Snetterton on 17th September for the Lombank Trophy race for Formula 1 cars. Driver has not yet been nominated, but will probably be Tony Brooks. Amongst entries received for the race are: Team Lotus (Ireland, Clark and Surtees), Yeoman Credit (Taylor and Gendebien), B.R.M. (Hill and Gurney) and J.B.W.-Maserati (Brian Naylor). The race precedes the AUTOSPORT Three Hours—final of the 1960 Championship.

LAST week's cover picture did not, in fact, show John Hine getting into trouble at Brands Hatch. It seems that he was in the car behind the one going sideways, which actually caused his spin.

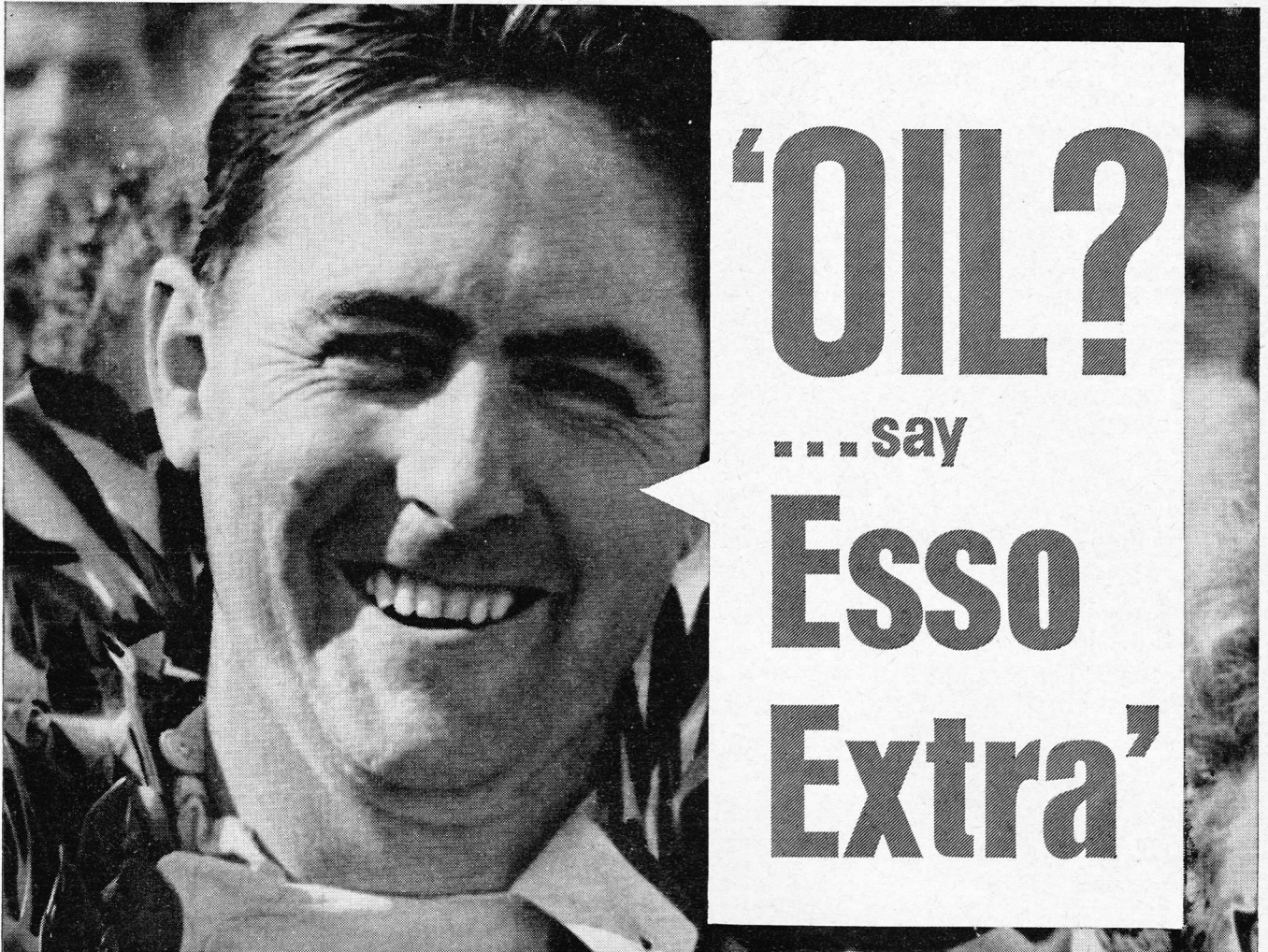
WORLD CHAMPIONSHIP

	Pts.
1. Jack Brabham	40
2. Bruce McLaren	33
3. Phil Hill	15
4. Stirling Moss	12
5. W. von Trips	10
6. Innes Ireland	10
7. Ritchie Ginther	9
8. Jim Clark	8
9. Tony Brooks	7
10. Cliff Allison	6
11. John Surtees	6
12. Graham Hill	4
13. Willy Mairesse	4
14. Carlos Menditeguy	3
15. Giulio Cabianca	3
16. Henry Taylor	3
17. Jo Bonnier	2
18. Lucien Bianchi	1
19. Ron Flockhart	1
20. Hans Herrmann	1

IN the Netherlands National Economy Run, the first car in general classification was a Renault Dauphine driven by Bouvy and Fick. They achieved a petrol consumption of 66.5 m.p.g.

Dauphines also won the team prize.

ATTRACTIVE new body for 7 ft. 6 ins. wheelbase chassis is the E.B. "Debonair", manufactured in unusually complete form by E.B. (Staffs), Ltd., Keele Street Works, Tunstall, Stoke-on-Trent. Price is expected to be about £200.



BRABHAM *Again!*

Jack Brabham wins 1960 World Championship on Esso Extra Motor Oil—the oil that is right for your car

Jack Brabham, World Champion racing driver for the second year running, always uses Esso Extra Motor Oil. He says: 'The oil I've always raced on since I came to Britain is Esso Extra Motor Oil. It's *never* let me down. For the simple reason that it gives more than enough protection for *any* car. I couldn't find a better oil, and neither could you!'

The oil that brought Brabham's Cooper to victory in five consecutive Grand's Prix—Dutch, Belgian, French, British and Portuguese—is *exactly* the same as the oil you can get at your local Esso station . . . incomparable Esso Extra Motor Oil, now World Champion Motor Oil for the second year running!

WORLD CHAMPION  EXTRA MOTOR OIL



Stays on the job





ULSTER TOPICS

THERE is little doubt that within recent years motor racing has become more and more popular in Ulster and just to emphasize the fact the 500 Motor Racing Club of Ireland produced a record entry of 82 cars for its recent Baird Memorial meeting at Kirkistown in County Down. Although the racing only attracted a few cross-channel entries there was, nevertheless, plenty of interesting machinery from both north and south of the Border ranging from John Pringle's 2,014 c.c. Cooper-Climax to the little 583 c.c. NSU entered by Reg Armstrong of Dublin, and driven by the well-known rally exponent Des. Cullen.

After a week of rather dubious weather conditions the skies cleared as thousands of spectators made their way to the course for an action-packed meeting in the now traditionally slick 500 Club style.

The curtain-raiser for the event was a closed car handicap which brought an assortment of cars to the grid including an Allard driven by John Robb, three Austin Sevens in the hands of Miss Rosemary Smith, Bertie McElhinney and Brendan Curran, two Volkswagens and a Triumph Herald coupé with the winner of the Ladies' Award in the Circuit of Ireland, Mrs. Delphine Biggar, behind the wheel. After the first lap the coupé was in the lead, but when four of the 10 laps were completed the running was taken up by C. M. Leech in an NSU with Mrs. Biggar in second place and Cullen's NSU third. With Leech still in the lead Cassidy's 1.5 Riley crept into second place on the seventh lap followed by Gar O'Brien in a

LEADING A. Geddis (Lotus-Ford) and John Pringle (Cooper-Climax) in the Baird Trophy event is C. Eyre-Maunsell (Sunbeam Alpine). He took second place in the M.G.A./Alpine scratch race, following M. McKinney (M.G.A) over the line.

500 M.R.C. of Ireland have action-packed Baird Memorial Meeting at Kirkistown

Volkswagen, but now the faster cars were closing fast and on the next lap Norman Conn brought his Sunbeam in behind the NSU forcing the Riley to drop a place.

In a staunch effort to get on level terms with the leaders Magee's Hillman disappeared among the straw bales at the hairpin to the tune of rather expensive knocks from the bottom end of his engine. Using every ounce of power that he could find Conn made his final bid on the last lap and nipped past the NSU to finish with a little over four seconds to spare. Leech held on grimly to his second place while Victor Kerr finished third with his Hillman.

With a very full programme the organizers, for the first time, decided to run the 1,172 c.c. Ford scratch race and the event for M.G.As and Sunbeam Alpines together—bringing 20 cars to the starting area. The Ford race provided yet another victory for John Crossle in his Crossle-Ford, who led

HIGHLY MODIFIED in appearance as well as in performance Paddy Hopkirk's Austin-Healey Sprite won the Baird Memorial Trophy. Paddy also won the Sprite scratch race.

from start to finish, but interest in this race was focused on the tussle between Jackie Davidson and Bob Allen for second place. It was Davidson who set the pace for nine of the 10 laps but he found it impossible to hold off Allen, driving another Crossle-Ford, on the last circuit and had to be content with a third, 1.6 seconds behind.

Charles Eyre-Maunsell managed to split up the M.G.As with his Sunbeam Alpine to finish in second place in his class behind Mervyn McKinney.

It seemed that Malcolm Templeton, who has now parted with his 1500 Sports Lotus-Climax to Bill Bradshaw, would be without a drive in the *Formule Libre* race since his new Formula Junior Lotus did not arrive in time, but a similar car was handed over to him for the race by Jack Slater. This provided one of the highlights of the meeting for Templeton finished in fact in second place behind Pringle's Cooper and more than 10 seconds ahead of a Formula 2 Cooper driven by Dan McAlister. In the early stages of this race Gerry Kinnane demonstrated the paces of his twin Norton-engined G.R.M. and held second place for the opening laps, but transmission trouble forced him to drop out when he seemed all set for his first major success with this beautifully prepared car.

Positions along the side of the track for the Le Mans start to the sports car scratch race with its two classes, one for Triumphs, Austin-Healeys and M.G.A. "Twin-Cams" and the other for Austin-Healey Sprites, were determined by practice times. It was little wonder, therefore, that many spectators who turned up just before the start of the race were taken by surprise to see a green Austin-Healey Sprite heading the row, but in fact the fastest practice lap in these two classes had been returned by Paddy Hopkirk whose car was going like a bomb. From a crouched sprint start position at the drop of the flag Hopkirk was first across the road, but then the trouble started for the Sprite just refused to fire and in fact almost everyone was streaking into the Colonial section before the little car burst into life.

This, nevertheless, made what had
(Continued overleaf)



every sign of being a drab affair into a very interesting race, for Hopkirk was comfortably leading his class at the end of the first lap and then set about carving his way up through the Triumphs, "Twin-Cams" and large Austin-Healeys. At the end, incidentally, he had returned the fastest lap of the race at 68.22 m.p.h., won his class, and finished second in the overall position. Victory in the large class went to T. D. Reid in a Triumph with Kevin Diffley's M.G.A second and another Triumph driven by I. Turkington third, while Noel Templeton and Ian Woodside respectively followed Hopkirk home in the Sprite class.

The big event of the day was the Baird Memorial handicap which, because of the very large entry, was divided into four heats with the first five cars in each qualifying to take part in the final. In the first heat Leech got down to business right away and finished considerably ahead of S. R. Nelson's Austin-Healey Sprite with Circuit of Ireland winner Adrian Boyd, after a quick brake-relining job, bringing a similar car into third place. In the second heat Sprites featured on the leader board again, filling first and third places after some brisk driving by Noel Templeton and J. S. Hanna and separated only by John Crossle in his Crossle-Ford.

CRAIGANTLET

BECAUSE of the shipping strike cross-channel competitors at the Ulster Automobile Club's Craigantlet Hill-Climb were permitted to complete all their runs at the beginning of the meeting in order that they might get their cars back on to the boat sailing for Heysham that night. In this respect they were lucky, for after the first half-dozen ascents the heavens opened and the course was awash for most of the afternoon.

The dry spell at the beginning of the meeting, however, did give Arthur Owen from St. Helier the opportunity to take his 2,200 c.c. Cooper up the testing hill in 72.41 secs. to record the fastest time of the day and win the open class. Second best time in this class went to A. R. Bateman driving a 2,470 c.c. Connaught, while the local driver Brian Bleakley, who competed in the wet with his 1,098 c.c. Kieft, was third.

In the ascents which counted towards the R.A.C. British Hill-Climb Championship, and which were held just as the rain started to fall, the best performance was put up by Ray Fielding in his 1,460 c.c. Cooper-Climax who took 79.61 secs. with Owen second, this time taking 80.22 secs. Jim Berry, who is a popular driver among Ulster spectators, having taken part in several hill-climbs at Craigantlet, was unfortunately unable to drive his supercharged E.R.A. in the championship climbs due to "blower" trouble, but at the wheel of Bateman's Connaught he was able to return the third fastest time in this class at 85.40 secs.

Colin Andrew, driving his very fast Morris Mini-Minor, took the class for closed production cars up to 1,000 c.c. with a climb in 102.51 secs. followed closely by Wilbert Todd in a New Ford Anglia with another Mini-Minor driven by Dr. Brian Finn in third place. In the same section for cars over 1,000 c.c. and up to 1,500 c.c. the best time was put up by Gordon McNally in a Sun-

beam Rapier at 99.35 secs. followed by Bill Beattie's Volkswagen and Esdale Dowling in a Hillman.

Now that tradition had been set, Hopkirk applied the pressure in the third heat with his Sprite and took the chequered flag from Conn's Sunbeam leaving third place for Reid in his Triumph, while Kevin Diffley qualified to take part in the final by virtue of winning the fourth heat from Cassidy in the Riley and Pringle's Cooper. From the finishing times in the heats, which took into account the handicap allowance, it seemed that Diffley might just hold Hopkirk in the final with Leech's NSU well in the picture, but the Sprite driver, who was making his greatest bid ever to pull off the trophy which has evaded him for several years, had still a few miles per hour left under his right foot and went on to carry off the honours from Leech who was also able to extract more power from the hard-worked NSU. Diffley also improved on his heat time but just could not get the "Twin-Cam" on terms with the leaders.

The final race of the day was the annual event for ladies which again was well supported and brought 11 competitors to the starting grid in a wide variety of cars. There was something of a muddle at the start of this handicap event when a few of the over-enthusiastic drivers stalled on the line, but in due course everyone got under way. In this race laurels were about to be prepared for Hopkirk's Sprite again which was

now being driven exceptionally well by Mrs. Betty Cordner, but unfortunately the clutch had had enough for one day and its very disappointed driver had to pull into the pits and retire. Lapping consistently in her husband's Triumph, Mrs. Marzie Reid earned a well-deserved victory, followed over the finishing line by Mrs. Biggar's Herald coupé.

Results

Closed Car Handicap: 1, N. Conn (1,494 c.c. Sunbeam), 60.10 m.p.h.; 2, C. M. Leech (583 c.c. NSU); 3, E. V. Kerr (1,494 c.c. Hillman).

1,172 c.c. Ford Scratch: 1, J. Crossle (Crossle-Ford), 67.68 m.p.h.; 2, E. R. Allen (Crossle-Ford); 3, J. Davidson (Ford Special).

M.G.A. Sunbeam Alpine Scratch: 1, M. McKinney (M.G.A.), 63.04 m.p.h.; 2, C. W. Eyre-Maunsell (1,494 c.c. Sunbeam Alpine); 3, S. C. Allen (1,588 c.c. M.G.A.).

Formule Libre: 1, J. R. Pringle (2,014 c.c. Cooper-Climax), 76.13 m.p.h.; 2, M. Templeton (997 c.c. Lotus-Ford); 3, D. P. B. McAlister (1,475 c.c. Cooper-Climax).

Triumph, Austin-Healey, M.G.A. "Twin-Cam" Scratch: 1, T. D. Reid (2,136 c.c. Triumph), 65.49 m.p.h.; 2, K. Diffley (1,588 c.c. M.G.A.); 3, I. Turkington (1,991 c.c. Triumph).

Austin-Healey Sprite Scratch: 1, P. Hopkirk, 65.11 m.p.h.; 2, N. Templeton; 3, I. Woodside.

Baird Memorial Final: 1, P. Hopkirk (948 c.c. Austin-Healey Sprite), 67.86 m.p.h.; 2, C. M. Leech (583 c.c. NSU); 3, K. Diffley (1,588 c.c. M.G.A.); 4, T. D. Reid (2,136 c.c. Triumph); 5, J. S. Slater (997 c.c. Lotus-Ford); 6, S. R. Nelson (948 c.c. Austin-Healey Sprite).

Ladies' Handicap: 1, Mrs. M. J. Reid (1,991 c.c. Triumph), 63.29 m.p.h.; 2, Mrs. D. L. Biggar (948 c.c. Triumph); 3, Mrs. E. Flynn (1,588 c.c. M.G.A.).

beam Rapier at 99.35 secs. followed by Bill Beattie's Volkswagen and Esdale Dowling in a Hillman.

Paddy Hopkirk won the class for production sports cars up to 1,000 c.c. with his Austin-Healey Sprite which he took up the hill in 94.80 secs. followed by John McClean and Adrian Boyd, both in similar cars, while the section for sports cars over 1,000 c.c. and up to 1,600 c.c. was taken by J. G. Marks in his Lotus Elite. Marks again was the best in the open class up to 1,300 c.c. followed by Stanley McCormick in a Ford Special with Hopkirk third.

Results

Closed Production Cars: Up to 1,000 c.c.: 1, C. W. Andrew (848 c.c. Minor), 102.51 s.; 2, W. T. Todd (996 c.c. Ford), 102.72 s.; 3, Dr. B. J. Finn (848 c.c. Minor), 104.05 s. **Over 1,000 c.c. and up to 1,500 c.c.:** 1, D. G. McNally (1,494 c.c. Sunbeam), 99.35 s.; 2, W. Beattie (1,192 c.c. VW), 100.17 s.; 3, J. E. Dowling (1,494 c.c. Hillman), 102.35 s. **Over 1,500 c.c.:** 1, D. H. McWhir (1,580 c.c. Volvo), 103.99 s.

Production Sports Cars: Up to 1,000 c.c.: 1, P. Hopkirk (948 c.c. Austin-Healey Sprite), 94.80 s.; 2, J. S. McClean (948 c.c. Austin-Healey Sprite), 99.40 s.; 3, A. J. L. Boyd (948 c.c. Austin-Healey

Sprite), 100.09 s. **Over 1,000 c.c. and up to 1,600 c.c.:** 1, J. G. Marks (1,220 c.c. Lotus Elite), 82.09 s.; 2, C. S. Porter (1,582 c.c. Porsche), 92.49 s.; 3, C. W. Eyre-Maunsell (1,494 c.c. Sunbeam), 96.70 s. **Over 1,600 c.c.:** 1, J. Randles (1,960 c.c. Cooper Monaco), 74.65 s.; 2, B. Patterson (2,660 c.c. Austin-Healey), 93.74 s.

Open to all cars, other than racing: Up to 1,300 c.c.: 1, J. G. Marks (1,220 c.c. Lotus Elite), 82.09 s.; 2, S. McCormick (1,172 c.c. Ford Special), 88.95 s.; 3, P. Hopkirk (948 c.c. Austin-Healey Sprite), 94.80 s. **Over 1,300 c.c.:** 1, P. Scragg (3,800 c.c. Lister-Jaguar), 72.97 s.; 2, R. Fielding (1,460 c.c. Cooper), 73.42 s.; 3, J. Randles (1,960 c.c. Cooper Monaco), 74.65 s.

Open to all cars: 1, A. Owen (2,200 c.c. Cooper), 72.41 s.; 2, A. R. Bateman (2,470 c.c. Connaught), 80.96 s.; 3, B. Bleakley (1,098 c.c. Kieft), 83.22 s.

Handicap for Vintage and Post Vintage Thoroughbreds: 1, H. G. Conway (2,300 Bugatti s/c), net time 74.05 s.; 2, W. C. McVeigh (2,570 c.c. Lancia), net time 74.95 s.; 3, J. W. Frazer (1,350 c.c. Lancia), net time 75.37 s.

Handicap Class for cars complying with Appendix "J": 1, W. T. McMillen (1,494 c.c. Sunbeam), net time 71.56 s.; 2, J. F. McCall (1,494 c.c. Hillman), net time 72.27 s.; 3, M. A. Graham (1,290 c.c. Simca), net time 73.40 s.

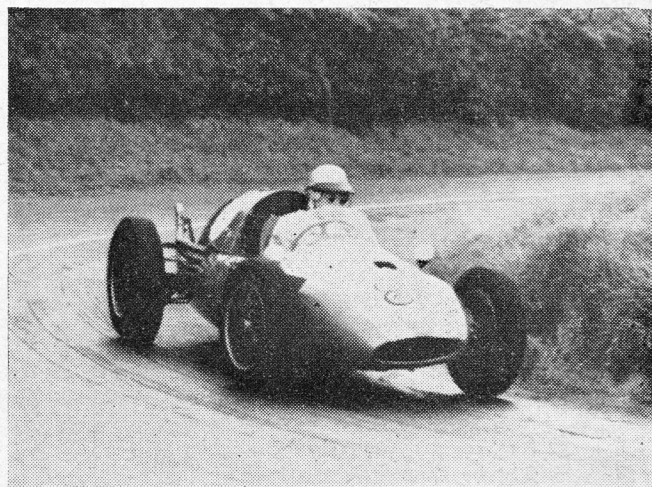
R.A.C. Championship Climb: 1, R. Fielding (1,460 c.c. Cooper), 79.61 s.; 2, A. Owen (2,200 c.c. Cooper), 80.22 s.; 3, J. Berry (2,470 c.c. Connaught), 85.40 s.

Open Handicap: 1, D. G. McNally (1,494 c.c. Sunbeam), net time 65.35 s.

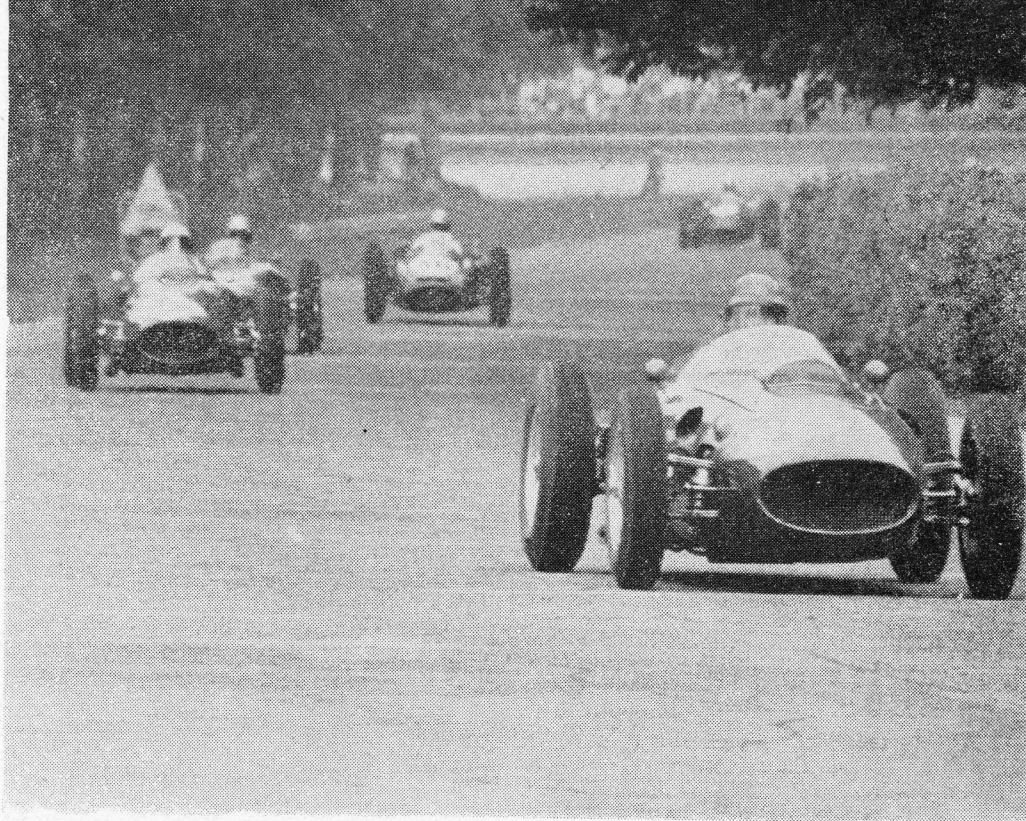
★

THE DRY SPELL at the beginning of the meeting gave Arthur Owen the opportunity to record 72.41 secs. in his 2,200 c.c. Cooper-Climax. This time gave him B.T.D. and first place in the open class.

★



EARLY STAGES: Ritchie Ginther's front-engined Ferrari leads the similar car of the ultimate winner, Phil Hill on the road course. Hill took the lead after 27 laps, leaving Ginther to finish second.



As was generally expected, Scuderia Ferrari completely dominated the Grand Prix of Europe at Monza last Sunday. The two Americans, Phil Hill and Ritchie Ginther, made it a one-two, and Hill became the first driver from the United States to win a *grande epreuve* since Jimmy Murphy's historic win in the French Grand Prix at Le Mans, with the Duesenberg in 1922. In third place came the Belgian Willy Mairesse—also in a Ferrari—and fourth, to the huge delight of the Italians, was the Mille Miglia specialist Giulio Cabianca in the "Squalo" Ferrari-powered Cooper-Castellotti.

The Formula 2 section was headed by Taffy von Trips (Ferrari), who not only finished in fifth place overall, but was a lap ahead of the works Porsches of Edgar Barth and Hans Herrmann.

Brian Naylor in his J.B.W.-Maserati put up a magnificent show, holding fourth place in the early stages, but unhappily having to retire with gearbox troubles eight laps from the end.

Phil Hill averaged 212.534 k.p.h. (132.07 m.p.h.), a record speed for the

Ferrari Festival at Monza

Phil Hill Wins Grand Prix of Europe, Followed by Ginther, Mairesse and Cabianca (Cooper-Castellotti) — Brian Naylor's Valiant Effort

combined road/speed circuit. He also set up a record lap with 2 mins. 43.6 secs., 220.046 k.p.h. (136.74 m.p.h.).

The event, of course, was spoiled by the absence of B.R.M., Lotus and Cooper, who all decided to boycott the race because of the inclusion of the

banked sections. However, despite allegations that the circuit was too dangerous, the race was held without a

BY GREGOR GRANT

Photography by Publifoto, Milano

single accident, and there were very few retirements. Naturally, Continental motor racing circles view the drastic action of British entrants with suspicion, and several writers have stated quite openly that the boycott is tantamount to an admission that British-built Grand Prix cars are not robust enough for the Monza banked circuit.

In point of fact, both Ferrari and Porsche obtained invaluable data as to the performance of their 1,500 c.c. cars for 1961. Of the seven F2 machines, only Vic Wilson (Cooper-Climax) failed to finish. Von Trips averaged 202.484 k.p.h.—125.82 m.p.h.—in the rear-engined Ferrari, prototype for the 1961 Grands Prix.

* * *

THE 20th Grand Prix of Europe and 31st Italian G.P. was indeed a strange affair. By boycotting the race, British factory entrants made it a contest between Scuderia Ferrari and a selection of "make-weights", including several Formula 2 cars.

Horace Gould brought his Maserati fitted with new five-speed gearbox purchased from Vanwalls. To his chagrin, both mechanic Stan Ellsworth and driver Jack Fairman did not leave England. The story goes that both were threatened with an "angry silence" if they participated in an event which had been boycotted by their fellows. It must have cost the unfortunate Gould a pretty



VICTORY GRIN—Phil Hill in a joyful frame of mind after becoming the first American to win a Grande Epreuve since 1922—and after winning the event at a new record average speed.

BEING FOLLOWED: Taffy von Trips, in the rear-engined 1961 Ferrari, finds Willy Mairesse looming large in his mirrors after having been slip-streaming the bigger car himself for many laps. Behind is Gino Munaron.

Giulio Cabianca (Cooper-Cas. F1) 2 m. 49.3 s.	Giorgio Scarlatti (Cooper-Mas. F1) 2 m. 49.7 s.
W. von Trips (Ferrari F2) 2 m. 51.9 s.	Brian Naylor (Cooper-Mas. F1) 2 m. 52.4 s.
Alfonso Thiele (Cooper-Mas. F1) 2 m. 55.6 s.	Gino Munaron (Cooper-Cas. F1) 2 m. 53.1 s.
Arthur Owen (Cooper-Clim. F1) 3 m. 1.5 s.	Hans Herrmann (Porsche F2) 2 m. 58.3 s.
Fred Gamble (Porsche-Behra F2) 3 m. 10.6 s.	Wolfgang Seidel (Cooper F2) 3 m. 7 s.
Vic Wilson (Cooper-Clim. F2) 3 m. 16.5 s.	Piero Drogo (Cooper F2) 3 m. 11.9 s.

The start was very ragged, with Ritchie Ginther taking the lead from Mairesse and Hill, and Scarlatti matching them for acceleration. Hill steamed past Mairesse for second place, and when the cars appeared on the "half-lap" it was Ginther, Hill, Scarlatti, Mairesse and Naylor.

By the time the first full lap had been completed it was Ginther and Hill about a length apart, with Scarlatti in third place followed by Naylor, Mairesse and almost wheel-to-wheel the Porsches of Barth and Herrmann, involved with von Trips's Ferrari.

Arthur Owen failed to complete even the "half-lap", as a locking brake put him on to the grass and he abandoned with damage to his front suspension.

Ginther and Hill pulled out a considerable lead from Scarlatti and Naylor. Mairesse had moved ahead of the struggling Porsches and von Trips, who were being pursued by Thiele (Cooper-Maserati), Munaron (Cooper-Castellotti) and Drogo's white Cooper-Climax.

Scarlatti stopped on the third lap, having shed his exhaust tail pipe. Naylor dropped back to sixth place, and Scarlatti made another pit stop with a sticking throttle. Meanwhile, Ginther and Hill were drawing well away from the rest of the field, and Munaron had shot up into third place, ahead of Mairesse who appeared to be giving Taffy von Trips's F2 car a tow. Vic Wilson stopped to change a couple of plugs, just as Scarlatti re-entered the race.

Ginther was now getting down to 2 mins. 46 secs., but Phil Hill was right on his tail. Mairesse moved up to third

packet, and there was nothing else for it but to load the car on the trailer and make for home.

Brian Naylor had entered his J.B.W.-Maserati before the British folk decided against racing on the banked circuit, and was only too delighted to take part in a *grande epreuve*. Jerseyman Arthur Owen couldn't care less about being sent to Coventry, and the same applied to Dick Gibson's driver, the Rhodesian Vic Wilson.

By scraping the barrel, the A.C. of Italy managed to have 15 starters, of which seven were in F2 cars. Wolfgang Seidel appeared with the ex-Brabham F2 Cooper-Climax, and another F2 Cooper was in the hands of Piero Drogo.

Scuderia Ferrari had Hill, Ginther and Mairesse in the front-engined cars, and von Trips in the F2 Solitude-winning car. Cabianca and Munaron were in the Squalo Ferrari-powered Cooper-Castellotti; Scarlatti and Thiele took over the Centro Sud Cooper-Maseratis. Camoradi's blue Porsche-Behra had Fred Gamble as the pilot. The factory entered Porsches were in the charge of Edgar Barth and Hans Herrmann.

Phil Hill made best time in training with 2 mins. 41.4 secs., and shared the

COOPER LEADS—but not a works car. Wolfgang Seidel, in the ex-Brabham F2 Cooper-Climax heads a bunch with von Trips (F2 Ferrari) right behind him.

first row of the grid with his team-mates Ritchie Ginther and Willy Mairesse. Row two was occupied by Scarlatti (Cooper-Maserati) and Cabianca (Cooper-Castellotti).

After the usual parade of standard-bearers, the 15 cars were lined up as follows:—

Starting Grid		
Phil Hill (Ferrari F1) 2 m. 41.4 s.	Ritchie Ginther (Ferrari F1) 2 m. 43.3 s.	Willy Mairesse (Ferrari F1) 2 m. 43.9 s.



STOUT EFFORT by Brian Naylor (J.B.W.-Maserati) came to an end when his gearbox broke after 41 laps. Here he moves into fifth place, overtaking Munaron's Cooper-Castellotti.

spot, and von Trips tucked in behind the F1 machine. Behind, several battles had developed, comprising Munaron and Naylor, and Barth, Cabianca and Herrmann.

With 10 laps covered the race order was:—

1. Ginther (Ferrari), 27 m. 55.1 s. (214.912 k.p.h.).
2. Hill (Ferrari), 27 m. 56.2 s.
3. Cabianca (Cooper-Ferrari), 29 m. 8.9 s.
4. Mairesse (Ferrari), 29 m. 18.8 s.
5. Von Trips (Ferrari).
6. Naylor (J.B.W.-Maserati).

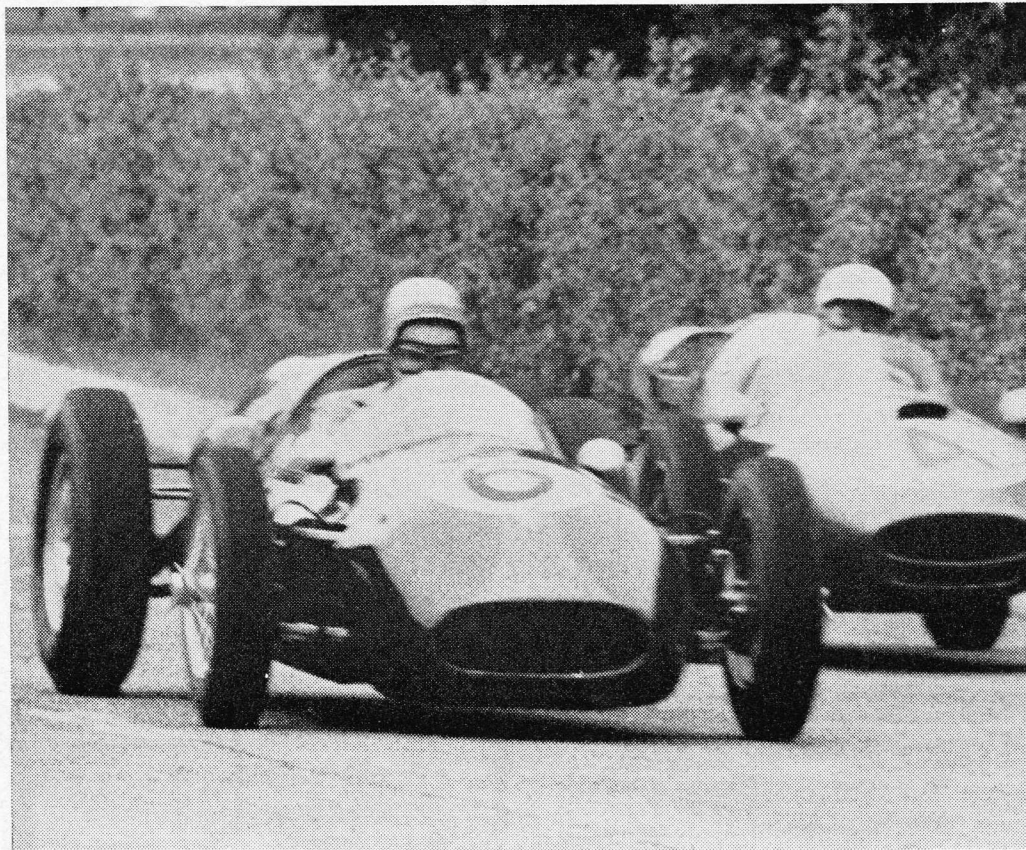
Already there was activity in the Ferrari pit, with wheels being laid alongside the counter ready for changes. At 16 laps, in came Ginther for rear wheels, and was stationary 35 secs. Next lap Phil Hill did likewise, but difficulty in restarting lost him over a minute altogether. So Ginther led by about 30 secs. With 20 laps chalked up the race position was:—

1. Ginther (Ferrari), 56 m. 13.8 s. (213.409 k.p.h.).
2. Hill (Ferrari), 56 m. 38.2 s.
3. Cabianca (Cooper-Ferrari), 57 m. 48.8 s.
4. Munaron (Cooper-Ferrari), 58 m. 23 s.
5. Mairesse (Ferrari), 58 m. 25.4 s.
6. Naylor (J.B.W.-Maserati).

Mairesse stopped at 21 laps and had rear and offside front wheels replaced, and Cabianca had the rears changed. Three laps later Munaron stopped to complain of falling oil pressure, and dropped from fourth to 11th place. Hill was now gaining on Ginther at a tremendous rate, and went into the lead on lap 27. Immediately he started to widen the gap, and with 30 laps covered the position was:—

1. Hill (Ferrari), 1 h. 24 m. 19.9 s. (213.438 k.p.h.).
2. Ginther (Ferrari), 1 h. 25 m. 4 s.
3. Mairesse (Ferrari), 1 h. 27 m. 53.2 s.
4. Von Trips (Ferrari), 1 h. 28 m. 11.1 s.
5. Naylor (J.B.W.-Maserati), 1 h. 28 m. 41.8 s.
6. Cabianca (Cooper-Ferrari).

Von Trips's F2 car was covered in black soot after slip-streaming Mairesse for many laps, and then, after the pit stop, tucking in behind Ginther. This



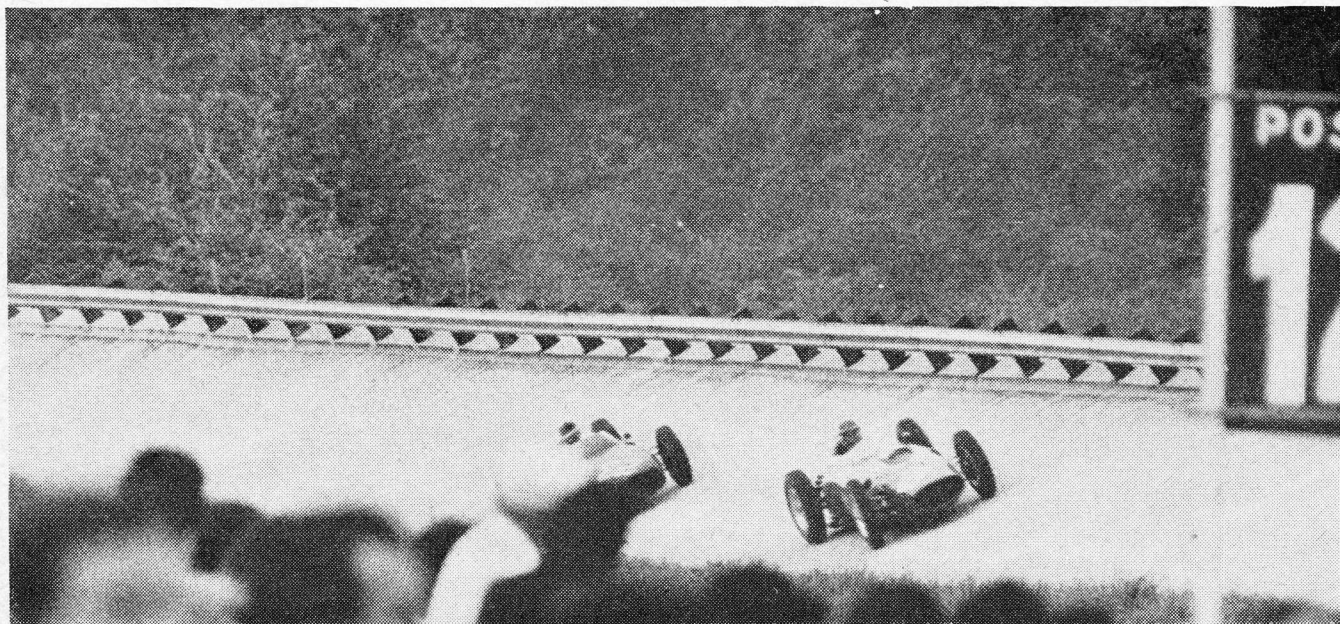
scheme took him well away from the battling Porsches of Barth and Herrmann. Scarlatti who had been delayed with a sticking throttle abandoned out on the circuit after 27 laps. Vic Wilson retired his Cooper-Climax (25 laps) and Thiele in the second Centro Sud car went out after 33 laps with gearbox bothers. At 31 laps Munaron's Cooper-

THE BANKING—the controversial point in the race which resulted in the withdrawal of the British "works" teams. Here Willy Mairesse, in the front-engined 2½-litre car, "tows" Wolfgang von Trips in the F2 machine.

Ferrari was pushed away. Naylor's car lost power when half of the exhaust system dropped off.

Phil Hill had all wheels changed on his 35th lap, and Mairesse followed suit. Both Porsches stopped to refuel, as did Brian Naylor. Cabianca moved up to fifth place ahead of the Stockport man, and started closing up on the F2 Ferrari. A race-long struggle between Drogo (F2 Cooper) and Gamble (Porsche-Behra) ended when the last-named stopped at his pit for oil. Seidel still circulated with the ex-Brabham car, and was in ninth place.

Then came a blow to the Naylor





equipe, for on the 41st lap he coasted to a standstill with a broken gearbox. With Phil Hill streets ahead, and Ginther almost a lap in front of Mairesse, the race developed more or less into a procession. However, by coming in to have his tyres examined, von Trips lost fourth place to the enterprising Cabianna. Mairesse halted to complain of gearbox difficulties but restarted still comfortably in third place. Near the end Gamble ran out of petrol, ran back to his pits, and sprinted away again with a can of fuel and a huge filler cap.

So Phil Hill sailed home to his first

FIRST LAP: Arthur Owen (Cooper-Climax) leads the Porsches of Herrmann and Barth a few seconds before going off the road with a locking brake.

Grand Prix success, with Ritchie Ginther runner-up. Actually it had been a more interesting race than was anticipated, although the Ferraris were scarcely fully extended. The slip-streaming tactics of von Trips paid dividends, but on its own the car was on a par with the Porsches which crossed the line a couple of inches apart, with Herrmann taking sixth place. Actually, when being "towed", von Trips

returned fastest F2 lap in 2 mins. 51.2 secs., and Herrmann's fastest was 2 mins. 56.2 secs. However, when the Ferrari was out on its own, it was not doing much better than 2 mins. 56 secs. Loudest cheers were for Cabianna and his well-earned fourth place with the Cooper-Castellotti which previously had not been noted for its reliability.

Result

1. Phil Hill (Ferrari), 2 h. 21 m. 9.2 s. (212.534 k.p.h., 132.07 m.p.h.).
 2. Ritchie Ginther (Ferrari), 2 h. 23 m. 36.8 s.
 3. Willy Mairesse (Ferrari), 49 laps.
 4. Giulio Cabianca (Cooper-Castellotti), 48.
 5. W. von Trips (F2 Ferrari), 48.
 6. Hans Herrmann (F2 Porsche), 47.
 7. Edgar Barth (F2 Porsche), 47.
 8. Piero Drogo (F2 Cooper-Climax), 45.
 9. Wolfgang Seidel (F2 Cooper-Climax), 44.
 10. Fred Gamble (F2 Porsche-Behra), 41.
- Fastest lap:** Hill, 2 m. 43.6 s. (220.046 k.p.h., 136.74 m.p.h.). New record.

Monza Notes: Phil Hill did a TV interview for Dunlop's usual post-race A.T.V. short: The F1 Ferraris wore 650 x 15 rear tyres and 500 x 15 fronts; the F2 Ferrari and the Porsches had 600 x 15 rears and 525 x 15 fronts: The crowd was the smallest seen at Monza for many years, although the stands were well filled: At the race were to be seen Tony Vandervell, John Cooper, Colin Chapman, "Lofty" England and Peter Berthon. Lord Howe and Dean Delamont were also present, and from U.S.A. came Bill France (Daytona) and Alex Ulman. The latter was busy signing drivers for Riverside on 20th November. Brian Naylor's fine display has earned him an invitation to Riverside with his J.B.W.-Maserati.



COPPA INTER-EUROPA: Abate's winning 250 GT Ferrari, followed by Guichet's similar car, about to overtake the only British entrant, John Coundley (Lotus Elite).

COOPER—WITH COOPER: At the wheel of one of the Cooper sports cars is John Cooper. The occasion was the opening of the Cooper racing drivers' school at Brands Hatch, and shaking hands with the first pupil is the Hon. Gerald Lascelles.

It all started just after the war, when young John Cooper and his friend Eric Brandon took part in a trial, and thought it was rather fun. They decided to build a trials special, but were diverted towards racing when the 500 c.c. formula was announced. The special had a Fiat "Topolino" independent front end, but the conspirators were worried about keeping their driving chain on the rear axle sprocket when the car rolled and bounced on corners. It was, therefore, decided to use another Fiat front end at the rear, and to mount the driving sprocket's bearings on the chassis, with universally jointed half shafts to the hubs.

Thus was born the Cooper car that has completely revolutionized motor racing! Of course, the engine was at the back, because nobody wants to sit on top of a 6 ft.-long chain drive. Charles Cooper, John's father, tidied the thing up and turned over his garage business to the construction of duplicate machines. There weren't enough dere-



The Grand Prix Cooper Story

From a "Five Hundred" to The Championship of the World

lict Fiats, and so Coopers started to make their own suspension units. Then the Fiat disc wheels were found to buckle too easily in the cut and thrust of 500 c.c. racing. Cast light alloy wheels were the answer, and so once again a Cooper part replaced a Fiat component.

It is history that the Cooper cars, with J.A.P. and then Norton engines, completely dominated 500 c.c. racing. With

twin-cylinder J.A.P. motors, they continue to hold all hill-climb records. John Cooper took a stopwatch round the cir-

BY JOHN BOLSTER

cuits and found that his little cars were far faster through the bends than the current G.P. machinery. Accordingly, he built a Formula 2 car as nearly as possible like his F3 model.

The first F2 Coopers had the single camshaft Coventry Climax engine that was developed from the fire pump unit. Their success was instantaneous, and Coventry Climax set about developing a real racing unit. This was the FPF, a five-bearing light alloy engine with twin camshafts driven by a train of gears. It gave 143 b.h.p. at 7,250 r.p.m. in 1½-litre form, and the 2-litre 176 b.h.p. version put Coopers into Grand Prix racing for the first time.

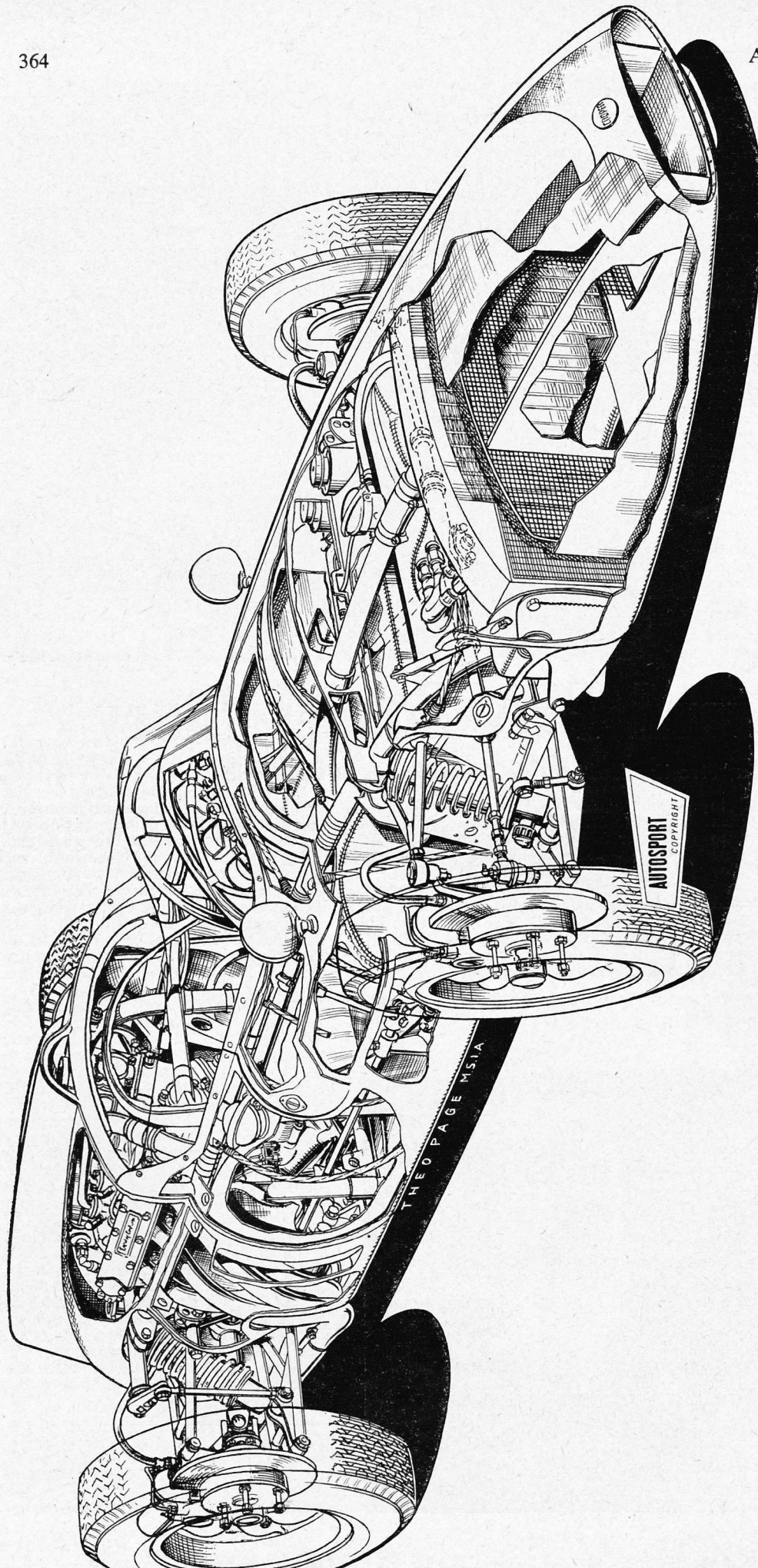
The little Cooper was extremely promising, but even when the engine was "stretched" to 2.2 litres it was giving away some valuable cylinder capacity to its rivals. So, Coventry Climax did it again and produced a full 2½-litre engine, designed *ab initio* for Grand Prix racing. This unit was light, sturdy and powerful, but above all it had immense torque just where it was needed most. With this engine, Coopers won the championship in 1959, and they have already done the same in 1960, though the season is not yet complete.

Of recent times, the name of Jack Brabham has been linked with those of Charles and John Cooper. Jack is the greatest World Champion of all time, because besides being a superb driver he is also the best mechanic in the business. It would be fair to say that Jack could not be champion driver without the Coopers, and that they could not be the champion constructors without Jack!

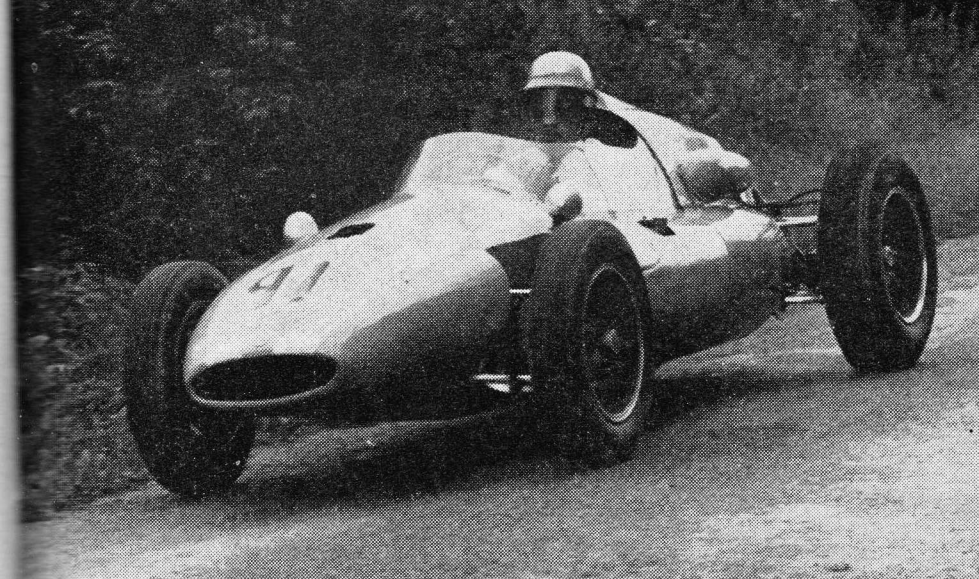
(Continued on page 370)

FATHER of John is Charles Cooper, who in the early days turned over his garage to the construction of "replicas" of the successful Cooper 500—the car which was to revolutionize motor racing.





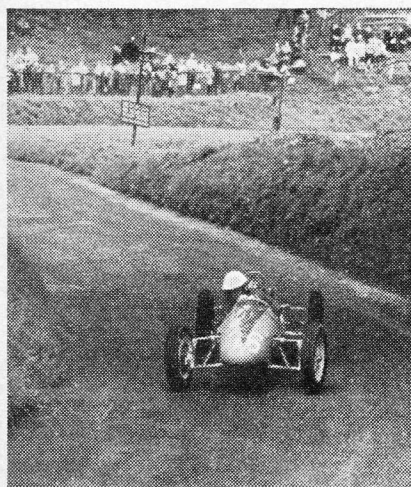
AUTOSPORT CUT-AWAY
DRAWING OF THE
COOPER FORMULA I 1960



Shelsley Walsh

PHOTOGRAPHY BY FRANCIS PENN

Reg Phillips Makes B.T.D. (37.35 secs.)



TOP LEFT: In his beautifully prepared Cooper Arthur Owen ascends the hill to record 37.54 secs. He won his class comfortably from Jim Berry (Cooper E.R.A.) and A. Bateman (Connaught).

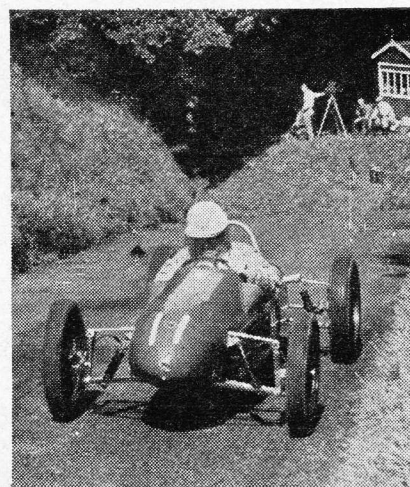
TOP RIGHT: Before the rains came! M. R. Hentall is seen taking a nice line in his Kieft sports car on his first run as he goes through the Esses.

CENTRE LEFT: Although he took maximum championship points David Boshier-Jones didn't make best time of the day for a change!

CENTRE RIGHT: Second fastest in the up to 500 c.c. racing car class was M. McLaughlin, who appears to be really trying, right foot obviously hard down.

BELOW LEFT: Taking his class by nearly two seconds from Peter Boshier-Jones, Ray Fielding recorded a very satisfactory 38.95 secs. in his immaculate sports Cooper.

BELOW RIGHT: Leaving an awful lot of burnt rubber behind him Jim Berry took his Cooper E.R.A. up Shelsley to second place in the over 1,500 c.c. racing car class behind Owen's Cooper



World Champion

BY GREGOR GRANT



WITHOUT any ballyhoo or the backing of wealthy manufacturing concerns, Australia's Jack Brabham has gained the highest honours that motor racing can bestow. Champion of the World in 1959, and Champion Elect for 1960—that is indeed a record of which to be proud.

Born in a Sydney suburb in 1926, Jack grew up in an atmosphere of motor cars, actually driving his father's American-built tourer when he was six years old. By the time he was 12, the young

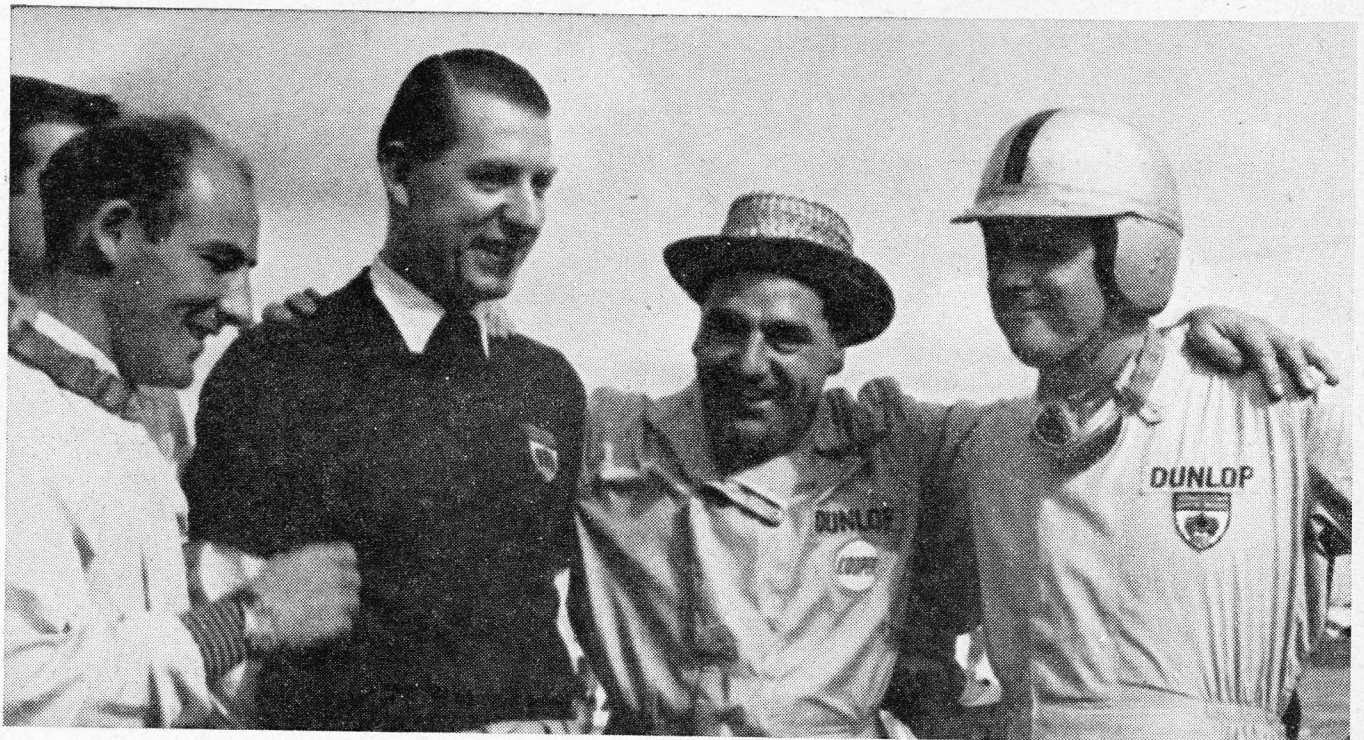
Brabham was already a fairly accomplished man at the wheel. However, the first steps in shaping his career were when he joined a garage business after the war as an apprentice fitter-mechanic.

SUCCESSFUL PARTNERSHIP: Rob Walker, John Cooper and Jack Brabham, who took the F2 Cooper with 2-litre engine to Monaco in 1957, while Stirling Moss won the Argentine race with the same car in 1958.

At 16 he began the motor-cycle phase which often accompanies a love of things mechanical, and he owned a succession of machines, some good and some plain awful. Nevertheless, such was Brabham's dedication to i.c. engines, that he invariably stripped his purchases down, rebuilt them and managed to take a profit on the side.

In 1944 he enlisted in the Royal Australian Air Force, spending a couple of years as a flight mechanic before being demobbed. Then he struck up an acquaintanceship with an American speedway driver named Johnny Schonberg. It was this meeting that changed Jack Brabham's entire world, for Schonberg's enthusiasm for midget car racing fired the young Australian with the idea of making it a career. When Johnny decided to build his own car, and asked Brabham to be mechanic, Jack jumped at the chance. Eventually the midget was completed, and it was with this machine that the name of Jack Brabham became known all over the Australasian continent. He was New South Wales Champion in 1948 and 1949, and also won the Australian and South Australian titles.

With a background of successful track racing and speed hill-climbing, Jack



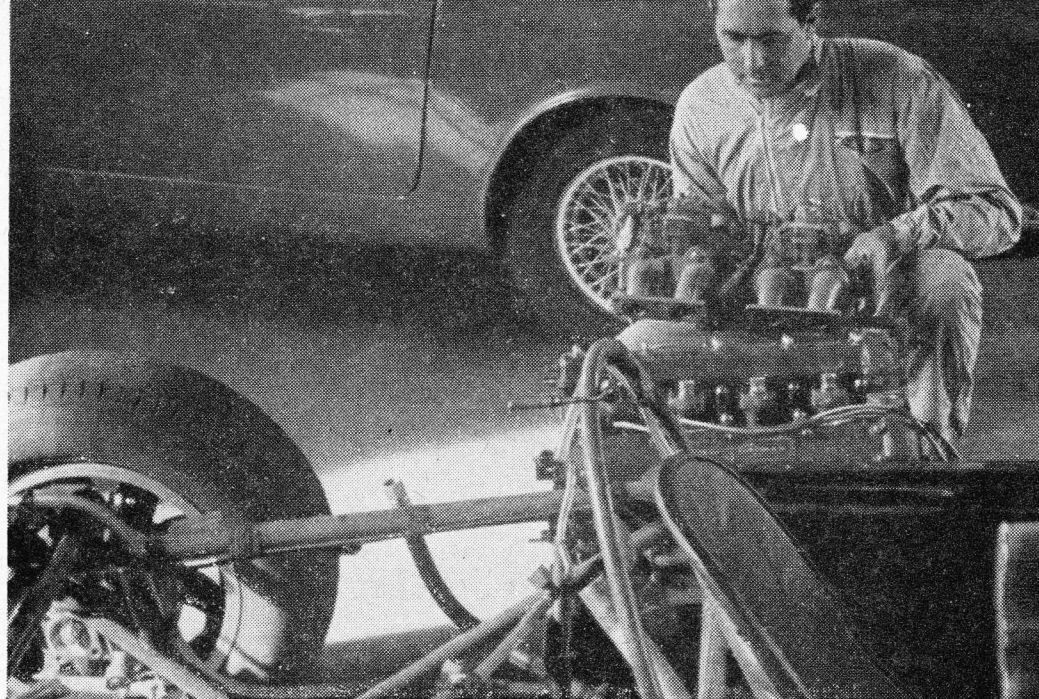
CHAMPION AT WORK (1): Jack Brabham gets down to preparation in his garage.

looked around for a road-racing car. He acquired a Mark IV F3 Cooper, less engine, and fitted into it a "bitza", made up from old B.S.A. and J.A.P. components. This device didn't last long, so Brabham hunted around for something more potent and more reliable. A somewhat over-tuned Vincent-H.R.D. twin followed, but this had a habit of disintegrating. However, Brabham always seemed to manage to put it together again, and also to win races. His successes came to the notice of the Redex people, and when Jack had the opportunity of purchasing a new 2-litre Cooper-Bristol, financial support was forthcoming. With the Redex Special, J. Brabham shot right up to the top of the tree in so far as motor racing down-under was concerned. In 1953 he had his first taste of International racing, when he finished sixth in New Zealand against the stiffest opposition that had so far come to that country, despite a blown cylinder head gasket.

Anyway, Brabham and his Cooper-Bristol became a most formidable combination. Then he became imbued with the scheme of taking a trip to Europe, looking around and trying, if possible, to do a spot of motor racing. The plot was then to return to Australia and settle down in a workshop.

His biggest mistake was to dispose of the Cooper-Bristol, for when Jack Brabham arrived in Europe, raceworthy motor cars were at a premium, and it was virtually impossible to purchase anything other than antiques or things that folk had unsuccessfully tried to make go.

Yet Brabham was thoroughly bitten with the Cooper bug, and jumped at the chance of acquiring the ex-Whitehead Cooper-Alta. After a couple of seasons the Alta engine was getting a bit short of breath, and in his second British race at Ibsley, Brabham finished up in a cloud of black smoke and with various pieces



of Alta that would never again be installed in a car.

Then came the plan that was to lead to world-wide fame. John Cooper suggested that if Brabham was so keen to acquire a new Cooper for racing, his best chance would be to come down to Surbiton and help to build it. Jack was desperately keen to take part in the British Grand Prix at Aintree, so decided to modify the sports-racing, "snowplough" Cooper-Climax for G.P. work. As the 1,500 c.c. single-cam engine was not quite the wear for a G.P., Brabham decided to install a Bristol unit.

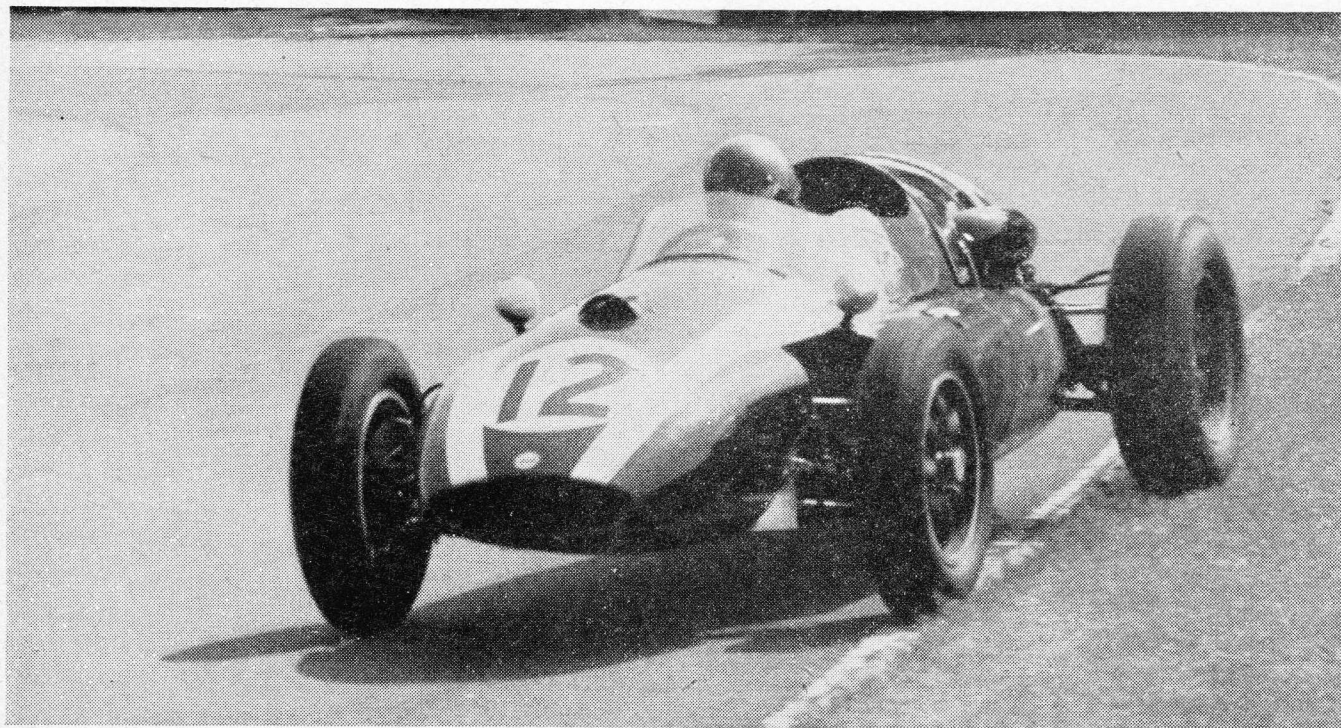
The entire project occupied every minute of Brabham's time, leaving prac-

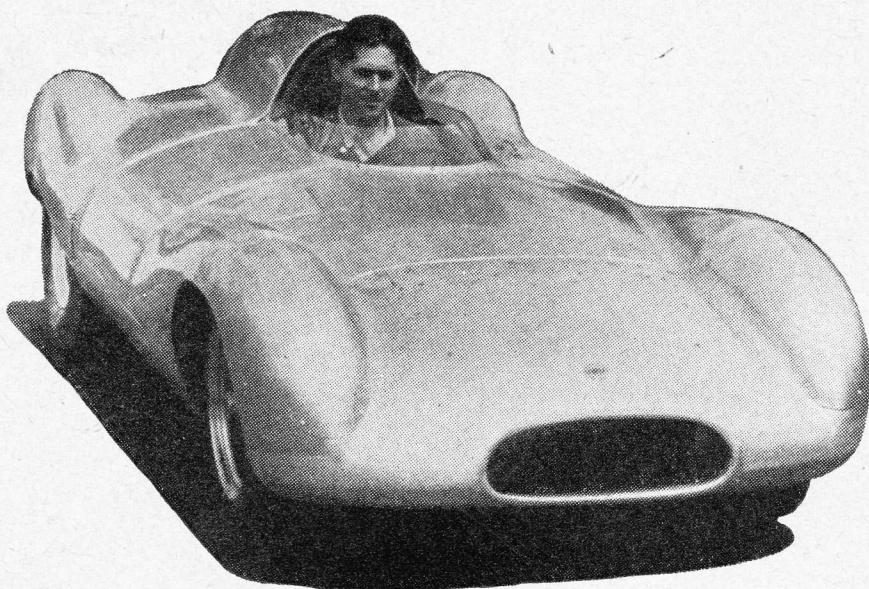
tically none for sleep. To accommodate the Bristol six-cylinder engine, the chassis had to be lengthened. The car was barely completed the evening of the race, and after arrival at Liverpool the front suspension had to be completely revised as the shaking the car received in the lorry caused the springs to settle down over two inches lower than normal. The spring steel was nothing more than mild steel bar, and could be easily bent in a vice with bare hands.

Brabham regards his introduction to G.P. racing as something of a nightmare. The Cooper bounced all over the place and, to make things even more trying, clutch slip developed. Finally, a bent valve put the car out of the race—much to Jack's relief. However, he had taken part in a Grand Prix, and it certainly was a courageous effort.

Meanwhile, the motor racing world

CHAMPION AT WORK (2): Brabham takes briefly to the grass at Tatts during his winning drive in the British G.P. at Aintree.





THE START OF IT ALL: Jack Brabham with the Cooper-Bristol for the Grand Prix at Aintree in 1955—the start of Coopers' association with F1 racing.

didn't quite know what to make of the quiet Australian in their midst. On the circuit, they thought that he was inclined to be "hairy", and they didn't altogether care for his speedway methods of getting round corners. However, Jack Brabham was always in perfect control of his car, and he was always learning.

Mike Hawthorn thought that, with the speedway technique ironed out, Brabham was going to be one of the fastest of all drivers. Stirling Moss soon found that the Australian was a worthy foe when he and his Maserati duelled with Brabham and the Cooper-Bristol at Snetterton.

In 1956 we find Jack Brabham racing with Coopers in sports and F2 events, ever gaining experience, and beginning to become known on the British circuits as a highly skilful pilot and a very useful mechanic. Still, the Brabham saga really began in 1957, when he and Roy Salvadori became Cooper works drivers for Formula 2 events. Salvadori had the idea of enlarging the 1,500 c.c. Coventry Climax engine to 2-litres, but Coopers just hadn't the resources to be responsible for such a revolutionary step. This was where Rob Walker came in, for he not only agreed to go ahead with the project, but also to finance it. The scheme was to enter a car so equipped for the Grand Prix of Monaco.

Brabham was delighted to be offered the drive, and, with the blessing of John and Charles Cooper, went to Monte Carlo with the Rob Walker equipe, with Alf Francis in charge of the mechanical side. Another Cooper was taken, an F2 machine for Les Leston.

Unfortunately, Brabham tried to knock down the Casino and the 2-litre car was more than considerably bent. Undaunted, Alf Francis and his men removed the undamaged engine and transferred it to Leston's car. This meant working all night, and there was no time to modify the long-distance tanks for installation in the 1½-litre machine.

As is now a matter of history, Brabham put up a remarkable show in the G.P.—a race in which Moss, Hawthorn and Collins piled up just after the start

at the chicane, leaving Brooks (Vanwall) to chase Fangio's Maserati. The Australian, much to his astonishment, found himself placed fourth after 30 laps, and the little Cooper was going like clockwork. The smaller tanks meant a stop to refuel, and this nearly ended Brabham's race for the engine simply refused to start. Eventually he got away, but Masten Gregory had snapped into fourth place. Then came an epic chase, and Brabham finally went in front of the Maserati. Von Trips's Ferrari burst its engine and he crashed at Ste Devote, leaving the Australian in third place.

The British contingent jumped for joy; a British-built car lying third in a G.P. on its first outing. Truly, the Cooper-Climax had arrived. Then, on the 99th lap, with one to go, the fuel pump drive packed up, and the Cooper came to rest. Undaunted Brabham set off to push his crippled car to the finish, and he all but collapsed when he finally made it after a mostly uphill shove. By then he had dropped to sixth place, but his reception was tremendous.

It was on the same circuit two years later that Jack Brabham was to win his first *grande épreuve* with the 2½-litre Cooper-Climax, to start his climb to the top of the World Championship table

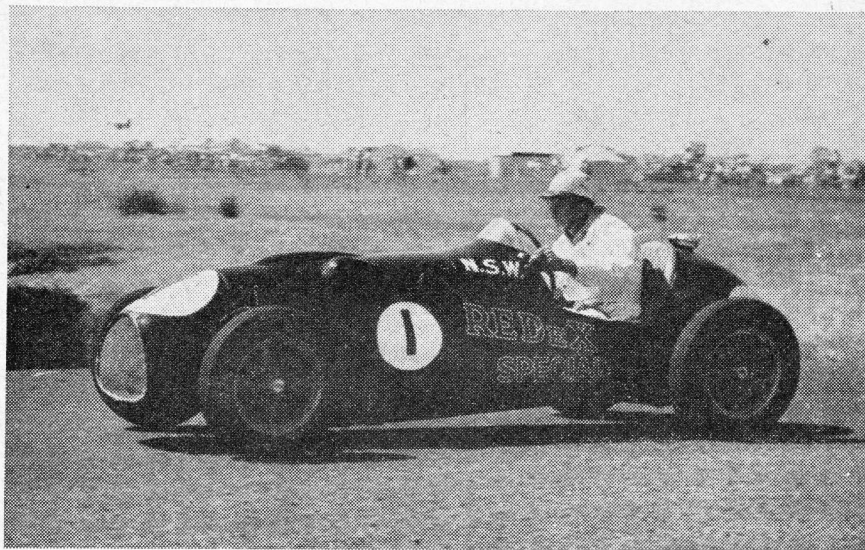
and to bring honours to the Cooper Car Co., Ltd., and Coventry Climax, Ltd., as well as every concern connected with building one of the most successful Grand Prix cars of all time.

Brabham spends a great deal of time on his own cars. He is a most fastidious mechanic, and from Alf Francis learned the difficult art of tuning Weber carburettors. Jack's cars are always superbly prepared, and magnificently turned out by Coopers. He has been responsible for several major modifications, and works closely with the men of Surbiton, who realize that J. Brabham, Esq., is not only a truly magnificent driver, but also a highly skilled and trained technician. He has been dubbed the "quiet Australian", but I have found that he is a practical joker of the highest order. He possesses a grand sense of humour, and is extremely popular wherever he goes. In his early days in Europe, shyness kept him from mixing with the fraternity, but Jack Brabham has now emerged as a personality in his own right.

He has certainly put Australia on the motor-racing map, but it is unlikely that he will return permanently to the land of his birth. It is often said that Brabham is a one-make driver, but the truth of the matter is that he much prefers to drive cars with which he has had something to do as regards preparation. He is not very interested in sports car racing, and considers that Stirling Moss is the greatest driver of today. Yet, in a Cooper-Climax, Brabham can stand comparison with anyone else, and it is evident that one does not become World Champion for two years running without possessing ability streets ahead of the majority of title-aspirants.

One of the secrets of Brabham's extraordinary rise to fame is his faculty for being a true team man. He never starts a race for personal glory, but regards it simply as a job to do, and he will do that job to the best of his ability. Brabham will never allow himself to drive beyond what he judges to be his limits. This was seen to perfection in Portugal this year. He realized

(Continued on page 370)

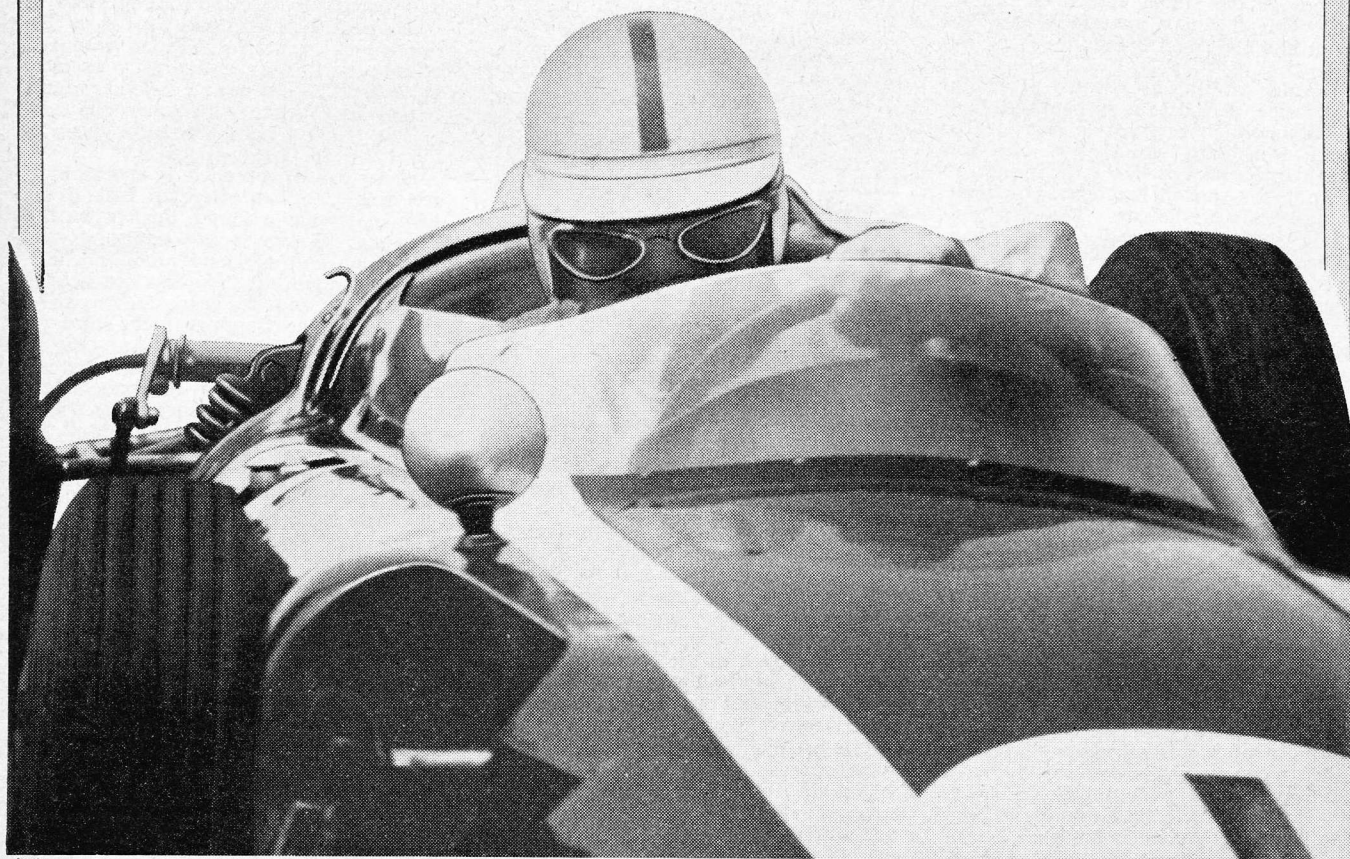


EARLY DAYS: Jack Brabham in the Redex Special Cooper-Bristol, in which he reached the top of the tree in "down-under" motor racing.

Another great championship year
for **JACK BRABHAM**
and **COOPER CARS**

We at Girling are proud of the part that we have played in this second successive victory, for it goes without saying that superlative braking is every bit as important to success as speed. We are proud, too, that successes such as these are reflected in the choice of Girling Disc Brakes by more and more famous manufacturers as standard equipment on production cars of today.

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TYSELEY BIRMINGHAM 11



SUCCESS: John Cooper, together with David Brown, looks overwhelmed with joy as he displays his B.A.R.C. Gold Medal, awarded to him at the end of the 1959 season.

The Cooper Story—continued

The latest Grand Prix Cooper has resulted from the combined knowledge and experience of these three men.

The basis of the G.P. Cooper is a multi-tubular frame. The main tubes are of 1½ ins. diameter, 18 g. at the bottom of the frame and 16 g. at the top. The diagonals are of 1¼ ins. diameter and the small auxiliaries ¾ in., all 18 g.

Tubular wishbones of unequal length look after the suspension and location of the wheels, both front and rear. The upper wishbones are adjustable for length in both cases, for camber setting, and anti-roll torsion bars are also found at both ends of the car. The rack and pinion steering is ahead of the wheel centres. The suspension is by helical springs and telescopic dampers, the old transverse springs, a legacy of the original Fiat, having at last been abandoned.

The combined oil and water radiators are at the front of the car, and then comes the driver, his feet being where the front axle would be if such things were still worn. The driver's bucket seat is upholstered in Bedford cord with foam rubber padding, and behind it is the Coventry Climax engine.

This four-cylinder unit has a bore and stroke of 94 mm. x 88.8 mm. (2,462 c.c.). The twin camshafts operate inclined valves in the light alloy cylinder head, which is bolted down to the light alloy block and holds the wet liners in place. There are three oil pumps, placed in line along the bottom of the sump. The front and rear ones are the scavenge pumps for the dry sump system and the central pump is for the normal oil supply under pressure. It is desirable to have two scavenge pumps to nullify the effects of violent acceleration and braking. The five-bearing counter balanced crankshaft and the connecting rods are heat-treated steel forgings. The pistons each have two Dykes pressure-locked compression rings, of which the upper one is chromium plated, and one oil control

ring above the gudgeon pin. About 240 b.h.p. is developed at 7,000 r.p.m., using two twin-choke Weber carburetters.

The clutch is a twin-plate Borg and Beck with sintered copper facings and hydraulic operation. It drives the gearbox through a pair of step-up gears, which can be changed to alter the overall ratios. The gearbox is the new Cooper unit with five speeds in a magnesium case. The gears are in constant mesh, and are changed by multi-tooth dogs with a 5 deg. angle to ensure staying in mesh. The final drive is by spiral bevel to a ZF self-locking differential and Hardy Spicer axle shafts.

Gear ratios to suit any circuit are available. Examples are: Monaco, 4.36, 5.11, 6.01, 7.75 and 10.40 to 1; Spa: 3.04, 3.57, 4.19, 5.41 and 7.26 to 1. An automatic device avoids the gears being selected in the wrong sequence, and an oil pump gives full pressure lubrication.

The Girling disc brakes have twin master cylinders and no servo. The Dunlop racing tyres, 6.50-15 ins. at the rear and 5.00-15 ins. in front, are on bolt-on light alloy wheels. Thirty-one gallons of petrol are carried in the side tanks, the consumption being at the rate of 10 or 11 m.p.g. The fuel supply is by a camshaft-driven pump, and a new splined coupling has eliminated an occasional cause of failure.

Very beautiful, the body is also efficient aerodynamically. The front sections are held on by Dzus fasteners, and the rear part opens up on a pivot across the back of the frame, or can be quickly taken off altogether. The under-shield is integral with the body and is not a stressed member.

The wheelbase of the Cooper is 7 ft. 7 ins. and the track 3 ft. 11½ ins. (front), 4 ft. 0½ in. (rear). The weight is approximately 9¼ cwt. with oil and water but without fuel. With 240 b.h.p., lots of torque and five very close ratios available, the acceleration may perhaps be visualized! In normal road racing trim, and using the "high cog", 180 m.p.h. has been exceeded.

Who would have thought that in just over a decade a 500 c.c. special could be developed into an all-conquering Grand Prix champion? That is what we have seen happening before our very eyes, and while the big British manufacturers have been content to sit on their bottoms, the Coopers and Jack Brabham have gained world-wide renown for the products of this country.

World Champion—continued

that, in order to catch John Surtees and his Lotus, he would have to drive far faster than he had planned, and might risk blowing up his car. He was therefore resigned to take second place. However, when Surtees was eliminated, Jack found himself with a big lead over his team-mate Bruce McLaren. He did not have to do anything spectacular to ensure victory, but was happy to realize that McLaren was there should anything happen during the closing stages.

Many another driver would have set out to catch Surtees at all costs, but not J. Brabham. He uses his head, and that is why he has had such a remarkable run of victories. There are times, of course, when Brabham suddenly becomes a really inspired speedman. This was proved at Rheims, when he duelled relentlessly with the Ferraris of Phil Hill and Taffy von Trips, and won out in the end.

One thing stands out above all else, and that is the almost reverent way in which Jack Brabham treats his cars. He believes that a car should be produced at the circuit completely ready to race. He despises last-minute modifications, feeling that if they are necessary, then the car should not have been given to the driver.

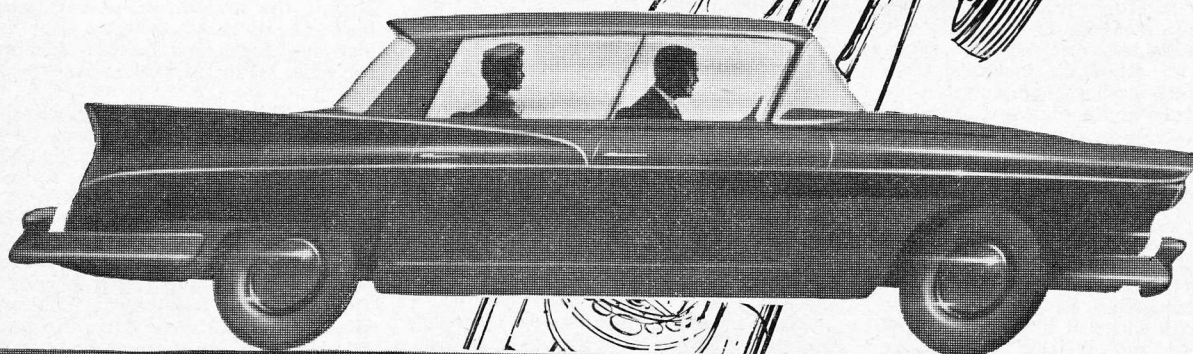
His practice approach is a lesson in restraint. For lap after lap Jack Brabham may trundle round, then, when the boys are packing up to go home, the Australian will suddenly produce a fantastically rapid lap. He does not believe in wearing out his car unnecessarily, and feels that training is the time to learn the circuit and not spend time in experimentation. If his car is not quite up to scratch, Brabham will immediately come into the pits, and such is his knowledge and experience that he can tell the mechanics precisely what is required.

It is galling for drivers to go to training and spend most of their time in the pits whilst their car is being put right. This is not Brabham's way, and is not the Coopers' way. Consequently blow-ups in practice are very rare indeed, and it is generally a certainty that the two Cooper works cars will be on the line on the day, having covered the required training laps, and as perfectly prepared as the men behind them can make them.

THE rear-engined Gemini Formula Junior car, in the hands of Tony Maggs, is reported to have lapped the Brands Hatch short circuit in 56 seconds—equalling the absolute circuit record held by Jack Brabham (Cooper F2)! When driven by Dennis Taylor and Graham Warner the Gemini was consistently lapped at speeds well inside the present FJ record.

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The fiercest and most revealing of all testing grounds for tyres today are the international Grand Prix racing circuits of Europe and America. Here the world's greatest drivers and fastest cars compete for top motoring honours. The Cars have up to 300 b.h.p. under the bonnet; top speeds reach 180 m.p.h.; acceleration and braking are fantastic. And the full brunt of this breath-taking performance is, of course, borne by the tyres.



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EUROPEAN
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1^{st.}
PHIL HILL
Ferrari
ALSO
★ **2^{nd.}** ★ **3^{rd.}**

* Also fitted with Dunlop Disc Brakes
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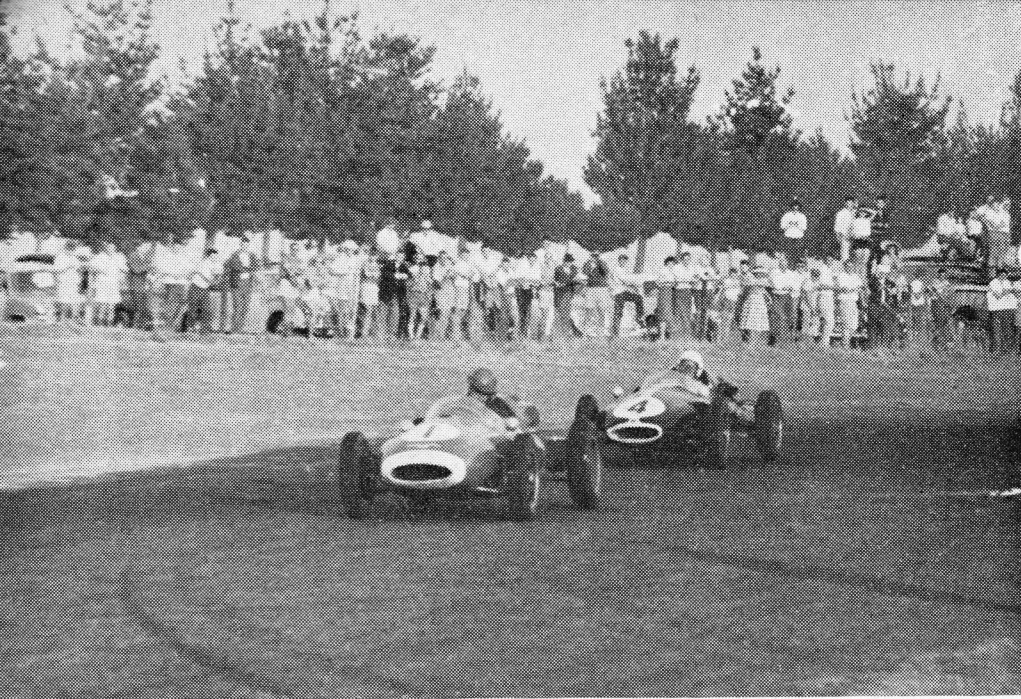
HOW IT BENEFITS YOU

At Fort Dunlop the tyre experts study the flow of information from this unique laboratory of the track. For, designing a world-beating racing tyre or a tyre for the family saloon, their objects are the same: (1) to make still tougher, longer-lasting treads and stronger sidewalls; (2) to improve grip on wet roads and dry: in short, to produce the safest and most dependable tyres for their purpose. Obviously, the Dunlop tyres bred in this way for your motoring are the best and safest tyres in the world!



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RACE-PROVED FOR TOP MILEAGE AND TOP SAFETY



THE RAND WINTER RACE MEETING

Victory for Don Philp (Cooper-Climax)

FINE weather, an improved track and some really close racing, made this the best meeting seen on the Rand for quite some time.

The main event of the day was the Rand Winter Trophy race over 30 laps and divided into two 15-lap heats. A fine entry list was received with many drivers from Rhodesia including Sam Tingle, the Rhodesian Champion, but the newly crowned South African Champion, Syd van der Vyver, did not put in an appearance.

Very little serious practising was done so the practice times were not really indicative as to who would win, but Philp was the obvious favourite with Doug Serrurier second and Wright third. Don Philp is at present second in the S.A. Championship and based on the known performance of his car and those of Serrurier and Wright this forecast proved to be entirely correct.

The starting grid for heat one was as follows:

Philp (Cooper-Climax)	Serrurier (Cooper-Alfa)	Kotze (Lotus-Climax)
	Wright (Cooper-Climax)	
S. Tingle (Connaught)	Cannell (Cooper-Chev.)	De Villiers (E.R.A.-Corvette)
Tempest (Lotus XI)		Gous (Porsche Spyder)
Mennie (Lotus XI)	Johnstone (Volvo S/S)	
Hume (M.G. S/S)		Woodley (Cooper-Porsche)
Holme (Dart-Climax)	Dyason (Dart-Alfa)	
E. Glasby (A.C. Ace-Bristol)		
J. Hartman (Netaur S/S)		

At the drop of the flag, Philp made a terrific start and shot into the lead. Dave Wright hesitated for a moment and was shunted by George Cannell as a result, but was off almost immediately in sixth place. Dawie Gous was left on the grid for a few seconds busily sorting out his gears but he managed to find the right one and left at the end of the field. Philp and Serrurier were really stepping on it and were lying first and second respectively as they arrived at the first corner

with Sam Tingle third and Tony Kotze fourth. As they went up the back straight the order remained unchanged but the first two were already well ahead of everyone else. Jimmy De Villiers had in the meantime gone farming at Exide bend and took some time to get back on the track in last position.

Don Philp was rapidly increasing his lead and at the beginning of lap two was already about 60 yards ahead of Serrurier. On lap two Tony Kotze roared past Tingle as they came out of the Horseshoe to take third place, the Lotus really going for once. On lap three, Bruce Johnstone motored very slowly into the pits with a broken half-shaft, which was a pity as he had been going very well in sixth place at the time. On lap four Dave Wright, who had been catching up at a tremendous pace, caught and passed Tingle on the straight to take fourth place and on lap five the order was: Philp, Serrurier, Kotze, Wright, Tingle, Cannell, Hartman.

By now Philp was a good 100 yards ahead of Serrurier who was 150 yards ahead of Kotze, who, in turn, was about 50 yards ahead of Wright. On lap six Philp began lapping the tail enders. Dave Wright was closing fast on Kotze and eventually passed him on the straight just before Devoty's but on the same lap Tony suddenly slowed up and then motored slowly into the pits with bearing trouble.

For the next three laps the order remained unchanged, but on the 10th lap Philp hit a patch of oil at Exide and shot off the track. Just as he was getting back on again, Serrurier flashed past to take the lead and as they came down the straight Doug led by about a length. He managed to stay in front until they reached the Horseshoe, when Don nipped ahead of him. Trying really hard to get back in front again, Doug overdid it on the next lap at No Name and before he could get back on to the track, Wright managed to get through to take second place; and so they finished, Philp first, Wright second and Serrurier third. Sam Tingle came fourth, Cannell fifth and Hartman sixth.

VICTOR: Don Philp (Cooper-Climax) being very closely pursued by Dave Wright (Cooper-Climax) as they enter Members on the last lap of the final event. Don, who also won the main event, only finished a couple of feet ahead of Wright.

In the second heat Don made a poor start for once and Serrurier took the lead with Don right behind him and Cannell third. Doug's lead, however, was shortlived as Don passed him as they came out of the Nose and by the time they reached Devoty's, Don was a good 10-15 yards ahead. Hartman, who was lying fourth was passed by Tingle as they came down the straight at the end of lap one, and Dave Wright was right behind in sixth place. Wright was catching up fast and as they approached Devoty's on lap two it was Philp, Serrurier, Cannell, Wright, Tingle.

On lap three Don had a good 30 yards lead on Doug. Dave Wright was catching Cannell and managed to pass him just after Exide. On lap four Don was about 80 yards ahead of Doug and these two were about 300 yards ahead of Wright. George Cannell was fourth, Tingle fifth and Hartman sixth and then there was a long gap till Hume, Glasby and Woodley. Woodley and Glasby were having quite a dice lapping nose to tail all the time. On lap five Tingle passed Cannell at No Name and on the same lap George made a hurried pit stop which dropped him to seventh. As he negotiated the kink in the straight on his next lap, his back wheels suddenly leant over at an alarming angle, and George was forced to retire with a broken back spring mount.

Don Philp was lapping regularly in around 1 min. 35 secs. and was by now a good 100 yards ahead of Doug Serrurier. Doug managed to close the gap a little when Don was held up for a few seconds at No Name behind Glasby and Woodley, but Don shot between them, right in the corner and kept the distance between himself and Doug so great that Doug was only able to pass Glasby and Woodley as they came down the straight. Glasby in the meantime had suddenly managed to get well ahead of Woodley, but on lap eight he had a tyre burst on him at Exide and he motored slowly around to the pits where a minute was lost in changing the wheel. Dave Hume's car began to sound very rough indeed about this time and Woodley passed him at the kink in the straight to take sixth place. Don Philp had all of 200 yards on Serrurier by now, and as the leaders never changed from lap nine on, they finished, Philp first, Serrurier second, Wright third, Tingle fourth, Hartman fifth and Woodley sixth.

The final positions based on the results of the two heats read:

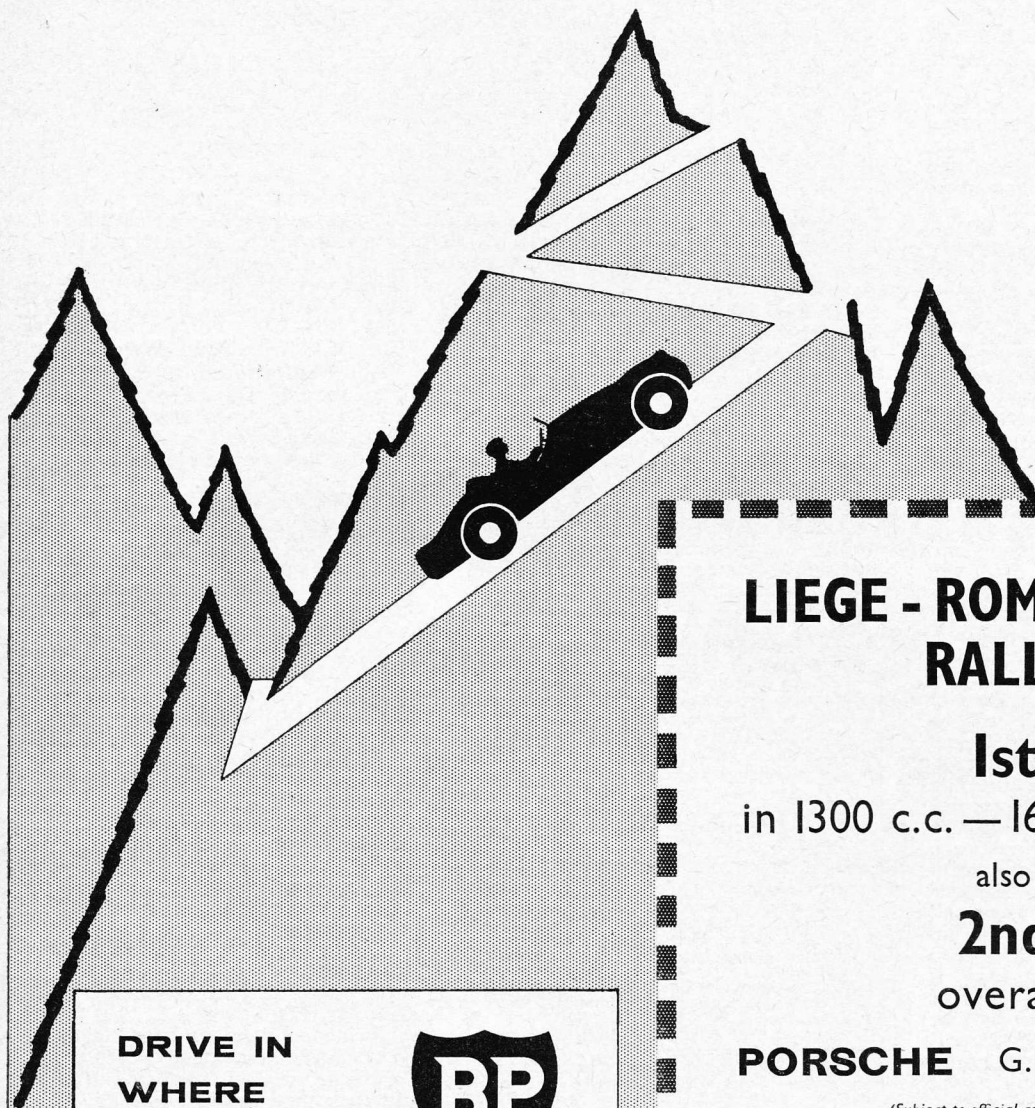
1. Philp
2. Serrurier
3. Wright
4. Tingle
5. Hartman
6. Hume
7. Glasby.

To round off the day's events, the organizers had arranged a challenge race between Rhodesia and South Africa and this turned out to be the finest race of the day. It was to be run over 10 laps and the starters were Philp, Serrurier, Wright, Glasby, Tingle, Gous, Hartman and Tempest.

Their cars were spaced out for the
(Continued on page 375)

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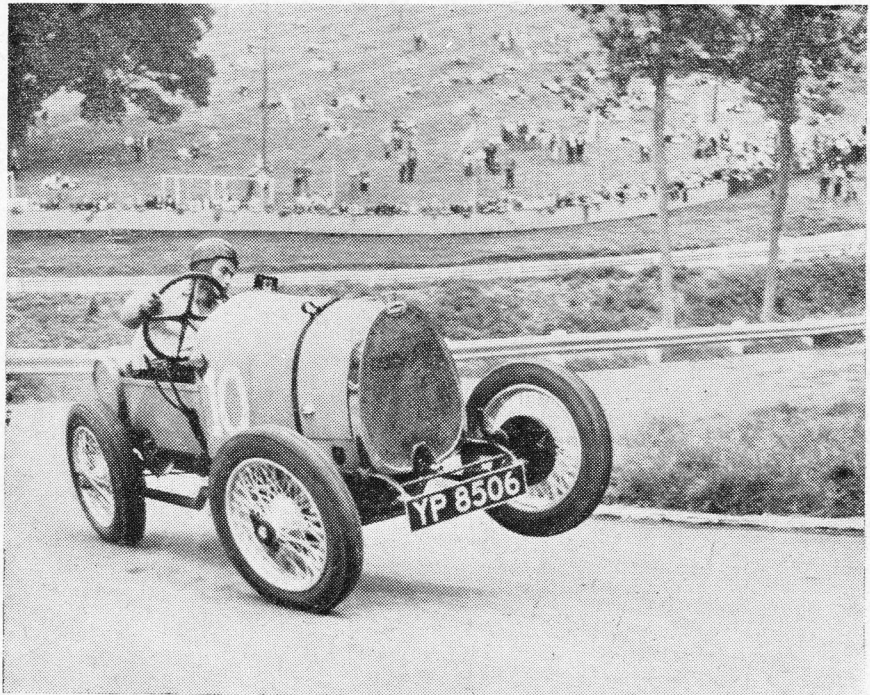
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Club News

By MICHAEL DURNIN

IT seems certain that the marshalling on the **Stockport M.C.'s** second annual Regent Rally on 5th-6th November will be of an unusually high standard. This year the club are to run a competition within the rally for marshals only and a prize of a bottle of whisky and a bottle of gin is to go to the crew manning the check or control voted as the most efficient by the competitors!

OSWESTRY and D.M.C.'s third annual Border Counties "200" rally is to take place on 1st-2nd October, starting its 200-mile route from Moreton, near Oswestry. Regs. are available from W. D. A. Wren, Kildoon, Welsh Walls, Oswestry, Shropshire, and the event is open to B.A.R.C. (N.-W.), Broughton-Bretton M.C., Cavendish C.C., Chester M.C., Hagley and D.L.C.C., Liverpool M.C., North Staffs M.C., Severn Valley M.C., Welshpool M.C. and North Wales C.C. Entries close 24th September. . . . **Shenstone and D.C.C.** celebrate the 10th anniversary Buxton Rally on 15th October. The event (qualifying for the B.T.R.D.A. silver star) starts at Buxton and Lichfield at 8 a.m. and will be over some 200 miles. Invited clubs are B.A.R.C., Birmingham Y.C.M.C., Hagley and D.L.C.C., Knowldale C.C., Lincs and Ches C.C., M.G.C.C., Midlands M.E.C., Pathfinders and Derby M.C., Stafford and D.C.C. and Sunbac. Regs. are available from M. F. Finnemore, 3 High St., Sutton Coldfield, who must have all entries by 3rd October. . . . Regs. are available for the **West Hants and Dorset C.C.** and **Yeovil C.C.** co-promoted Bournemouth Rally, due to be held on 15th October. There will be starts at Bournemouth, Bristol and Camberley and, 350 miles later, the event will end at Yeovil. Secretary of the event is Major C. H. Gray, Officers' Mess, R.A.C. Gunnery School, Lulworth Camp, Wareham, Dorset. . . . **Darlington and D.M.C.** are to hold a restricted race meeting at Thornaby on 11th September. Practice starts at 10.30 a.m. and there will be eight races. . . . **West Hants and Dorset C.C.'s** Knott Cup Trial will take place at Bovington Camp, near Wool, Dorset, on 25th September and will incorporate categories for formula trials cars and for Land Rovers and other non-formula cars. Invited clubs are: Bristol, Kentish Border, Land-Rover, London, Southsea and Sunbac and the event is open to all competitors for the trials championship and the B.T.R.D.A. star. Regs. are available from R. R. Mountford, 6 Orchard Avenue, Parkstone, Poole, Dorset, who must have all entries by 15th September. . . . **Lincs and Ches C.C.** will present their autumn race meeting at Oulton Park on 1st October and it will be open to B.A.R.C., B.R.S.C.C., Mid-Cheshire C.C., 750 M.C., Darlington and D.M.C., Border M.R.C., Jaguar D.C. and Chester M.C. Regs. may be had from E. N. Bloor, 33 Gibwood Road, Northenden, Manchester, and all entries must be received by 21st September. . . . On 2nd October **Southsea M.C.** are to have a gymkhana at Southsea's Clarence Pier coach park. Entries should be sent to W. T. Pilbeam, 11 West Street, Havant, Hants. . . . **Chiltern C.C.** are having their



YO, HO . . . and up she rises! But H. F. Moffatt managed to get his 1924 Brescia Bugatti back down on to all four wheels at the recent V.S.C.C. Prescott meeting.

closed Mercury Rally on 8th-9th October. Secretary of this 175-mile event is Mrs. J. Cecile-Pritchard, Forest Lodge, Gages Wood Drive, Farnham Common. Entries close 3rd October. Incidentally the same club has a dinner/dance scheduled for 3rd March, 1961, at the Bell House Hotel, Beaconsfield. . . . **Verulam A.C.** started off the dining and wining season early with their annual buffet dance at Welwyn Garden City last Friday. The major awards for the season's sport were presented by international rally driver Paddy Hopkirk.

Coming Attractions

- 10th September.** Jaguar D.C., Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
B.R.S.C.C. Race Meeting, Rufforth, near York.
- 11th September.** Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos.
 Sunbeam-Talbot O.C. Sprint, North Weald, near Epping, Essex. Start, 1.30 p.m.
 Darlington and D.M.C. Race Meeting, Thornaby, near Stockton-on-Tees. Start, 2.30 p.m.
- 17th September.** Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 1 p.m.
S.M.R.C. Race Meeting and "Autosport" Three Hours, Snetterton, near Thetford, Norfolk.
- 18th September.** "Four Clubs" Hill-Climb, Wiscombe, near Honiton, Devon. Start, 1.30 p.m.
 "Four Clubs" Hill-Climb, Harleyford, near Marlow, Bucks.
 B.A.R.C. Hill-Climb, Brinton, near Collingbourne Ducis, Wilts. Start, 2.30 p.m.
 North Staffs M.C. Driving Tests, R.O.F. Factory, Synnerton, near Stone, Staffs. Start, 11 a.m.
- 24th September.** North Staffs C.C. Race Meeting, Silverstone, near Towcester, Northants.
Oulton Park International Race Meeting (F1, F2). Oulton Park, near Tarporley, Cheshire.
- 25th September.** Oxjord M.C. Sprint Meeting, East Down Farm, Chipping Norton.
 Lincs and Ches C.C. Standard Car Trial, Starts at St. Ann's Hotel, Buxton, Derbyshire.
 Cambridge 50 C.C. Driving Tests, Witchford Airfield, near Ely. Start, 1 p.m.

M.G.C.C. AT BRANDS HATCH

THE M.G.C.C. (South-Eastern Centre) set itself a hard target at Brands Hatch recently with an entry of over 100 cars for their sprint meeting. By very snappy management on the part of the officials, however, they efficiently completed the programme by 5.15.

Class A, for unmodified saloons up to 1,000 c.c., proved to be an all-Austin benefit, with A. C. Todd (Austin A35) fastest on both runs, with 2 mins. 36.0 secs. as his best time, followed by G. C. Burrows with 2 mins. 41.4 secs. The next class, up to 1,600 c.c. unmodified, produced a close fight between Hazlem's Volvo and R. H. Longton's standard Riley 1.5, the former being fastest on first runs, but the Riley managed 2 mins. 39.6 secs. on his second run to collect the class, this time, incidentally, being only 0.4 sec. faster than the best Mini-Minor. Class F, up to 1,000 c.c. G.T. and improved touring cars, saw a similar change of fortunes, Miles with his Sprite getting in a nice first run of 2 mins. 24.8 secs., whilst Falconer (Turner) on his second run got down to 2 mins. 24.2 secs. for first place.

G. V. Coles in his blown J4 M.G. had two very neat runs in 2 mins. 34.4 secs. and 2 mins. 32.6 secs. to easily win the class for 1,001-1,300 c.c., the 750 c.c. car being put into the next higher class by virtue of its supercharger. In Class H, in which Longton's modified Riley 1.5 battled with a horde of M.G.s, Wilson McComb just pipped the Riley on the first run, but made certain of things with a very neat 2 mins. 26.6 secs. in Gordon Cobban's M.G.A.

Peter Tomei, running his Elva Courier in the up to 2-litre class, had two nice runs of 2 mins. 18 secs. and 2 mins. 18.2 secs., just beating R. C. Burnard (A.C.-Bristol), 2 mins. 19 secs. Arnold's TR3A had an excellent time for the two laps of 2 mins. 22.4 secs., whilst

V. Clark's Twin-Cam returned 2 mins. 23.4 secs. for the best standard-bodied M.G. time.

To get the field through in the time available four cars were on the track at the same time, and the Class J grid line up of over £10,000 of motor cars was well worth seeing, consisting of Bill Aston's Jaguar 3.4, B. Avard's Facel Vega (which never got out of second gear for a time of 2 mins. 34.6 secs.), I. M. Gillett's DB4 (2 mins. 23 secs.) and F. Oldham's 3.4 (2 mins. 25.2 secs.), the class eventually going to Aston with his first run of 2 mins. 17.8 secs.

Classes K and L, for sports-racers, naturally produced B.T.D. Warnell (Tojeiro) going round in 2 mins. 10 secs. on his first run and Millbanks in his Lotus-M.G. collected Class L with 2 mins. 12.6 secs., whilst A. J. Youlten in his Terrier (2 mins. 16 secs.) was best in Class K.

Best time by a lady driver was again collected by Mrs. E. M. Price in a Lotus in 2 mins. 26.6 secs.

An excellent meeting comparatively well supported by spectators and run off in glorious weather.

Rand Races—continued

start with the slowest in front and the fastest behind. Hartman made a terrific start and at the drop of the flag took an immediate lead. Philp and Serrurier each made a determined effort to be the first to get through the pack with Doug emerging the victor. As they went through Devoty's Hartman led from Glasby who was followed by Tempest then Serrurier, Tingle, Philp, Wright and Gous, in that order.

They came down the main straight with Hartman way ahead of everyone else, but Serrurier was now lying second with Philp third and Glasby fourth. By the time they reached the Nose, Serrurier, Philp and Wright had all passed Hartman. As they left the Nose, Don took the lead from Doug and up the back straight it was Philp, Serrurier, Wright. The lead had already changed hands no fewer than three times on this lap, but it was to change once again. As they accelerated out of the Horseshoe, Wright put his foot down really hard and as they swept past the pits it was Wright, Philp, Serrurier.

Dave kept his lead for the whole of lap three, but as they came down the straight, Philp took it once again. Wright got back in front on the same lap and they tore down the straight almost line abreast, with Wright in front, then Serrurier who had moved up to second and Philp third. Doug took Wright up the back straight and stayed there until they reached Members when Don, braking really late, took both of them. Dave took him as they roared around the Nose and they raced nose to tail up to No Name.

To everyone's horror, Doug Serrurier simply crawled up from the Nose and dropped right out of the struggle. In his efforts to get in front, Doug had had the misfortune to break both his first and second gear selectors. Don and Dave kept up the struggle, however, and Don took the lead again as they went up the back straight. Don had a very slight lead on Dave as they came down the main straight almost side by side and Dave managed to pass him at Exide. Dave stayed there until they reached the

kink in the main straight when Don went through on the inside.

Philp really put the pressure on now and increased his lead to a good 10 yards by the time he reached Devoty's, but Dave pulled out all the stops as they screamed around the Horseshoe and they came out of it side by side. It looked as though it would be a photo finish, but as they drew closer to the finish line Don pulled ahead and crossed the line a bare two feet in front of Dave. These two had attracted everyone's attention away from the rest of the drivers to such an extent that it was almost a surprise to see them finishing. Doug Serrurier finished third, Gous fourth, Hartman fifth, Tingle sixth and Tempest seventh.

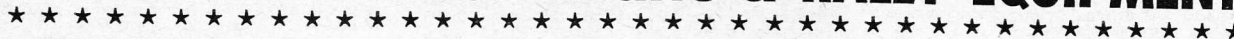
South Africa won the challenge with a first, third, fourth and fifth place, but this fact was even disregarded by the Public Address announcer and everyone agreed that it had been a wonderful finish to an excellent day.

ANTONY HULL.

CEDRIC BRIERLEY, who is still recovering from his accident at the Silverstone May meeting, would be delighted to see any racing friends and enthusiasts who call on him in the Stoke Mandeville Hospital, near Aylesbury, after 5 p.m. on week-days or at week-ends.

At a B.R.D.C. party at the Dorchester Hotel on Monday evening, Jack Brabham was presented with a B.R.D.C. Gold Star by Mike Couper, on behalf of the club. On behalf of the drivers, Graham Hill presented Jack with a silver cigarette case during the less formal part of the evening. Jack himself actually entered in his Cooper, which was driven into the room à la Bentley!

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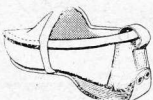
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1959 (Jan.) **AUSTIN-HEALEY Sprite**, green, not raced or rallied, heater, rev. counter. £470.—Phone: Whaplode Drove 289.

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1958 **SPRITE**, 18,000 mls., Stage I, extras, immaculate, good reason for quick sale. £450 o.n.o.—TUDor 5320, evngs.

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1953 M.G. TD. Red/beige.	£445
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1949 M.G. TC. Red.	£305
1947 (Oct.) M.G. TC. Red. Immaculate.	£285

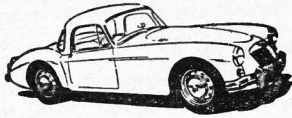
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Classified Advertisements—continued

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SUPER RILEY Imp. Excellent all round including weather equipment.—See "Sports Cars", Tim Ely.

ROVER

ROVER 12, 1948, 4-seater tourer, grey, exceedingly good shape, new hood, reconditioned engine. £225.—Deakin, 140 Solihull Lane, Birmingham, 28.

SPECIALS

ALREADY SOLD? A7, specification 26th Aug. £50? Offers, must sell.—Cummins, CUNningham 0245, evenings.

ASHLEY 1172 G.T., 15 ins. wire wheels, full mods.—Hollands, VIKing 6611 (9 to 5).

(Continued overleaf)

<p>TVR Grantura. 1959. Fixed head 2-seater, unmarked, in deep maroon, one owner only, and fitted M.G.A. 1600 engine and gearbox. Radio, heater, wire wheels, comp. suspensions, etc. £895</p>		<p>Frazer-Nash "Mille Miglia." 1952. 2-seater. A superb road car, spotlessly finished in pale Arctic green. Fitted with F.N.S. unit, twin exhausts, all-weather equipment, etc. £695</p>	<p style="text-align: center;">THE CHEQUERED FLAG (MIDLANDS) LTD.</p> <p>The Midlands only 100% Sports Car Specialists proudly offer a selection of their hand picked stock of over fifty sports cars.</p> <p style="text-align: center;">Tel: Nottingham 8928/2/3</p> <p style="text-align: center;">ARKWRIGHT STREET NOTTINGHAM</p>
	<p>Austin-Healey Sprite. 1958/59. 2-seaters. Choice of two exceptional cars in cherry red (one owner only) or pale blue, both equipped with all the standard extras, and many others. Prices from £525</p>		
<p>Austin-Healey 100-6. 1957. 2-4 seater. A first class example in ice blue with dark blue side panels and interior. Fitted heater, washers, wing mirrors, etc. Attractively priced at £655</p>		<p>Triumph TR3A, TR3, TR2. 1954/56/57/58. An unblemished selection of five superb cars in sky blue, beige, olive green, white or turquoise. All are equipped with various sensible extras and very competitively priced from £445</p>	
	<p>M.G. 1946/55/56/57. Four hand-chosen cars, TC, TD, TF 1500 and MGA, all in well above average condition, all with various extras. Colours are black, white, maroon, or pale green. Prices are very competitive: from £255</p>		
<p>Lotus VII. 1958. 2-seater. Eminently suitable for road or track use, finished in bright red with black wings, hood and tonneau. Fitted with Willment o.h.v. conversion, twin carbs, four-branch exhaust, etc. £545</p>		<p>Austin-Healey 100/4. 1955. 2-seaters. Choice of 2 spotless cars in Arctic blue with matching dark blue hood and interior, both with wire wheels, heater, overdrive, etc., from £535</p>	

Classified Advertisements—continued

SPECIALS—continued

"BRAND X"—Space frame, 100E, 1172 Special. Brands Hatch 1.7, Silverstone 1.21, Snetterton 2.7. £295 o.n.o.—R. A. Hoyt, Gt. Bardfield 217.

NEW FORD 1172. Ashley body, complete except for steering column. Must sell. Telephone: BUCKHURST 9044 (Essex area).

ROCHDALE "G.T.", 1,172 c.c., usual mods., fully trimmed, etc.—Offers to 36 Crescent Road, Hale, Cheshire. Altrincham 2789.

SELLING CAR, taking wife. 1172 Ford, lowered chassis, anti-roll, 8.5 c.r., remote gear, alloy wheel, new tyres, in excellent condition, weatherproof ash and alloy body for two and luggage in comfort. £125.—Redford, 231 Crystal Palace Road, S.E.22.

SPORTS Special. Attractive open tourer, body built on Aston Martin chassis, fitted tuned Javelin engine (1,500 miles only), with de Dion rear axle, all weather equipment including side screens. Ideal car for the impetuous enthusiast. £295.—Chris Steele Cars, Ltd., 59 Masons Hill, Bromley. RAVensbourne 9647.

1172 ALUMINIUM Special à la Lotus VII. Austin space frame chassis, i.f.s., hydraulics, W.L. wheels, cross-flow rad, 8 engine. Registered 1959. Sacrifice. £145.—VIKING 5347 after 7 p.m.

1172 SPECIAL, highly modified engine, tubular chassis, i.f.s., hydraulics, r/p, steering, wood-aluminium wheel, Xs, 4.5 axle, attractive body. £150.—Gurney, 71 Seaton Avenue, Hereford.

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Sunbeam Alpine, 1959. 2/4-seater in white with red interior, 6,000 miles only, with disc brakes, radio, heater, overdrive, etc. ... £935

Elva Courier, July 1960. One owner, 3,000 miles only, unblemished in white with black tonneau and interior. M.G.A. 1600 engine, heater, etc. ... £695

Parson M.G., 1955. All-enveloping 2-seater, tubular chassis, M.G. engine and gearbox, wire wheels, Alfins, etc. ... £595

Lotus Mk. VIIA, 1960. Two-seater, finished in polished alloy, 600 miles only, one owner from new. Highly tuned B.M.C. A type engine, twin carbs, three-branch exhaust, etc. ... £545

Berkeley B95, 1959. Two-seater, one owner, 5,000 miles only, finished in primrose yellow with black hardtop, with X tyres, wheel trims, washers ... £465

Lotus Mk. VI, 1954. Two-seater, exceptional condition, in alloy finish with highly tuned Consul unit, M.G. gearbox, etc. ... £385

Jowett Jupiter, 1952. Two-seater in red. Series III unit, wing mirrors, etc. ... £365

Lea-Francis, 1950. 2/4-seater in ice blue with off-white interior and tonneau, 2½-litre and fitted twin spots, washers ... £295

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Chiswick High Road, W.4.

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1960 series Austin-Healey SPRITE. Old English white with red upholstery. Many extras. £595

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1957 Berkeley	£300
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1954 Ford Zephyr. Radio, heater, fitted Aquaplane manifold, three SU carbs.	£350

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TR3A, October 1959. B.R.G. Hardtop, heater, tonneau. £835 o.n.o.—Day, PUTney 3904; Night, STAmford Hill 6573.

David Buxton Limited

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T.V.R.
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MASERATI 3,500 G.T. Registered 1960, right-hand drive. Finished in ivory with black interior, this unblemished example has covered less than 4,000 miles, one owner, fitted with all extras. Cost £5,800 new, offered fully guaranteed at £4,800.

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ALFA ROMEO GIULIETTA drophead coupe "Spider". Six weeks old, this car has covered less than 1,100 miles, unmarked and as new throughout. Finished in Alfa red with black interior, fitted with all extras. Cost over £2,200 new, offered guaranteed at £1,945

JAGUAR XK 150 "S" type FIXED HEAD COUPE. Reg. 1960. 3.8 lt. One owner, fitted overdrive, radio, heater, etc. Finished in red with black leather interior, low mileage. £1,795

The above cars, which are all subject to our written guarantee covering labour and materials, are only a representative selection of our stock of over 30 sports and performance cars. Exchanges are welcome; terms and insurance are available on all models. Please write, phone or call for details, or see classified list.

T.V.R. We are distributors for this amazing all independently sprung Grantura sports car. Available with Ford 100E, 105E, M.G. "A" 1,600. Terms from 20% deposit and four years. Exchanges arranged, demonstration and show car available.

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ASTON MARTIN D.B. 2.4. First registered May, 1954. Fitted with 2.6 lt. Vantage engine, just completely overhauled, £300 spent on same; also fitted radio, heater, screen washers, all new Michelin "X" tyres, leopard seat covers, also white leather interior. Finished in unmarked black with silver grey top. Only two owners. £1,095

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Twelve or so superb cars, every model available, TR2, TR3, TR3A, in practically any colour, any year, and all equipped with various extras, at very attractive prices. Possibly the best selection today of this strong, economical and very fast sports car. Prices from £465.

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TR3A, 1958.

Red with white hood and sidescreens. Special 2.2-litre engine, Isky cam and pushrods, 10.5:1 comp., gas flowed head, balanced crank and pistons. Racing clutch. Oil cooler, etc., etc., only 5,000 miles since new 2.2 motor fitted. X tyres, overdrive, heater. Special brakes and suspension. Genuine 125 m.p.h. Perfect condition throughout.

This well-known and much admired motor car is a gift at

£695.

Phone: Leigh (Lancs) 1388, or Urmston (Manchester) 6586 evenings.

1957 TR3, very, very attractively finished in pale green and off white, heater, twin spots, screenwashers, mirrors, tonneau, "X" tyres, Ace "Mercury" discs. Will pull 6 thou. with ease. £635.—Below.

1956 TR3, red, o/drive, heater, mirrors, screen-washer, badge bar, fog light, tonneau. Quite spotless. Used only as second car by local professional man. £595.—Smethwick Motors, Ltd., High Street, Smethwick 41. Tel.: SMethwick 2621-2-3.

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T.V.R.

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£85 M.G. L type 2-seater sports in red.

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(Continued on page 383)

David Buxton Limited**LOTUS
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One new T.V.R. "Grantura" Coupe, finished red with grey trim, complete set of all components less engine, gearbox unit will accept up to TR3 type engine. **£645**

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Lotus Formula II space frame chassis, built up with front wishbone suspension, radiator, steering, dash with all instruments, alloy wheels, brake piping with m/cylinder, rear strut suspension, Dunlop RS's, seat, etc. This will make an ideal base for a very potent Formula Junior car and will need only engine, gearbox and final drive to complete. We would be prepared to undertake work on this car to customer's order. Complete. **£450**

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Lotus XV Sports racing car. Complete in immaculate condition less engine/gearbox unit. This car has run in 5 races only and will accept any engine up to 250 b.h.p. With wire wheels, complete. **£745**

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Triumph TR2 1955. Written off by ex-member of our staff. A great deal could be reclaimed, including engine, gearbox, rear axle, etc. Complete and delivered. **£245**

Well made Ford E 93A fibreglass special with fully modified engine and good tyres. **£95**

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1960 JAGUAR XK 150S. Karman Red with Black leather upholstery. Immediate delivery at list price.

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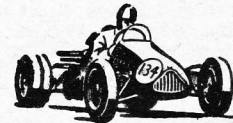
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CARS 20/- M/CYCLES 10/-
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Starting near LIPHOOK, HANTS.

ENTRIES close 24th September. FEE 10/6

Classes for saloon, open and rear-engined cars

Open to all members of the following clubs:

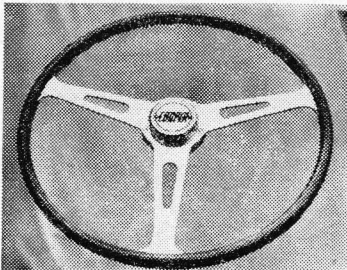
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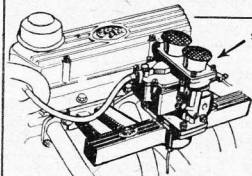
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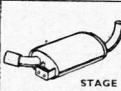


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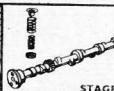
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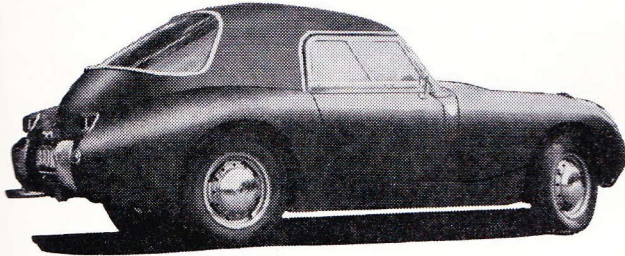
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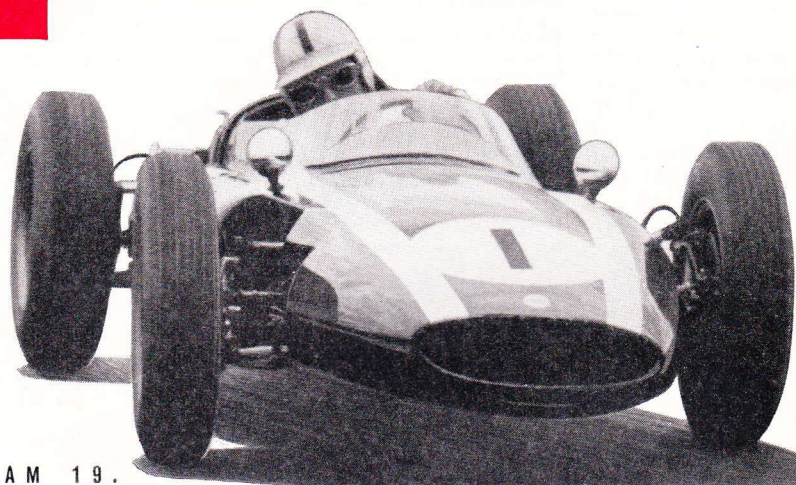
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