

RHEIMS GRAND PRIX

AUTOSPORT

JULY 6, 1962

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BRITAIN'S MOTOR SPORTING WEEKLY

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



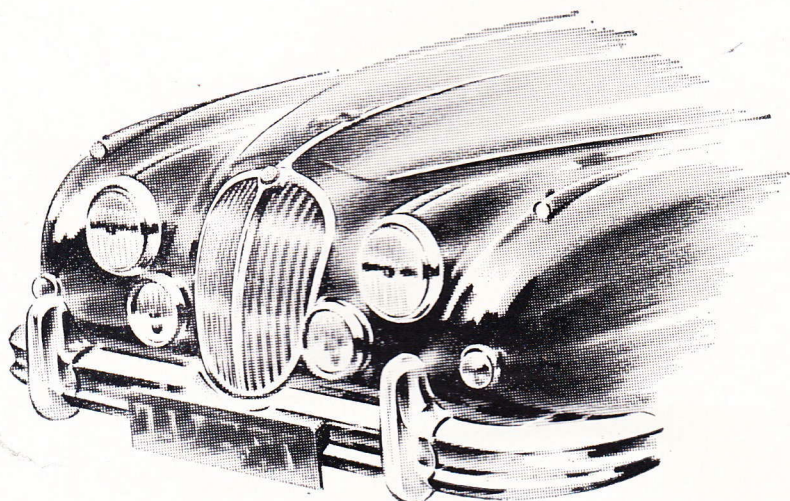
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RHEIMS GRAND PRIX—FULL REPORT AND PICTURES

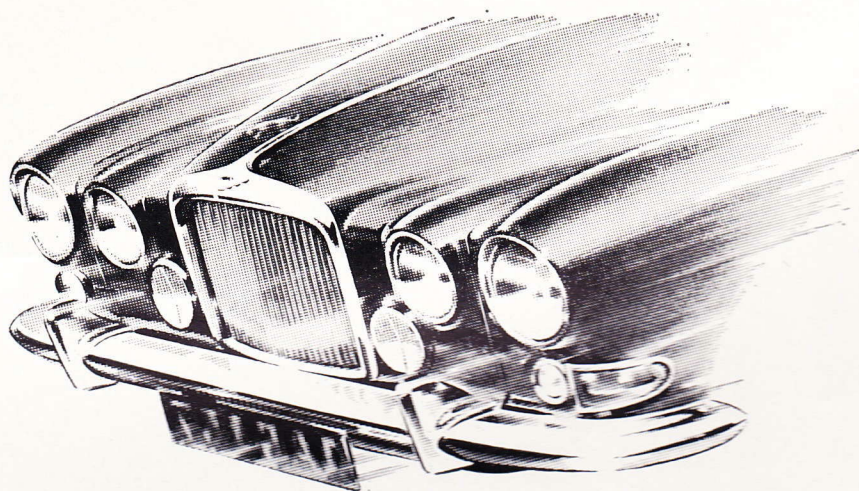
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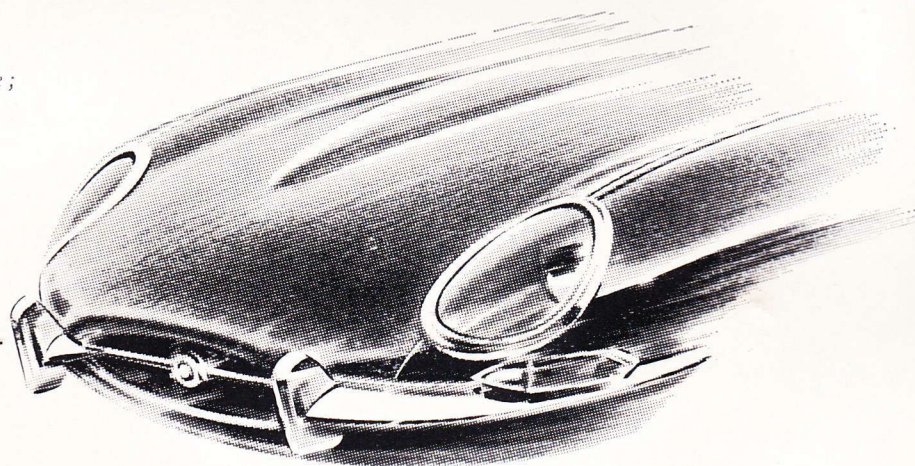
SNETTERTON, OULTON PARK, BRANDS HATCH, MALLORY PARK, SILVERSTONE AND CHARTERHALL



grace...



space...



pace

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JAGUAR

AUTOSPORT

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Vol. 25 No. 1

July 6, 1962

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EDITORIAL

HIGHER AND HIGHER

THE results of the Rheims races are a wonderful reflection on the ability of modern engineers to extract the utmost performance from unsupercharged, small-capacity power units. For example, Bruce McLaren's race average of 203.302 k.p.h. (126.32 m.p.h.), is the second highest speed ever attained on the Rheims-Gueux circuit, the record being held by Jack Brabham (2.5 Cooper-Climax) at 131.8 m.p.h. In 1961 Baghetti's winning average with the 1.5 V6 Ferrari was 119.85 m.p.h., and Phil Hill's lap record was at 123.89 m.p.h. This year, Graham Hill (B.R.M.) established new figures at 128.97 m.p.h. Even more spectacular is the rise in the speeds of Formula Junior cars. In 1961 Trevor Taylor's winning average was 176.352 k.p.h., and this year all three heats were run at around 184 k.p.h., with Peter Arundell (Lotus) setting a new lap record at 189.633 k.p.h. (117.84 m.p.h.). It must not be forgotten that these extraordinary speeds were obtained using basically production engines, with push-rod-operated valves and cast-iron cylinder heads. The power that can now be obtained from very small engines is certainly astonishing, and no one can but marvel at the 50 c.c. Suzuki motorcycle which was taken round the difficult Isle of Man road circuit at around 75 m.p.h. The high speeds of which racing machines of today are capable require rather special transmission systems allied to perfect roadholding. When maximum power is available on a comparatively small revolution range, the gearbox plays a most important part in obtaining the maximum performance. As one famous constructor says: "The first Grand Prix car to have a 100 per cent. reliable multi-speed box will be hard to beat". It would appear that the way might now be open for that nebulous invention, the infinitely variable transmission, sought by the progenitors of gas-turbine engines. To develop automatic transmission systems for racing is not so curious as it would appear, and not a few automobile engineers believe that manually operated gearboxes are something of an anachronism. Yet, their disappearance would be mourned by the vast majority of people who drive for the sheer love of handling cars. Automatic transmissions may be delightful for touring cars, but one cannot associate them with competition machines. The next step would be to replace drivers by robots, with radio operation of controls, and then motor racing would certainly come into line with modern-day pilotless missiles, and be almost as expensive! No, for obvious reasons, gear-changing must remain a manual operation in the racing car. The fantastic speed at which current racing design is progressing will surely see a really efficient multi-speed box produced soon.

OUR COVER PICTURE

THREE-MAKE BATTLE: Jack Brabham (Lotus) leads Bruce McLaren (Cooper) and Graham Hill (B.R.M.) out of Thillois during their spectacular struggle for the lead in the Rheims Grand Prix, won by McLaren.

Photo: George Phillips



Lotus at Le Mans

1st & 2nd	Thermal Efficiency Index
8th & 11th	Overall positions
3rd	Index of performance
2nd	2 litre G.T. category
1st	1,300 G.T. category

Two cars allowed to run—two cars finished

The above results were recorded by two 1,216 c.c. Lotus Elites in Grand Touring trim, built and prepared to the new Lotus Elite 'Super 100' specification which is available direct to the customer for competition purposes.

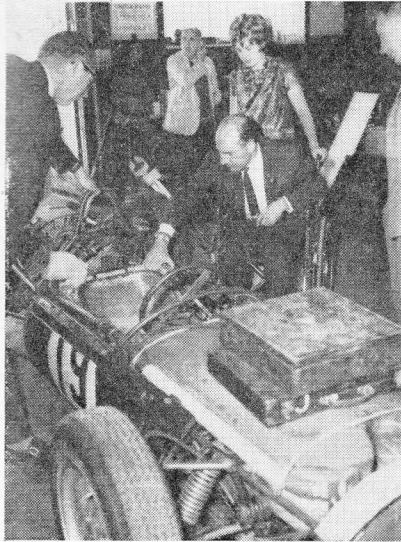
Also available in this World-beating range are the 'Standard', 'Special Equipment' and 'Super 95' Elite models designed to satisfy any requirement from 'shopping' to 'Le Mans'.

Price from £1,299 when purchased in component form.

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PIT and PADDOCK



Soon after leaving hospital Stirling Moss visited Rob Walker at Dorking. He examines Rob's V8 Lotus with Walker himself (left), Valerie Pirie and Alf Francis (right).

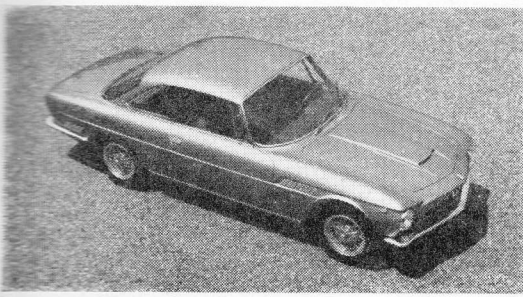
"SENIOR SERVICE" TROPHY

FULL details will be given in next week's issue of the new "Senior Service" Trophy, which will be offered for the World Cup G.T. race at Snetterton, on 15th July, at the Archie Scott-Brown meeting. This G.T. event is first leg in the AUTOSPORT World Cup contest, and the Dutch have nominated a strong team to be led by Ben Pon (Porsche Abarth). The British team will be captained by Pat Fergusson (Turner-Climax) and will include at least one of the exciting new Dick Jacobs M.G. Midgets.

"AUTOSPORT" NATIONAL SPRINT CHAMPIONSHIP

AFTER two meetings at Debden and Long Marston, the position in the AUTOSPORT National Sprint Championship is:—

	Pts.
1. Sydney Allard (Allard Dragster) ...	18
2. Tony Marsh (Marsh Special) ...	12
3. Patsy Burt (Cooper) ...	6
4. Josh Randles (Cooper Monaco) ...	5.5
5. J. Cordingley (J.B.W.-Maserati) ...	4
6. Gordon Parker (H.K.-Jaguar) ...	2.5
7. J. Wilks (Omega) ...	1
G. March (Djinn) ...	1



The recently introduced Bertone-bodied Chevrolet Corvette, a two-door four-seater G.T. car.

THE reason for David Dixon "trundling around 11th" in the saloon car race at Roskilde Ring, reported in our 22nd June issue, is quite simple really. He was driving an ordinary Mini, absolutely standard, with 32,000 miles on the clock, radio, heater, etc. John Aley was driving David's Cooper-Mini in the event.

THIS is the Golden Jubilee Year of the British Automobile Racing Club and it is celebrating the occasion at Goodwood on 14th July with a "Festival of Motoring". The programme starts at 12 noon and includes parades of veteran cars, vintage sports and racing cars, a series of driving tests and a *concours d'elegance*. Other interesting items include a display of record-breaking cars of historic interest, and the main feature of the afternoon will be the first public showing of Donald Campbell's "Bluebird" before it is sent to Australia for the World's Land Speed Record attempt.

The day's activities end at 6 p.m. and admission is free, car parking charges being 5s. and 10s.

FRENCH G.P. AT ROUEN

Small Hope of Ferrari Participation: Two Flat Eight Porsches

AS we go to press it is most unlikely that Ferrari will have any cars at Rouen for the French Grand Prix. The strike of metal workers is so serious that pickets have been posted at factories to prevent any workers from entering or leaving.

However, both Bonnier and Gurney will be there with eight-cylinder Porsches. List of invited entries is as follows:—

B.R.M.: Graham Hill, Richie Ginther.
Lotus: Jim Clark, Trevor Taylor.

Lola (Bowmaker): John Surtees, Roy Salvadori.

Porsche: Dan Gurney, Jo Bonnier.
Cooper-Climax: Bruce McLaren, Tony Maggs.

Lotus (Walker): Maurice Trintignant.
Lotus (U.D.T.-Laystall): Innes Ireland, Masten Gregory.

Lotus: Jack Brabham.
Other entries have been considered from Jack Lewis (B.R.M.), Tony Marsh (B.R.M.), de Beaufort (Porsche), Siffert (Lotus), Burgess (Cooper) and the Venezia stable, Abate and Davis (Lotus and Porsche).

There is also a very strong entry for the Formula Junior events.

PETER RYAN

WE regret to report that the Canadian driver, Peter Ryan, succumbed in Paris to the injuries he received from a crash in the first heat of the Rheims Formula Junior event. Ryan, who was just 21 years old, had a fine reputation in Canada and U.S.A. in sports car racing, mainly with a Lotus Nineteen. He also drove a Ferrari at Sebring and at Le Mans. He had only lately come to Europe to join Team Lotus and was on loan to the Ian Walker stable, for whom he drove a Formula Junior machine. At Mallory Park, recently, he succeeded in defeating the redoubtable Arundell.

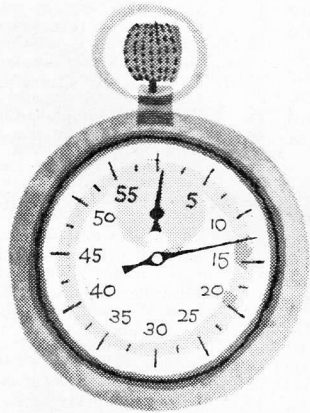
Peter Ryan lived with his parents at the winter sports resort of Mount Tremblant, near Montreal. A very pleasant and unassuming young man, he was considered by many experts to be a future Grand Prix driver. To his relatives, AUTOSPORT conveys the deepest sympathy for their sad loss.

"AUTOSPORT" CHAMPIONSHIP

FOLLOWING last Sunday's Eastern Counties Motor Club Snetterton meeting, Stephen Minoprio takes the lead in the 1962 AUTOSPORT Championship with 36 points from class wins at Silverstone, Brands Hatch, Goodwood and Snetterton. If Minoprio wins his class again he will go into the final round (the "Three Hours") with maximum points, as only the best five performances are counted in the qualifying rounds. The classes are: A, G.T. cars up to 1,000 c.c.; B, 1,001-1,300 c.c.; C, 1,301-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,600 c.c.; and F, over 1,600 c.c.

1. Stephen Minoprio (Marcos-Ford) ...	36	A	4
2. Jimmy Blumer (Cooper-C. Monaco) ...	30	F	4
3. Mike Parkes (Ferrari 250GTO) ...	27	D	3
Paul Hawkins (Lotus-Ford 23) ...	27	F	3
Innes Ireland (Lotus-Climax 19) ...	27	E	3
6. Mike Beckwith (Lotus-Ford 23) ...	24	E	3
7. Pat Fergusson (Turner-Climax) ...	22	B	3
Dick Protheroe (Jaguar E) ...	22	D	3
John Nicholson (Lola-Climax) ...	22	E	5
10. Grahame John (Marcos-Ford) ...	18	A	2
Chris Summers (T.V.R. Grantura) ...	18	C	2
Dick Stoop (Porsche Carrera) ...	18	C	2
Chris Lawrence (Morgan Plus 4) ...	18	C	3
Roy Pierpoint (Lotus-Climax 15) ...	18	F	2
Peter Sutcliffe (Jaguar D) ...	18	F	5
16. John Coundley (Lister-Jaguar) ...	16	F	4
17. John Whitmore (Lotus Elite) ...	15	B	2
Chris Spender (Lotus-Climax 11) ...	15	E	2
19. Brian Bennett (Turner-B.M.C.) ...	13	A	2
John Wagstaff (Lotus Elite) ...	13	B	2
21. John Seabrook (Turner-B.M.C.) ...	12	A	2
Robin Sturgess (Jaguar E) ...	12	D	2
Rodney Bloor (Lotus-Ford 23) ...	12	E	3
24. Bob Duggan (Morgan Plus 4) ...	11	C	2
25. David Rees (Marcos-Ford) ...	10	A	2
Keith Holland (G.S.M. Delta) ...	10	A	2
Peter Jopp (Lotus Elite) ...	10	B	3
Graham Hill (Jaguar E) ...	10	D	2
29. Trevor Taylor (Lotus Elite) ...	9	B	1
Bill Shaw (Lotus Elite) ...	9	B	1
Paddy Gaston (A.-H. Sprite s/c) ...	9	C	1
Bob Olthoff (M.G.A. Twin-Cam) ...	9	C	1
Innes Ireland (Ferrari 250GTO) ...	9	D	1
H. W. A. Deacon (Jaguar XK 120) ...	9	D	1
Doug Graham (Lotus-Climax 15) ...	9	E	1
Laurie Keens (Lotus-Ford 23) ...	9	E	1
37. Clive Hunt (Lotus Elite) ...	8	B	2
Dennis Morgan (T.V.R. Grantura) ...	8	C	2
39. Eric Woolley (Turner-B.M.C.) ...	6	A	1
Alan Foster (M.G. Midget) ...	6	A	1
Andrew Hedges (M.G. Midget) ...	6	A	1
Mike Reid (A.-H. Sebring Sprite) ...	6	A	2
Tom Weber (Marcos-Ford) ...	6	A	2
Mike Johnson (Lotus Elite) ...	6	B	1
Julian Sutton (Lotus Elite) ...	6	B	1
Neil Dangerfield (Triumph TR4) ...	6	C	1
John Rodgers (A.C. Ace-Bristol) ...	6	C	1
Christabel Carlisle (M.G.A. 1600) ...	6	C	1
Chris Kerrison (Ferrari 250GT) ...	6	D	1
Masten Gregory (Ferrari 250GTO) ...	6	D	1
Roy Salvadori (Aston M. DB4GTZ) ...	6	D	1
David Hobbs (Jaguar E) ...	6	D	2
Brenda Dickinson (Lola-Climax) ...	6	E	1
Paddy Gaston (Elva-Climax Mk. 6) ...	6	E	1
Tony Hegbourne (Lola-Climax) ...	6	E	1
Bill de Selincourt (Lister-Jaguar) ...	6	F	1
Mike Pendleton (Lister-Jaguar) ...	6	F	1
58. John McKechnie (Morgan 4/4) ...	4	A	1
Jack Oliver (Marcos-Ford) ...	4	A	1
Ian Harrison-Hansley (Lotus Elite) ...	4	B	1
Les Leston (Lotus Elite) ...	4	B	1
Roger Nathan (Lotus Elite) ...	4	B	1
Philip Arnold (Morgan Plus 4) ...	4	C	1
Robin Benson (Porsche Carrera) ...	4	C	1
John Mitchell (Jaguar E) ...	4	D	1
R. B. Beck (Jaguar XK 120) ...	4	D	1
John Surtees (Ferrari 250GTO) ...	4	D	1
R. W. Waters (Lola-Climax) ...	4	E	1
Tony Kilburn (Lotus-Climax 11) ...	4	E	1
Bill Moss (Elva-Climax Mk. 6) ...	4	E	1
Chris Ashmore (Elva-Climax Mk. 6) ...	4	E	1
James Boothby (Jaguar D) ...	4	F	1
73. Chris McLaren (Marcos-Ford) ...	2	A	1
George Palmer (G.S.M. Delta) ...	2	A	1
Brian Smallthwaite (Lotus Elite) ...	2	B	1
Hugh Braithwaite (Morgan Plus 4) ...	2	C	1
Bob Burnard (A.C. Ace-Bristol) ...	2	C	1
Graham Warner (Ast. M. DB4GTZ) ...	2	D	1
Dick Crosfield (Daimler SP250) ...	2	D	1
Jim Clark (Aston Martin DB4GTZ) ...	2	D	1
Dan Collins (Chevrolet Corvette) ...	2	D	1
Peter Dickinson (Lola-Climax) ...	2	E	1
Nick Garbett (Lotus-Climax 17) ...	2	E	1
Tony Lanfranchi (Elva-Clim. Mk. 6) ...	2	E	1
Dr. E. H. M. Paul (Lotus-Clim. 11) ...	2	E	1
Lord Clydesdale (Lola-Climax) ...	2	E	1
Peter Jopp (Aston Martin DBR1) ...	2	F	1
Ken Yeates (Cooper-Bristol) ...	2	F	1

THE BP RACING roundabout



by Maxwell Boyd

Motoring Correspondent for The Sunday Times

With their World Championship scores equal at ten points each, the principal interest in the Belgian Grand Prix not unnaturally centred on the two Hills, Graham and Phil, the former's B.R.M. and the latter's Ferrari. The question was, could the B.R.M., which was probably the faster of the two cars, hold together long enough to beat the Ferrari, which was probably the more reliable mechanically?

THE BELGIAN GRAND PRIX

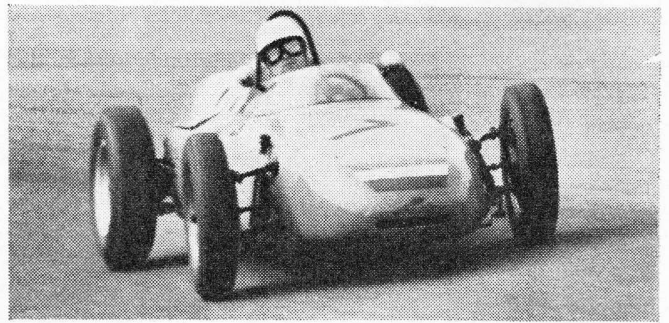
As usual, this third round of the championship battle was held on the tremendously fast, roughly triangular Spa-Francorchamps circuit in the rolling, wooded hills of the Belgian Ardennes, not far from the German border. Eight and three quarter miles of public roads, with plenty of bends and curves, but tailored in every respect for sheer, continuous, foot-hard-down speed. The outright lap record of 135.43 m.p.h., second only amongst the World Championship circuits to the artificially-banked Monza track, tells its own story.

British front row. Hard motoring during practice produced an all-British front row for the start on Sunday. After altering the gearing, the tyres and the exhaust system, Hill's B.R.M. achieved a lap of 3 min. 57 sec., well within the existing Formula 1 record, to take pole position. In the centre, Bruce McLaren in the V8 Cooper-Climax, and on the outside, the young Yorkshire driver, Trevor Taylor, the Lotus factory team's newest Grand Prix recruit, whose lap of 3 min. 59.3 sec., also within the record, had been a practice sensation.

The Ferrari challenge of Phil Hill, Ricardo Rodriguez and the Belgian, Willy Mairesse, was split between the second and third rows, with their team-mate Giancarlo Baghetti back on the sixth row. He had crashed during the second session as a result of driving off with his engine cover unfastened. The U.D.T.-Laystall Lotuses of Innes Ireland and Masten Gregory, using BP fuel and lubricants, were strategically placed on the second and third rows.

The start. At 3.30 p.m. on a warm, sunny and dry afternoon, the flag fell and 19 cars streamed down the hill from the grandstands, across the bridge over L'Eau Rouge, and up the hill on the opposite side, their engine notes dying away temporarily as they sped towards Malmedy and Stavelot. A

few minutes later they were heard again, like a distant swarm of angry hornets, on the far side of the valley. The rising crescendo dropped for a moment at the hairpin, then mounted to a climax as the end of the first lap merged into the start of the second. As they flashed past the pits, it was Graham Hill from Trevor Taylor, Bruce McLaren, Jimmy Clark and Willy



The Dutch driver, Carel Godin de Beaufort, who finished 6th in his Porsche.

Mairesse. Phil Hill was fifth. Was this a matter of tactics, a case of hanging back for the time being and letting the over-anxious leaders blow up and retire?

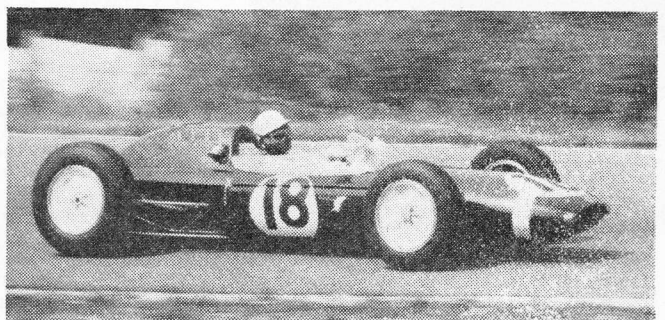
Sensational battle. At the end of lap 2, Graham Hill dropped back to fifth place, behind the quartet he had been leading. To judge by its sound, his engine had lost its edge. With another 30 laps of full-bore motoring to go, things did not look too promising for the Bourne car. But soon Hill was back to third place, behind Taylor and Mairesse, between whom a sensational battle for the lead had developed, from which it appeared that all caution had been thrown to the wind.

By one-third distance, Ireland's Lotus had retired with a cracked frame, Phil Hill could apparently do no better than battle with his Ferrari team-mate, Rodriguez, halfway down the field, and the lead had passed into the control of Jimmy Clark's Lotus, with Taylor second, Mairesse third and the B.R.M. fourth.

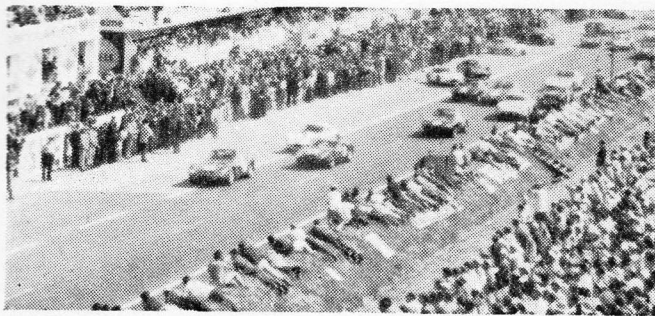
New lap record. Although Clark's car had suffered from engine trouble in practice, necessitating its exchange for a new one, rushed over from England at the last moment, both the car and its driver now appeared to be running in perfect harmony. It seemed certain that nothing but a mechanical disaster could stop Clark from winning his first championship race, so smoothly and skilfully was he driving. His advantage increased, lap by lap, from 6 secs. to more than 20 secs., and he put up a new Formula 1 lap record of 133.88 m.p.h.

Disaster. Meanwhile, his colleague, Taylor, was still locked in battle with Mairesse's Ferrari. One felt it could not last, that the duel had to end, inevitably, in disaster. Suddenly, half a dozen laps from the end, a column of black smoke rose from behind the trees, a mile or so before the hairpin. Inevitably, too, everyone feared the worst. But, despite the Lotus flying off the road and shearing down a telegraph pole, and Mairesse's car spinning wildly in a ball of flame, and burning to a cinder, Taylor was completely unharmed, while the Belgian suffered relatively light burns.

Six to four for the Hills. Now Graham Hill found himself in second place once more, some three-quarters of a minute behind Clark, and well in front of his namesake, whose duel with Rodriguez lasted to the final corner of the final lap and



The French driver, Maurice Trintignant, who drove Rob Walker's Lotus, using BP fuel and lubricants.



Le Mans: the start.

all the way down to the chequered flag. For Jimmy Clark, a well won and thoroughly well deserved victory, and for Graham, six valuable championship points to the four Phil received for beating Rodriguez to third place by a bonnet's length. Next round: the French G.P. at Rouen on 8th July, with Hill G. two points ahead of Hill P., with the whole championship situation mounting in excitement, and the final outcome growing more open with every race.

LE MANS

The annual 24-Hour race on the 8.36-mile Sarthe circuit outside the industrial city of Le Mans, in north-western France, is unique in more ways than one. Not only is it the only event in the calendar in which racing continues throughout the night, but somehow or other the organisers invariably manage to provoke hotly debated controversy, either over the race regulations or their administration of them, long before the flag falls on the start at 4 p.m. on the Saturday afternoon.

Experimental machines. This year the controversy started months ago over the regulations, which specified as eligible for the event Grand Touring cars, and while banning 3-litre sports racing cars, admitted 4-litre "experimental and prototype" machines. Most of these were, in effect, 4-litre sports racing cars with hardtops, though some didn't even have them, and several drivers were worried about the speed differential, especially at night, between the smallest cars, with engines of around 700 c.c., and the "monsters", capable of about 180 m.p.h.

As everyone knows, further controversy raged throughout the days preceding the race over the banning of the two Lotus 23s. These had been entered to challenge French supremacy in the Index of Performance, the handicap event running



The Porsche of Edgar Barth/Hans Herrmann, fuelled and lubricated by BP, finished 7th overall.

concurrently with the scratch race, the latter going to the car covering the greatest distance within the 24 hours. There was an argument over wheel fixings, and then the organisers finally excluded the British machines, alleging that they were unsafe.

Ferraris, the favourites. However, when the 55 starters lined up in echelon in front of the pits on Saturday 23rd June, few observers doubted that this year's 24 Hours would be Ferrari all the way. The four-litre Maseratis might make things difficult for the Maranello cars for a time, and so might the lone 4-litre Aston Martin, driven by Graham Hill and Richie Ginther, and running on BP products. But, seriously, what could these four machines do against the legions of Ferraris, well over a dozen of them?

Strangely enough, the first lap of the race belied predictions. The Aston Martin, showing a remarkable turn of speed, led the field, and one of the 4-litre works Ferraris, that of the British driver Michael Parkes and the Italian, Lorenzo Bandini, was put right out of the running when Parkes motored smartly into the sandbank on the outside of Mulsanne Corner, the sharp right-hander at the end of the four-mile straight.

Third consecutive win. On the second lap, the big Ferrari of Phil Hill and Olivier Gendebien, the previous year's winners and this year's favourites, passed the Aston Martin. After half an hour it was leading by some 25 secs., and from that point onwards, for another 23½ hours, apart from temporary changes in order due to refuelling stops, one Ferrari or another kept in front. For a time it was the 2½-litre car of the Rodriguez brothers, Pedro and Ricardo, but they retired in the early morning of Sunday. Thereafter it was Hill and Gendebien all the way, and provided no mechanical trouble intervened, which it didn't, nothing could prevent them from notching up Ferrari's third consecutive win in this marathon event.

First three places. The Aston Martin first had trouble early in the evening, when it lost five laps through a pit stop to have its dynamo repaired. By midnight it was out for good with failing oil pressure. The Maseratis disappeared one by one, as did several of the Ferraris, but enough of the latter remained to take the first three places with considerable ease. They were followed home by two E-type Jaguars—the American-entered car of Briggs Cunningham and Roy Salvadori and the all-British entry of Peter Sargent and Peter Lumsden—both of them an extremely creditable, steady drive.

BP-fuelled cars finished 6th and 7th overall in the shape of an American-entered Ferrari and the Barth/Herrmann Porsche. But, better still, they notched up the first two places in the important Index of Performance, the cars concerned being the French-built and entered Panhard and René Bonnet of Gilhaudin/Bertaut and Armagnac/Laureau respectively.

COMING EVENTS

Next time—I shall be giving you the inside stories on the French and British Grands Prix.

WORLD CHAMPIONSHIP TABLE													
GRANDS PRIX	G. Hill	P. Hill	McLaren	Clark	Taylor	Surtees	Bandini	Baghetti	Rodriguez	Bonnier	Maggs	de Beaufort	Brabham
	DUTCH	9	4	-	-	6	-	-	3	-	-	2	1
MONACO	1	6	9	-	-	3	4	-	-	2	-	-	-
BELGIAN	6	4	-	9	-	2	-	-	3	-	-	-	1
POINTS	16	14	9	9	6	5	4	3	3	2	2	1	1
PLACINGS	(1)	(2)	(3)	(3)	(5)	(6)	(7)	(8)	(8)	(10)	(10)	(12)	(12)

THINGS GO BETTER WITH BP

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SPORTS NEWS

JOHN BOLSTER TESTS A

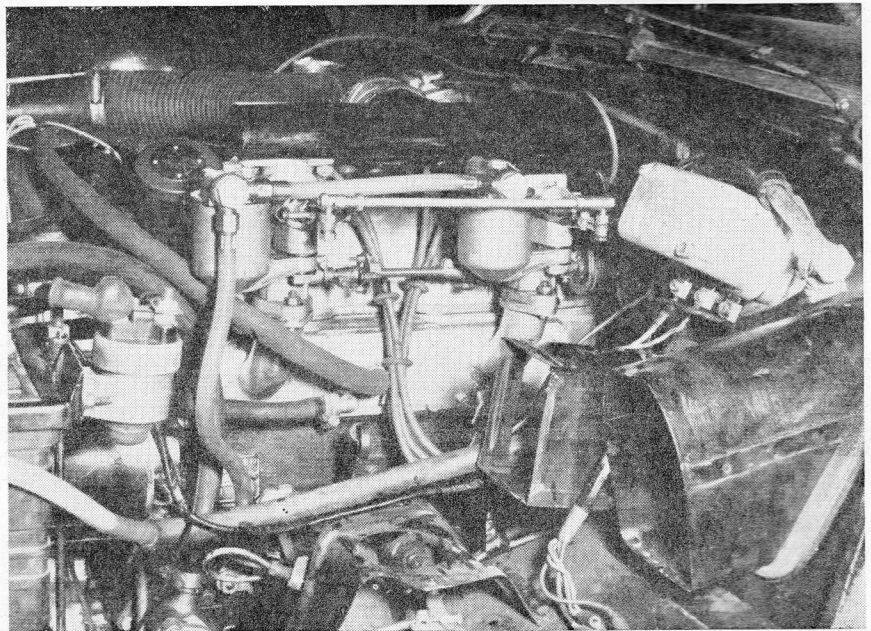
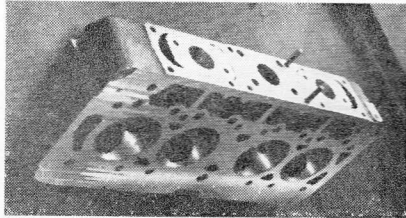
CONNAUGHT-TUNED CITROËN ID19

THE Citroën is a marvellous car for fast roads. It is impervious to the worst bumps and the steepest camber and has a long stride that is effortless in the extreme. For France, it approaches the ideal, but for England's crowded roads one could do with more power.

It is for this very reason that Connaught Cars, of Send, Surrey, have tackled the ID19 really seriously. In order to apply a twin carburetter manifold it has been necessary to cut through the water jacket of the aluminium cylinder head and insert alloy blocks, bored 1.375 ins., to couple up with the internal induction tract. The side face of the head is machined to accept the new induction system and the main face is also machined to raise the compression ratio to 8.4 to 1. Stronger valve springs are fitted.

The car tested had twin downdraught SU carburetters. Another conversion, embodying Solex instruments, is also available. To overcome installation

The machined head and light alloy blocks inserted in water jacket.



Twin SU downdraught carburetters and fabricated manifold.

problems, the distributor has to be moved, which entails some machining and a shorter drive, the advance curve also being modified. A water temperature gauge is installed when the work is completed. The price of this quite elaborate conversion is £135.

On test, I found that this was the first Citroën I have driven that would really achieve a timed 100 m.p.h. as opposed to a mere speedometer figure. I would say that the unit was actually smoother than standard and it never pinked or ran on. Third speed is good for well over 90 m.p.h., and my colleague once accidentally touched 100 m.p.h. in this gear! Second gives a useful 66 m.p.h. and first is capable of 32 m.p.h.

Remembering that this is a full six-seater car, propelled by a 2-litre engine,

one must give high praise to the standing quarter-mile time of 19 seconds. Even more remarkable is the 0-60 m.p.h. figure of 12.8 secs., made possible by the very fast second gear. 50 m.p.h. comes up in 8.8 secs. and the 0-30 m.p.h. time is 4.1 secs. This sort of performance is enough to render the Citroën a very fine high-speed touring car, and it will maintain 100 m.p.h. on the motorway without any sign of distress.

The particular Citroën that I tested showed many signs of a hard and eventful life, but it never got hot or drank oil, so it is not necessary to restrict this tuning to low-mileage cars. The fuel consumption was only slightly heavier than normal during hard driving and was probably equal to that of a standard car during more leisurely motoring. 20 m.p.g. was achieved when driving absolutely "flat", and about 25 m.p.g. was usual during less "press-on" journeys.

DEREK SPENCER ENGINEERING, LTD., of 16 Holland Park Mews, W.11 (PARK 3784), are now offering a complete racing service as well as their own modifications for economy and performance to production cars. Derek Spencer, director of the company, was, of course, with the British Racing Partnership in their early days and is currently preparing, amongst others, Peter Jopp's successful Lotus Elite.

RALLYING ROVERS

FOLLOWING the satisfactory performance of Rover cars in the East African Safari the Rover Co., Ltd., have announced the formation of a competition section within the engineering department. This is to be headed by R. Nash, who is the engineering superintendent, and who has had considerable experience in competition demonstration connected with export contracts.

The purpose of this department is to offer to private entrants of Rover cars assistance in preparation and service during certain approved events. The first of these will be the Liège-Sofia-Liège Rally in August. Four privately entered Rover 3-litres will be driven by Ron Adams/Peter Riviere, Bill Bengry/David Skeffington, John Cuff/Geoff Howarth and Ken James/Mike Hughes.

THE annual Leinster Martell race meeting, sponsored by the famous French Brandy firm, will once again be held over the four-mile Dunboyne road racing circuit on 28th July. The meeting will consist of three races, as last year. The first event will be the Dunboyne Trophy Formula Junior scratch event, over 10 laps of the course. This will be followed by the Holmpatrick Trophy handicap race, which is confined to Irish drivers only. Last year's winner, Des Cullen, will once again be racing and will defend his trophy. The final race, the Leinster Trophy, will be run over 25 laps and will be keenly contested by drivers from Cross-Channel as well as the cream of Irish drivers.

As in past years, the pits and paddock will be in Dunboyne village itself, and all the handicap starts will be in the village. The start of the Dunboyne Trophy scratch race will be at Loughsallagh hairpin, but the finish will be in the usual place in the village. Once again M. Michel Martell, the principal of the sponsoring firm, will be coming to Ireland specially for the event.

THE Nürburgring 500 kilometres race is being held on 2nd September, once again being for Touring and Grand Touring cars up to 1,000 c.c.

R.A.C. RALLY

BRITAIN'S most important rally, the R.A.C. International, will be held this year from Monday, 12th November, to Saturday, 17th November, and it will include some 300 miles of "special stages" over Forestry Commission and War Office land. The rally starts from Blackpool and it finishes at Bournemouth, scene of the first post-war R.A.C. Rally in 1951. Competitors, amongst whom should be many well-known continentals, will ballot for starting positions in groups according to past records in international and national rallies. There is over £1,000 in cash prizes and 24 challenge trophies, while there will be special awards for private owners to encourage them in their struggle with the works teams.

ALL the major Grand Prix teams are entered for the British Grand Prix on 21st July and the B.A.R.C. are at this moment considering applications from several private entries.

CONNAUGHT CARS (1959), LTD., are holding a Citroën Sales and Service Week on 6th and 7th July. All models including their converted DS and ID will be on show for demonstration. They are situated on Portsmouth (A3) Road.

B.R.S.C.C. at OULTON PARK

REPORT AND PHOTOGRAPHY BY FRANCIS PENN

LAST Saturday the North-Western Centre of the British Racing and Sports Car Club held one of their intimate clubmen's meetings at Oulton Park, which was enjoyed by drivers and spectators alike. If there was a fly in an otherwise successful ointment, it was an old one—the story of non-starters. Out of an entry of nearly 160 competitors nearly 40 failed to reach the start line. This sort of thing is much too common and wants to come to a very quick halt, as it precludes many who want to race from having an entry accepted due to a supposed oversubscribed programme!

The meeting commenced with a 10-lapper for the 1172 Formula which incorporated a class for the 750 boys. Taking an overall view, it provided a rather easy win for A. R. Wershat (Lolita) who took the flag some 45 secs. ahead of J. Corfield's Terrier. Third spot went to B. J. Parker's Rejo some distance behind. First of the 750s was A. R. Wontner's Austin.

Next came sports-racing cars over the same distance in classes up to and over 1,500 c.c.. A grand do it was, too, the lead changing no fewer than five times between R. J. Bloor and M. G. Beckwith in Lotus 23s, with A. V. Hegbourne (Lola) never more than a length behind. Bloor went on to win by 0.4 of a second, whilst the other two crossed the line together in a photo-finish. Hegbourne being credited with second place although their times over the entire distance were *identical*. The larger class could do no better than fifth place overall, first being L. Redmond (Cooper Monaco).

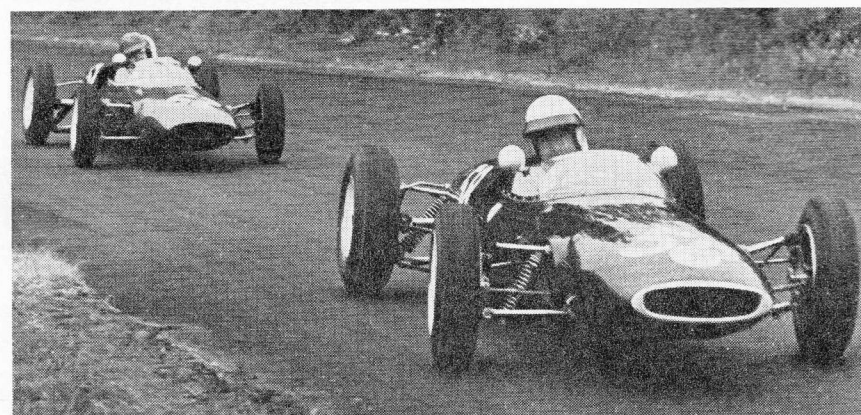
Race 3 for Formula Junior brought out only seven starters, or rather six and a half, as J. Sharp's Lotus 18, which sounded dead sick, did not complete many of the scheduled 15 laps! From the flag it was A. R. Wyllie (Lotus 22) from J. Fenning (Lotus 20) and J. R. Pearce (Lotus 22), but next time round Wyllie was trailing and never caught up again. The other two went at it hammer and tongs and Fenning won by 0.2 sec.

Saloons came next, in four classes. The main "race" was between P. T. Middlehurst and R. J. Bloor in very hot A40s, the former winning by 0.4 sec. after a fine all-the-way scrap. Third in class B was P. C. G. Whitehead, similarly mounted but a long way behind. The big boys took third and fourth



ABOVE: Sports-racers at Old Hall. Rodney Bloor (Lotus 23) leads Mike Beckwith (Lotus 23) and Tony Hegbourne (Lola).

BELOW: Just as close racing as witnessed in the sports car event went on in the Junior race. Jack Pearce and John Fenning (Lotuses) battle it out; Fenning eventually won.



places overall, the drivers being J. Newman and J. W. Dean (Jaguars) whilst third place in this class went to C. McLaren after a spirited drive with a 220SE Mercedes.

Event 5 was for G.T. and production sports cars, again sub-divided into three classes. Again everybody was mixed up! Up to lap two it was G. Jones (Marcos) but he lost a wheel at Esso and was seen no more. Then the lead was taken by B. J. Smallthwaite (Lotus Elite) from D. Hill (Elva) and D. C. Henderson (Lotus Elite). These finished in this order.

Unlimited single-seater racers were next and provided another battle between

the Lotus 22s of J. R. Pearce and A. R. Wyllie, the former winning by 0.4 sec. Third, some 9 secs. later, came A. W. Rollinson (Cooper F.J.).

The last event of the day was again for G.T. and production cars in the same classes as before; only on this occasion the first three cars home overall were the class winners! First, Capt. Ramsey ("E"-Type) took Class C, second was A. Welsh (Lotus 7), who drove a magnificent race to take Class A, and third, E. C. Booth (Frazer-Nash) who took Class B.

This ended a day in which, even if the sun didn't shine, the rain held off, while the organization ran like clockwork.

RESULTS

1172 and 750 Formulæ—1172 Class: 1, A. R. Wershat (Lolita), 79.06 m.p.h.; 2, J. Corfield (Terrier); 3, B. J. Parker (Rejo). **750 Class:** 1, A. R. Wontner (Austin), 69.83 m.p.h.; 2, G. B. Toft (Austin); 3, E. A. McElroy (Austin).

Sports-Racing Cars—Up to 1,500 c.c.: 1, R. J. Bloor (Lotus 23), 87.20 m.p.h.; 2, A. V. Hegbourne (Lola); 3, M. G. Beckwith (Lotus 23). **Over 1,500 c.c.:** 1, L. Redmond (Cooper), 82.98 m.p.h.; 2, Capt. Ramsey (Jaguar "E"); 3, J. R. Entwistle (TR3A). **Fastest lap:** Bloor and Beckwith, 88.75 m.p.h.

Formula Junior 1, J. Fenning (Lotus 20), 89.63 m.p.h.; 2, J. R. Pearce (Lotus 22); 3, K. M. Francis (Lotus 20). **Fastest lap:** Fenning and Pearce, 91.02 m.p.h.

Saloon Cars—Up to 850 c.c. Class: 1, M. J. Offley (Austin 7), 69.80 m.p.h.; 2, P. Doughty (Austin 7); 3, P. Easter (Austin 7). **851-1,100 c.c. Class:** 1, P. T. Middlehurst (A40), 76.44 m.p.h.; 2, R. Bloor (A40); 3, P. C. E. Whitehead (A40). **1,101-2,000 c.c. Class:** 1, H. Ratcliffe (Morris 1000), 73.82 m.p.h.; 2, F. W. W. Banks (VX4/90); 3, G. A. Percival (Anglia). **Over 2,000 c.c. Class:** 1, J. Newman (Jaguar 3.8), 75.15

m.p.h.; 2, J. W. Dean (Jaguar 3.4); 3, C. McLaren (Mercedes-Benz 220SEB).

Grand Touring and Production Sports Cars—Up to 1,000 c.c. Class: 1, C. McLaren (Marcos), 77.11 m.p.h.; 2, F. W. Smith (Lotus 7); 3, T. Weber (Marcos). **1,001-2,000 c.c. Class:** 1, B. J. Smallthwaite (Lotus Elite), 80.09 m.p.h.; 2, D. Hill (Elva); 3, D. C. Alderson (Lotus Elite). **Over 2,000 c.c. Class:** 1, A. F. Davenport (Jaguar "E"), 77.90 m.p.h.; 2, D. Baker (Jaguar "E"); 3, N. Cussons (DB4). **Fastest lap:** Hill, 82.15 m.p.h.

Single-Seater Racing Cars: 1, J. R. Pearce (Lotus 22), 89.58 m.p.h.; 2, A. R. Wyllie (Lotus 22); 3, A. W. Rollinson (Cooper F.J.). **Fastest lap:** K. M. Francis (Lotus 20), 91.86 m.p.h.

Grand Touring and Production Sports Cars—Up to 1,000 c.c. Class: 1, A. Welsh (Lotus 7), 77.37 m.p.h.; 2, T. G. Smallman (Lotus 7); 3, C. Baker (Austin-Healey). **1,001-2,000 c.c. Class:** 1, E. C. Booth (Frazer-Nash), 76.65 m.p.h.; 2, K. D. Laverton (Turner); 3, L. H. Iddon (Triumph). **Over 2,000 c.c. Class:** 1, Capt. Ramsey (Jaguar "E"), 77.73 m.p.h.; 2, G. H. Williams (XK 120); 3, Lord Cross (Daimler SP250). **Fastest lap:** R. B. Beck (Jaguar XK 120), 80.03 m.p.h.



Minis at Old Hall. M. J. Offley leads a muddle of Minis in the saloon car event.

THE EASTERN COUNTIES "100" TROPHY MEETING

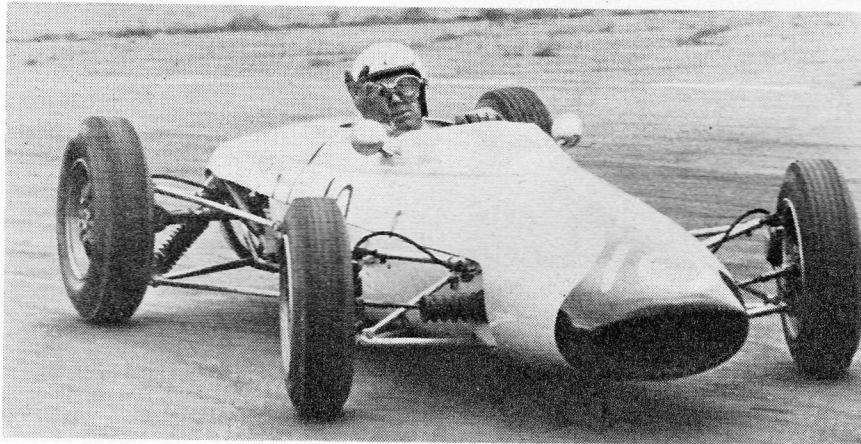
**Reg Brown (Lotus) Wins Main
Event Against
Determined Opposition**

BY DAVID PRITCHARD



ABOVE: Andrew Hedges in the Dick Jacobs M.G. Midget in the midst of his dice with Chris McLaren's Marcos.

BELOW: Two prints, please! Hugh Dibley (Lola) places an order with our photographer Lynton Money whilst negotiating the hairpin.



THE 11th Eastern Counties "100" Trophy Meeting at Snetterton last Sunday was, as usual, a National event; the programme was attractive and featured those amazing cars which are still called "Formula Junior" in the long-distance race; the weather fulfilled the promise of the forecasters. So why did the spectators stay away? Nobody knows, but this was the first of three meetings on the trot at Snetterton, which never fails to provide a good day's racing, so all those who failed to turn up had better rearrange their ideas in haste and book the next two Sundays for visits to the Norfolk circuit.

The first race of the day was a 10-lap AUTOSPORT Championship qualifier for the four G.T. classes, the features of which were a wonderful outright win for Pat Fergusson's Tattie Turner, excellent performances by Stephen Minoprio in the Marcos and Andrew Hedges in one of the new Dick Jacobs M.G. Midgets, and a host of retirements and accidents, the latter fortunately not involving any personal injury. A large cloud of rubber smoke over the first corner announced furious spins by three of the cars, two of which may have been tak-

ing evasive action, but the really quick boys were safely through and Dan Collins in the Corvette led the opening lap, with Pat Fergusson and John Mitchell's E-type in close attendance. The E-type then packed up until a couple of laps before the end, and the Corvette was hotly pursued by the Turner and Paddy Gaston's blown Sprite. After three laps the big Corvette threw in the towel and the little Turner was in undisputed command of the situation, not in any case having lost any ground to the monster before its death. Behind the Sprite came Minoprio's Marcos and the older model of Jack Oliver, and then a furious battle between Chris McLaren's Marcos and the Hedges Midget. Alan Foster's car was known to be off form before the race started, so it was up to Andrew Hedges to uphold the Jacobs banner, which he did admirably.

At six laps the Marcos of David Rees blew up in a sensational manner on the pits straight, and Paddy Gaston's Sprite went out with differential failure, though not before it had set the fastest lap for its class. Three laps later Chris McLaren, trying to beat the Midget into the hairpin, got off line and went off

the track and into the scenery. Then, on the final lap, Jack Oliver lost it at the Esses and hit the bank so hard the Marcos just disintegrated, without injuring the driver. Thus Fergusson won from Minoprio and Hedges, and Mike Johnson's Elite climbed back to fourth place, after being involved in the first-lap mix-up.

The next race was a similar event for the sports-racing classes, with Championship leader, Jimmy Blumer, hot favourite in the Cooper Monaco. Sure enough he stormed round at the head of the field, with Roy Pierpoint and Dizzy Addicott in close attendance with their Lotus XVs, Climax- and Buick-powered respectively. Mike Beckwith's Lotus 23 led the smaller cars from Chris Ashmore's Elva and Tony Hegbourne's Lola. By half distance the Lola had got ahead of the Elva, and the Cooper had got well away from its pursuers. Then, with just under three laps to go, Jimmy Blumer's engine completely destroyed itself on the Norwich Straight, and Pierpoint led the race. Addicott then put on the pressure in earnest in an effort to wrest the lead from the smaller-engined car but, coming into the hairpin for the last time, his brakes must have acted up, for the car suddenly went wild and wrecked its stern against the bank. This allowed Roy Pierpoint to canter home ahead of Beckwith's Lotus 23 and Hegbourne's Lola, a welcome compensation for a recent run of ill-luck.

Now came the main event of the day, the 100-miler for Formula Junior. The field was small, but varied, and we were particularly keen to see how Bob Olthoff would perform in Team Springbok's new Brabham, which was in pole position on the grid. As the flag fell, the whole grid got away to a splendid start and swept up to Riches corner for the first time, where Chris Ashmore just managed to get the long nose of the Elva in front. The cars were still well bunched up when they reached the hairpin, then they arranged themselves in close line astern for the tricky part of the circuit through the Esses and Coram. At the pits it was Chris Ashmore leading Bob Olthoff, then four Lotuses in the hands of Reg Brown, Mike De Udy, the current Jim Russell star, John Fenning, and John Mastin, also of the Russell school. Next time round it was Olthoff's Brabham in front, looking every inch a winner, and De Udy had passed Brown. On the next lap De Udy got in front of Ashmore and Hugh Dibley was already in bad trouble with the brakes on his Lola, giving place to Geoff Breakell's Lotus.

After five laps in what looked like a safe lead, Bob Olthoff was accelerating hard up the home straight away from the hairpin when third gear jumped out. With his right foot already down among the front suspension, the revs went screaming up before he could do a thing about it, and the internals of his engine became in an instant a solid mass of tortured metal. So De Udy led the sixth lap, but Ashmore wasn't having any of this and he shot to the front

RESULTS

10 laps G.T. Overall: 1. J. P. Fergusson (Turner 1220); 2. S. J. C. Minoprio (Marcos); 3. A. P. Hedges (M.G. Midget). **Class A, Up to 1,000 c.c.:** 1. S. J. C. Minoprio (Marcos), 83.89 m.p.h.; 2. A. P. Hedges (M.G. Midget); 3. K. G. Holland (G.S.M. Delta). **Fastest lap:** Minoprio, 1 m. 54.2 s., 85.43 m.p.h. **Class B, 1,001-1,300 c.c.:** 1. J. P. Fergusson (Turner 1220), 86.00 m.p.h.; 2. M. B. Fenning (Lotus Elite). **Fastest lap:** Fergusson, 1 m. 51.8 s., 87.26 m.p.h. **Class C, 1,301-2,500 c.c.:** 1. R. Olthoff (M.G. Twin-Cam), 81.75 m.p.h.; 2. Christabel Carlisle (M.G.A). **Fastest lap:** J. H. Gaston, 1 m. 54 s., 85.58 m.p.h. **Class D, Over 2,500 c.c.:** 1. H. W. A. Deacon (Jaguar XK 120), 79.01 m.p.h. **Fastest lap:** Dan Collins (Corvette), 1 m. 51.2 s., 87.73 m.p.h.

10 laps Sports-Racing. Overall: 1. R. F. Pierpoint (Lotus XV); 2. M. G. Beckwith (Lotus 23); 3. A. V. Hegbourne (Lola). **Class A, up to 1,600 c.c.:** 1. M. G. Beckwith (Lotus 23), 91.07 m.p.h.; 2. A. V. Hegbourne (Lola); 3. Chris Ashmore (Elva Mark VI). **Fastest lap:** Beckwith,

again. Breakell now lay fifth, having got ahead of Mastin and John Muirhead (early Lola), who were having a wonderful battle of their own.

Next time round De Udy put a wheel in the cornfield at the entrance to Coram and dropped to fourth. Then Brown and Fenning began to harry the leader unmercifully and, by one-third distance, the first three cars were as one. On successive laps the Elva then gave place to the two Lotuses and, at the end of his 15th tour, Chris Ashmore came into his pit and took off his helmet while mechanics examined the nearside front suspension. In an ominously short time they straightened up, and the car was pushed sadly away into the paddock.

This left Reg Brown in the lead he was never to lose, though it was not for want of trying on John Fenning's part. He tried everything he knew to goad the leader into a mistake but, in the end, it was he who made the mistake and spun at Riches with 10 laps to go. Thereafter, he fought back, ahead of Geoff Breakell, but could do nothing about Mike De Udy, who finished a fine second behind a worthy winner. John Mastin's was the fifth and last car to complete the full distance, John Muirhead's Lola having lost steam concurrently with a length of exhaust pipe.

The remaining two races were in the

1 m. 45.8 s., 92.21 m.p.h. **Class B, Over 1,600 c.c.:** 1. R. F. Pierpoint (Lotus XV), 93.27 m.p.h.; 2. M. Pendleton (Lister-Jaguar). **Fastest lap:** J. Blumer (Cooper Monaco), 1 m. 41.6 s., 96.02 m.p.h.

37 laps Formula Junior: 1. R. Brown (Lotus 22), 94.62 m.p.h.; 2. M. De Udy (Lotus 20); 3. J. Fenning (Lotus 20). **Fastest lap:** Brown and Fenning, 1 m. 41 s., 96.59 m.p.h.

10 lap Handicap: 1. H. W. A. Deacon (XK 120), 80.69 m.p.h.; 2. M. G. Beckwith (Lotus 23); 3. M. Pendleton (Lister-Jaguar). **Fastest lap:** Beckwith, 1 m. 44 s., 93.81 m.p.h. (class record).

10 laps B.M.C. Minis. Class A, up to 850 c.c.: 1. J. C. Thurston (Mini-Minor), 70.52 m.p.h.; 2. G. Line (Austin 7); 3. S. Thynne (Mini-Minor). **Fastest lap:** Line, 2 m. 15.2 s., 72.16 m.p.h. **Class B, over 850 c.c. and Overall:** 1. M. Clare (Mini-Cooper), 77.73 m.p.h.; 2. Christabel Carlisle (Mini-Cooper); 3. George Morgan (Mini-Cooper). **Fastest lap:** Clare and Miss Carlisle, 2 m. 04 s., 78.68 m.p.h.

nature of light relief after the serious business of the long-distance event. The first of these took the form of an invitation handicap over 10 laps for the survivors of the two opening races who wanted to have another go. This proved to be a triumph for the timekeepers and for the virtual scratch man, Mike Beck-

with, who failed by less than 1½ seconds to snatch victory from the XK 120 of H. W. A. Deacon, which had a start of one lap and one minute and was driven on this occasion with great skill and determination. In the course of his meteoric progress through the field, Mike Beckwith established a new lap record for under 1,600 c.c. sports-racers with a time of 1 min. 44 secs., which represents a speed for the 2.71 miles of no less than 93.81 m.p.h. This is just one of the things that can be done with a Ford engine!

Finally, a host of Minis turned out to show us what can be done with a B.M.C. engine, the field being divided into two classes, up to 850 c.c. and Cooper versions. As usual, this quickly developed into a series of duels. At the head of the pack Christabel Carlisle and Mick Clare were at it hammer and tongs, swopping places all round the circuit on every lap. Behind them George Morgan and John Lewis were locked in combat; then came Elizabeth Jones on her own until engine and clutch grew tired



Bob Olthoff drifts round Coram in the classic style with his faithful mount, the M.G.A Twin-Cam. Bob won his class after a fine drive.



together; then it was H. Davidson and John Richard-Aley fighting it out. At the head of the "normal" class an equally close battle was going on between J. C. Thurston and Gordon Line. It would be quite impossible to describe the race in detail, but all who have witnessed one of these exhibitions will know from experience pretty much what was happening. The main interest naturally centred around the outcome of the struggle at the front, in which Christabel was repeatedly getting across the timing line first by dint of holding the inside line through Paddock Bend and forging ahead up the hill. However, the wily Clare was foxing, it seemed, for on the final lap he turned the tables on the weelass and won by a wheel. John Aley lost his duel by losing count of the laps and having a pit staff who were too busy watching the motor race to bother with the signals, but Thurston did it just right to win his class, also by a wheel. A fine finish to a pleasant day's sport.

FIREWOOD! The remains of Jack Oliver's Marcos when he did it all wrong at the Esses. Jack finished up on the other side of the bank in a sitting position, quite unharmed.



IT'S McLAREN AGAIN

New Zealander Wins Rheims Grand Prix for Cooper-Climax After Tremendous Battle with Graham Hill (B.R.M.) and Jack Brabham (Lotus)—Ill-luck of John Surtees (Lola)—Hill Sets New Lap Record at 128.97 m.p.h.

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

START OF THE GRAND PRIX. This George Phillips photo, taken from the Dunlop Bridge, shows John Surtees (Lola) out in front followed by Jim Clark (Lotus), Bruce McLaren (Cooper), Graham Hill (B.R.M.) and Jack Brabham (Lotus).

AFTER a race-long battle, reminiscent of the famous Fangio-Hawthorn duel of 1953, Bruce McLaren (Cooper-Climax) won the 48th Grand Prix of Rheims at the remarkable average speed of 126.32 m.p.h. John Surtees (Lola-Climax) dominated the race till half-distance, when valve-spring trouble put him out. Behind, McLaren, Graham Hill (B.R.M.), Jack Brabham (Lotus-Climax) and Innes Ireland (Lotus-Climax) had a wheel-to-wheel battle, the last-named eventually falling back. Jim Clark was an early retirement with a split header tank, and Surtees had pulled out over 21 secs. lead when his engine started to play up.

McLaren, Hill and Brabham all took turns to lead, but Bruce managed to break away during the last couple of laps, when Brabham forgot to turn the reserve petrol tap. During an all-out attempt to get to grips with the Cooper-Climax man, Graham Hill set up a new 1,500 c.c. lap record of 2 mins. 24 secs., 128.97 m.p.h.—5.9 secs. faster than Phil Hill's 1961 figures. Brabham's temporary loss of fuel let Innes Ireland into third place. Fifth and sixth placemen, Trintignant (Lotus) and Salvadori (Lola), were both doubled. Dutchman, de Beaufort won another race-long battle with Bonnier, to take seventh place in his Porsche, by a few feet, from the Venezia-entered car.

Michael Spence, in Ian Walker's Lotus-Ford, scored a surprise victory in the Formula Junior race, after Peter Arundell (Lotus-Ford) had engine trouble, and Frank Gardner (Brabham-Ford) had his battery disintegrate. Gardner won the first heat by a few inches from Arundell, whilst Heat 2 went to Alan Rees (Lotus-Ford) from team-mate Bob Anderson, and Dick Attwood (Cooper-Ford) of M.R.P., who was second man home in the final. Arundell set up a new F.J. lap record with the fantastic time of 2 mins. 37.6 secs. (117.84 m.p.h.).

Unhappily the Junior race was marred by a serious accident, when Peter Ryan (Lotus) and Bill Moss (Gemini) collided whilst fighting for the lead in the first heat. Moss escaped with bruises and a cut face, but Ryan received grave injuries from which he later died. Both drivers were taken to Rheims Hospital by the course helicopter service.

* * *

THE tremendous performance of the British V8s was never better empha-

sized than during the practice sessions for the Rheims Grand Prix. Jim Clark (Lotus), in winning 100 bottles of champers, took no less than 7 secs. off Phil Hill's 1961 1,500 c.c. record with the Ferrari, and came within 2 secs. of Jack Brabham's out-and-out circuit record with the 2.5-litre Cooper-Climax in 1960. Clark's time was 2 mins. 22.9 secs., 209.141 k.p.h. (129.96 m.p.h.).

In point of fact, 10 drivers were all under Phil Hill's figures, and de Beaufort in his four-cylinder Porsche was

ABOVE: During their tremendous dice, Graham Hill (B.R.M.) just beats Jack Brabham (Lotus) into Thillois.

★

BELOW: Third man Innes Ireland (Lotus) seen with the face mask adopted by many drivers to prevent cuts from stones.





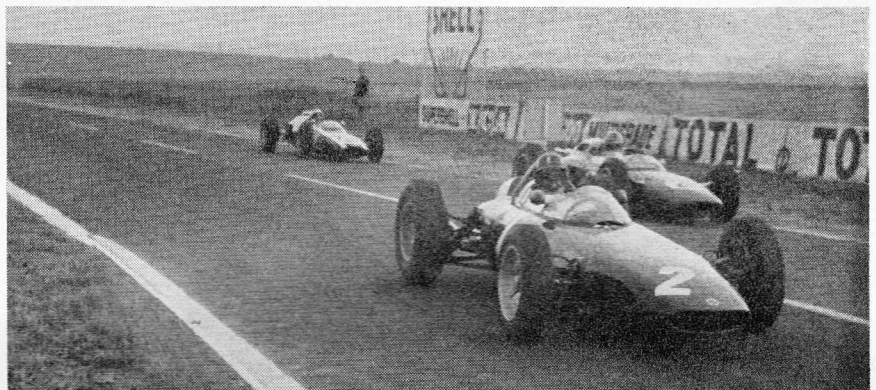
The winner Bruce McLaren who drove his Cooper-Climax to victory following a typical "Rheims-type" battle for the lead. Bruce won at an average speed of 126.32 m.p.h.

only one second slower. Graham Hill (B.R.M.) did 2 mins. 23.5 secs., and John Surtees (Lola), 2 mins. 23.7 secs. Maximum speeds on the Paris-Soissons road were most revealing, both Clark and Surtees doing 168 m.p.h., and Gregory (Lotus-B.R.M.), 165.9 m.p.h.—about 1 m.p.h. faster than Hill's B.R.M. Juan Manuel Fangio, a popular visitor to the scene of his former triumphs, was most intrigued with the speeds of the Formula Junior cars. He pointed out that Arundell's new record of 2 mins. 37.6 secs. was only $\frac{3}{4}$ sec. under the lap record he himself established in 1951 with the supercharged Type 159 Alfa Romeo, producing well over four times the horsepower.

Team Lotus were represented in the Grand Prix with three V8s; Clark had the monocoque, Trevor Taylor the "24" with Coventry Climax V8, and Arundell the "24" with B.R.M. motor and Colotti gearbox. Tony Maggs's Spa Cooper-Climax V8 was in the hands of Bruce McLaren, whilst the South African was in the Tommy Atkins "four". The other four-cylinder cars were the Porsches of de Beaufort and Bonnier, the Lotuses of Abate, Siffert and Shelly, and the Coopers of Lewis and Burgess.

THE STARTING GRID

Surtees (Lola V8) 2 m. 23.7 s.	G. Hill (B.R.M. V8) 2 m. 23.5 s.	Clark (Lotus V8) 2 m. 22.9 s.
Brabham (Lotus V8) 2 m. 24.7 s.		McLaren (Cooper V8) 2 m. 24.2 s.
Trintignant (Lotus V8) 2 m. 27.5 s.	Ireland (Lotus V8) 2 m. 26.7 s.	Gregory (Lotus-B.R.M. V8) 2 m. 25.2 s.
Salvadori (Lola V8) 2 m. 28.6 s.		Ginther (B.R.M. V8) 2 m. 27.9 s.
Peter Arundell (Lotus-B.R.M. V8) 2 m. 32.7 s.	T. Taylor (Lotus V8) 2 m. 32.3 s.	de Beaufort (Porsche "4") 2 m. 30.9 s.
Siffert (Lotus "4") 2 m. 33.8 s.		Bonnier (Porsche "4") 2 m. 33.2 s.
Lewis (Cooper "4") 2 m. 35.9 s.	Burgess (Cooper "4") 2 m. 35.0 s.	Maggs (Cooper "4") 2 m. 33.9 s.
Abate (Lotus "4") 2 m. 56.0 s.		Shelly (Lotus "4") 2 m. 41.1 s.



Graham Hill, Jack Brabham and Bruce McLaren at Thillois, all three fighting for the lead.

Surtees's Lola had a stiffened frame; both B.R.M.s had low-level exhaust systems, Ginther's having a six-speed Colotti gearbox. After some last-minute arguments the number of starters was increased to 20 by the inclusion of Shelly and Abate.

For Rheims, the weather was almost wintry, with grey skies and a cold wind. The start was most unfortunate for Masten Gregory, whose engine petered out just as Toto Roche raised the flag. Gregory immediately raised his arms, but as the flag dropped, the field rushed away and de Beaufort's Porsche shunted the U.D.T.-Laystall Lotus, bending the rear radius rods. The unlucky American's car was pushed away, with no hope of it being mended.

Meanwhile, John Surtees had seized the lead from Graham Hill, Jim Clark and Bruce McLaren, with Jack Brabham rushing past Innes Ireland and Maurice Trintignant. Down the fast Soissons straight, McLaren took Hill to tuck the Cooper behind the Lola. Trevor Taylor had something break in the fuel tank, and with several gallons of petrol being squirted all over him, and his rear wheels, shot off the road and damaged the front-end of his Lotus. Into the pits came Shelly with a blown cylinder head gasket.

Clark, on sheer speed, swished ahead of McLaren, and grimly pursued Surtees and his flying Lola. This was the surprise, for the Lotus could not gain an inch on the Bowmaker machine; indeed, Surtees was actually stretching his lead. As the leaders hurtled past the pits, to start the third lap, Surtees was 2 seconds in front of the Lotus, which had McLaren's Cooper, Brabham's Lotus and Hill's B.R.M. on its tail. Ireland, Trintignant and Ginther had dropped back slightly. Behind them there was a furious struggle featuring de Beaufort, Bonnier, Maggs and Lewis, chased by Salvadori, who had lost a lot of time at the start and had overtaken Abate, Arundell, Burgess and Siffert, in that order.

By five laps, Surtees had increased his advantage to 4 secs., but Clark glided into his pit to abandon with a split header tank, leaving Brabham and McLaren wheel to wheel behind the Lola, shadowed by Hill. On lap six, Team Lotus had their third blow when Arundell halted with some obscure electrical fault. The car remained stationary for about three laps, and then Clark took over, in last position. By the seventh

lap, Surtees had pulled out 7 secs. over the struggling Brabham and McLaren, the engine sounding magnificent as he went full-song past the pits and into the Gueux right-hander. Next pits visitor was Abate, who changed his sparking plugs. The leading quartet were all lapping around 1 min. 26 secs., and in squeezing past McLaren, Brabham got down to 2 mins. 25 secs.

Surtees had broken well away from the trio, who, in turn, had pulled out from Ireland and Trintignant. Ginther was *tout seul*, but behind, the de Beaufort-Maggs-Bonnier contest was non-stop variety. Salvadori stayed with this group for a brief period, but eventually broke away in pursuit of Ginther. At 10 laps the race order was:

1. Surtees (Lola), 24 m. 31.9 s.
2. McLaren (Cooper), 24 m. 44.1 s.
3. Brabham (Lotus), 24 m. 44.1 s.
4. Hill (B.R.M.), 24 m. 44.8 s.
5. Ireland (Lotus), 24 m. 49.4 s.
6. Trintignant (Lotus), 25 m. 14.3 s.
7. Ginther (B.R.M.), 25 m. 36.8 s.
8. Salvadori (Lola), 26 m. 08.4 s.
9. de Beaufort (Porsche), 26 m. 12.2 s.
10. Bonnier (Porsche), 26 m. 12.4 s.

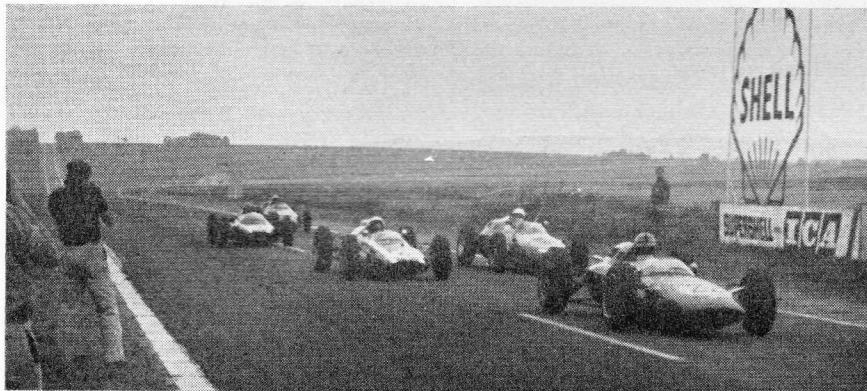
Despite the battle for second place, none was gaining at all on the rocket-like Surtees. Brabham slipped ahead of McLaren, and Hill was trying to take

both of them. The positions altered all round the circuit, the cars being so evenly matched that it was all a case of late-braking and fierce acceleration to get any advantage whatsoever. De Beaufort and Bonnier were really having a go, and Maggs was playing a waiting game. The Dutchman's car was tending to spray out oil, both Bonnier and Maggs having a film of lubricant over their faces. De Beaufort was taking no chances of flying stones, for he wore a face-mask.

Whilst Surtees relentlessly increased his lead, the fight behind never let up for an instant. Side by side they would come down the straight, line up momentarily for Thillois, then it was chopping and changing all the way to Gueux. Burgess, about to be doubled by Surtees at Thillois, took to the escape road as the Lola stormed past. By lap 12 Siffert had been lapped, and on the 16th tour de Beaufort, Bonnier and Maggs had also been overtaken, to leave just eight cars on the same lap.

By the 20th lap John Surtees had established a 20.3 secs. lead over Brabham and Co., and seemed likely to keep on gaining a second or so a lap. Then, to the great disappointment of his sup-

Two battles in one: Jack Brabham and Bruce McLaren mixed up with Carel Godin de Beaufort, Jo Bonnier and Tony Maggs who are being lapped.



porters, his engine suddenly began to sound rough, and down came the lap speeds. By the 23rd lap his lead was down to 11.5 secs., and at half-distance (50 laps) McLaren and the group were a mere 8.5 secs. in arrears. Next time round the Lola stopped at the pits with smoking tyres, and the Bowmaker boys went to work on the engine. Into the lead went McLaren, with Brabham and Hill slip-streaming each other in turn. Maggs had drawn out of the Porsche contest with no oil pressure and retired at his pit.

Surtees, after over four minutes in the pits, restarted in 10th place, but abandoned on his 28th lap with suspected valve spring trouble. The fight for the lead went on unceasingly, McLaren, Brabham and Hill being wheel to wheel practically all the way.

It was noticeable that Trintignant invariably lifted as he passed the pits. Meanwhile Salvadori had taken Ginther for seventh place, the B.R.M. driver losing time on the two sharp right-handers, having to go down through six gears. Anyway, on the 30th lap, Ginther's gearbox packed up completely, and he walked back to the pits accompanied by George Phillips.

McLaren managed to break away from Brabham and Hill, but, when about to double the battling Porsches, had difficulty in getting through, and up came his rivals once again. On the 33rd lap, both Brabham and Hill caught McLaren napping and surged past out of Thillois. For three more laps the Australian grimly held on to his lead, but most times he and Hill were side by side. Then, when the pair were making up their minds whose corner it was at Muizon, Bruce whistled past on the 37th lap with a new record in 2 mins. 24.8 secs. Jim Clark abandoned the Arundell Lotus-B.R.M. near Post 4, almost opposite the spot where Abate's red Lotus was almost hidden from view in a cornfield, having shed a wheel.

Jack Lewis had to let Siffert go, his engine well down on r.p.m. He kept on going, hoping merely to finish. On the 40th lap Burgess stopped to top up with fuel, just as McLaren was again attacked by Brabham and Hill. As the battle raged, the trio drew nearer and nearer to Trintignant, in fifth place, and on the 45th tour the Frenchman was doubled. The crowd now settled down for a really hectic finish, for it could be anyone's race. McLaren only just held

the slenderest of leads; farther back, de Beaufort and Bonnier were having a monumental squabble for seventh place, neither giving any quarter whatsoever. On the 47th lap, Graham Hill made a supreme effort, and with a record-breaking time of 2 mins. 24 secs., went into second place. However, Brabham again closed up, and it looked as if both might be up with McLaren for the finish to end all finishes.

Alas, with two laps to go, the unlucky Brabham failed to switch on to his reserve tank, and his engine conked out on the circuit. He managed to restart, but this let Innes Ireland into an unexpected third place for U.D.T.-Laystall. McLaren, turning on all the taps, got away from Hill's B.R.M. and established a fairly useful lead as he took the chequered flag from Toto Roche. There was still the Porsche battle to be settled: out of Thillois they were side by side, but de Beaufort just managed to push the orange nose of his car in front of the red Venezia machine, to his great glee.

Altogether a remarkably exciting race, and one which might have been difficult for Ferrari drivers to keep with the V8s—if the Italians had been able to start.

Results

1. **Bruce McLaren** (Cooper-Climax V8), 2 h. 02 m. 30.2 s., 203.302 k.p.h. (126.32 m.p.h.).
2. **Graham Hill** (B.R.M. V8), 2 h. 02 m. 38.2 s.
3. **Innes Ireland** (Lotus-Climax V8), 2 h. 04 m. 06.5 s.
4. **Jack Brabham** (Lotus-Climax V8), 2 h. 04 m. 33.8 s.
5. **Maurice Trintignant** (Lotus-Climax V8), 49 laps.
6. **Roy Salvadori** (Lola-Climax V8), 49.
7. **Carel Godin de Beaufort** (Porsche "4"), 48.
8. **Jo Bonnier** (Porsche "4"), 48.
9. **Joseph Siffert** (Lotus-Climax "4"), 46.
10. **Jack Lewis** (Cooper-Climax "4"), 46.
11. **Ian Burgess** (Cooper-Climax "4"), 45.

Fastest Lap: Graham Hill, 2 m. 24 s., 207.543 k.p.h. (128.97 m.p.h.). **New 1,500 c.c. Record.**

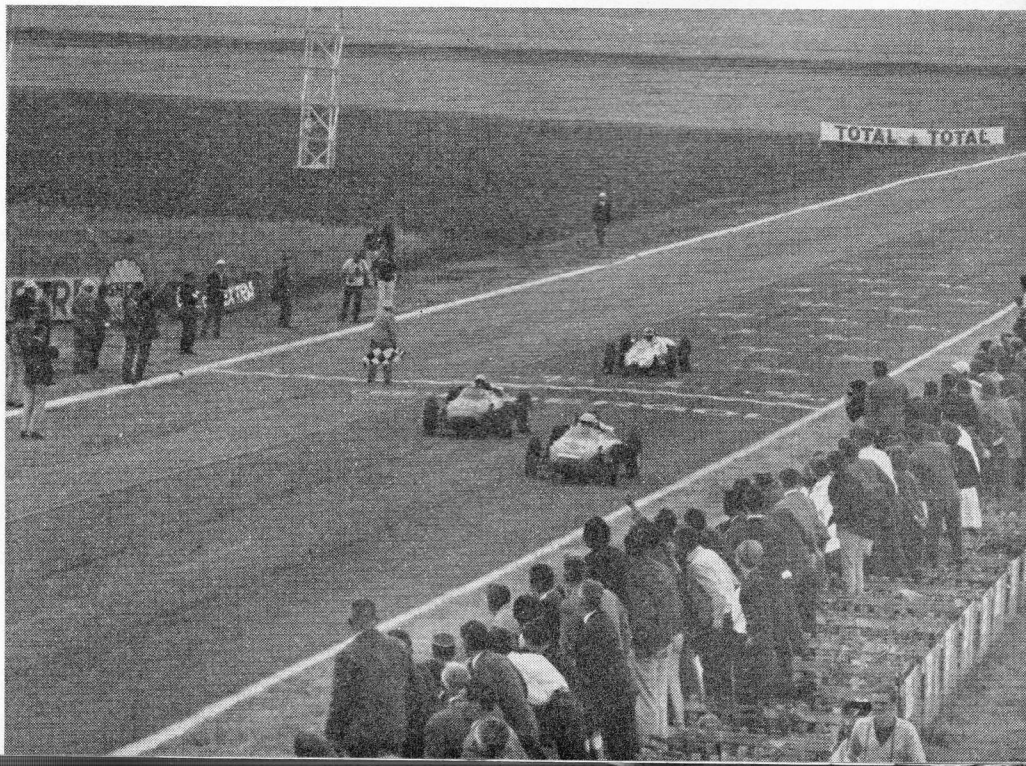
Old Record: Phil Hill (Ferrari), 2 m. 29.9 s., 199.374 k.p.h.

Absolute Record: Jack Brabham (2.5 Cooper-Climax) 2 m. 20.9 s., 212.113 k.p.h.

Retirements

- Gregory (Lotus), damage at start, 0 laps.
- Shelly (Lotus), cylinder head gasket, 1.
- T. Taylor (Lotus), accident following fuel-feed trouble, 1.
- Clark (Lotus), split header tank, 5.
- Maggs (Cooper), low oil pressure and loose body-work, 21 laps.
- Abate (Lotus), crash following broken wheel, 22.
- Surtees (Lola), suspected broken valve spring, 28.
- Clark (Lotus), engine trouble with Arundell's car, 37.

Finish of the Porsche contest. De Beaufort just leads Bonnier over the line while behind them comes Ian Burgess in the Anglo-American team Cooper.



COUPE DES VITESSE DES JUNIORS

WITH a relatively large entry, the Formula Junior cars was decided on two heats and a final. Already speeds promised to be very high, for in practice both Peter Arundell and Bob Anderson of Team Lotus had clocked 2 mins. 40.2 secs., 186.556 k.p.h. (114.9 m.p.h.). Other good times were put up by Peter Ryan (Lotus), 2 mins. 40.4 secs., Frank Gardner (Brabham), 2 mins. 41.1 secs., Bill Moss (Gemini), 2 mins. 42.9 secs., John Love (Cooper), 2 mins. 43 secs. and José Rosinski (Cooper), 2 mins. 43.3 secs.

There were 19 starters for the first 10-lap heat, with Arundell, Ryan and Gardner on the front row, in front of Bill Moss and John Love. Row 3 was occupied by Rosinski, Denis Hulme (Cooper) and Henri Grandsire (Cooper).

It was on the fifth lap that Peter Ryan and Bill Moss collided near Post 3. The former was thrown out and received serious internal injuries from which he subsequently died, whilst Moss remained in his car and had to be freed. He suffered a cut face and extensive bruises.



START of the Formula Junior final. Leading the 30 cars are Frank Gardner (Brabham—8), Peter Arundell (Lotus—1), Alan Rees (Lotus—2), Bob Anderson (Lotus—3) and John Love (Cooper—5).

The race became a furious battle between Gardner and Arundell, ahead of the Coopers of Love and Hulme. On the ninth lap Gardner's blue Brabham had opened out a lead of about 50 yards from the Lotus, but during a last-minute bid, Arundell practically caught the Australian on the line, setting the extraordinary Junior lap record of 2 mins. 37.6 secs., 189.633 k.p.h. (117.84 m.p.h.). In fact, the race average of 114.45 m.p.h. was higher than Hawthorn's average with the Ferrari in 1953.

Alan Rees (Lotus) got away to lead the second heat from start to finish, with Bob Anderson in second place. However, behind there developed a tremendous scrap featuring Dick Attwood (Cooper), Michael Spence (Lotus), Peter Ashdown (Lola), Gavin Youl (Brabham), John Hine (Lola), Peter Procter (Gemini) and Tony Maggs (Cooper). This was like a high-speed traffic jam and it was almost impossible to figure who was leading whom. Eventually Attwood, who had at first been at the rear of the group, tore into third place, followed by Hine and Maggs, then Philippe Martel (Lotus). Attwood did fastest lap with 2 mins. 38.3 secs.

Thirty cars lined up for the 10-lap final, with Gardner taking the lead from Arundell and Love. Arundell went ahead on lap two with Gardner and Love in his slipstream, but Spence displaced Love to dispute the leadership. Again one of those multicar parties developed, with Love being harried by Attwood, Anderson, Hulme, Colin Davis (Gemini), Rosinski, Martel and Maggs.

Anderson weaved his way to the front of the advancing army, just as Arundell retired at the pits with engine trouble. Thereupon Spence seized the lead pursued by Gardner. Then the Brabham slowed; the unfortunate Aussie had his

battery more or less disintegrate and that was that! Anderson did something wrong and dropped from third to seventh place. Attwood, really forcing the issue, captured second place, but could get nowhere near Spence, who won at 184.130 k.p.h. Frenchman Rosinski snatched third place from Hulme and Maggs.

Spence's car was entered by the Ian Walker Racing organization and Attwood's by the Midland Racing Partnership. The unfortunate Mike Anthony had a poor Rheims. First he broke the crankshaft on his Mini, then the camshaft of his Gemini-Ford, finally his well-known Vanguard transporter broke down.

Results (All 10 laps)

Heat 1

(19 starters)

1. Frank Gardner (Brabham-Ford) 27 m. 2.3 s., 184.186 k.p.h. (114.45 m.p.h.).
 2. Peter Arundell (Lotus-Ford), 27 m. 2.33 s.
 3. John Love (Cooper-Austin), 27 m. 25.2 s.
 4. Dennis Hulme (Cooper-Morris), 27 m. 36.9 s.
 5. José Rosinski (Cooper-B.M.C.), 27 m. 43.8 s.
 6. Ulf Norinder (Lotus-Ford), 28 m.
- Fastest lap:** Arundell, 2 m. 37.6 s., 189.633 k.p.h. (117.84 m.p.h.), **F.J. record.**

Heat 2

(22 starters)

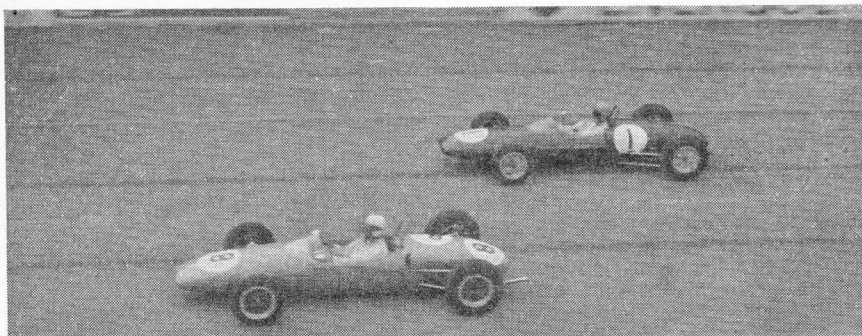
1. Alan Rees (Lotus-Ford), 27 m. 3s., 184.142 k.p.h. (114.42 m.p.h.).
 2. Bob Anderson (Lotus-Ford), 27 m. 13.4 s.
 3. Dick Attwood (Cooper-Ford), 27 m. 18.4 s.
 4. John Hine (Lola-Ford), 27 m. 29.0 s.
 5. Tony Maggs (Cooper-Morris), 27 m. 29.2 s.
 6. Gavin Youl (Brabham-Ford), 27 m. 32.3 s.
- Fastest lap:** Attwood, 2 m. 38.3 s., 188.795 k.p.h.

Final

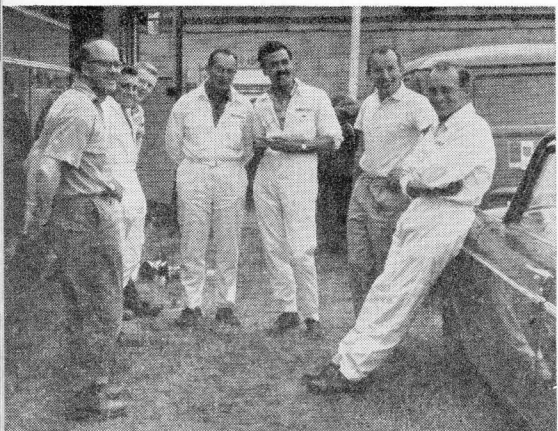
(30 starters)

1. Michael Spence (Lotus-Ford), 27 m. 3.1 s., 184.130 k.p.h. (113.81 m.p.h.).
 2. Attwood, 27 m. 22.4 s.
 3. Dick Attwood (Cooper-Ford), 27 m. 18.4 s.
 4. John Hine (Lola-Ford), 27 m. 29.0 s.
 5. Maggs, 27 m. 27.2 s.
 6. Anderson, 27 m. 44.6 s.
 7. Martel, 27 m. 51 s.
- Fastest lap:** Arundell, 2 m. 40.5 s., 186.207 k.p.h. (114.9 m.p.h.).

Frank Gardner (Brabham) and Peter Arundell (Lotus) duelling in the final. Both retired.



Ex-World Champion Juan Manuel Fangio is still popular with autograph hunters.



Bowmaker Boys (left to right) Bob Rushworth, Dave Depper, Trevor Orchard, John Tipping, Tug Wilson, Jim Potton, John Surtees and Neil Robson, seen before the start of the Rheims Grand Prix.

TRIO BRANDS

BY MICHAEL KETTLEWELL

IN past years, the annual Trio meeting at Brands Hatch was a day out for the "boys" and there was a total disregard for anything else. This year, however, commercialization crept in—in the form of Brands Hatch Circuit, Ltd.—and the paying public had to be thought of.

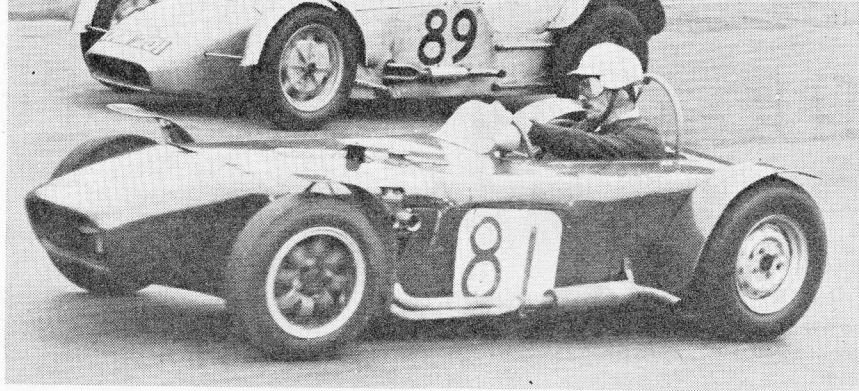
Last year there were 16 races, the vast majority being for 750 and 1172 Formula cars, but last Sunday there were but two events for each class and the contribution to the meeting by the Racing Car Club and Club Lotus was also cut to one race each. This, plus the running of races for Formula Junior, saloon and sports cars, was for the benefit of the spectators. One cannot blame the organizing clubs—the Seven-Fifty Motor Club being the third member of the trio—for they had to make some money to compensate for the high charge of using Brands Hatch, not to mention its amenities. In addition, the grandstand prices, fixed by the circuit authorities, were far too expensive for a "club" meeting.

Following the opening of the circuit by Peter Lumsden's E-type Jaguar, the meeting started off 33 minutes late with an event for "Junior" 750 drivers. This was won easily by R. Wheeler's Austin Special for, after the defection of Gerald Yearsley's Special, nothing could stop him and he won by half a lap.

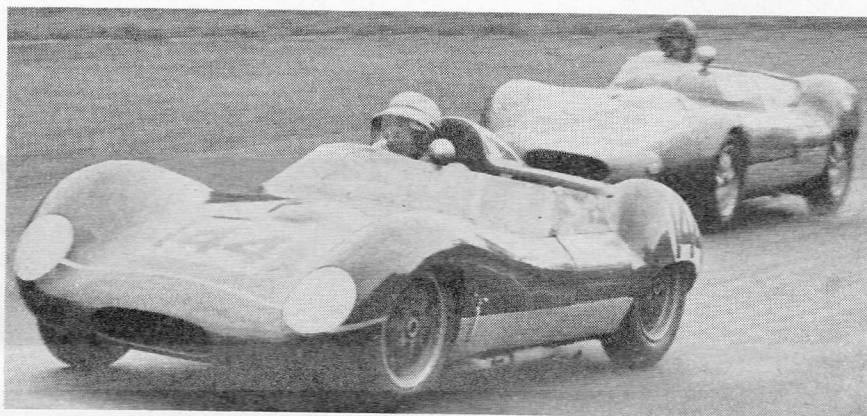
The "Junior" 1172 event went to Mike Paris, who drove Arthur Mallock's U2-Ford very skilfully, though John Lancaster's Special put up a strong fight in the opening rounds. Peter Rhodes crashed the Nimrod down the hill after Paddock, emerging with slight injuries, and like another, better-known racing driver, he could not remember what happened.

The 1,100 c.c. sports car race was an enjoyable affair, featuring an incredible battle for the lead between Lord Clydesdale's Lola and Pat Ross-Tuppin's Rejo. These two cars were nose-to-tail practically throughout, Clydesdale leading on the first four rounds and then Ross-Tuppin squeezing through for nearly the remainder of the race. On the last lap, Clydesdale forced the Lola past just before Clearways and it looked all over; however, Ross-Tuppin had not given up trying, but his efforts came to an unfortunate end with an almighty spin at Clearways. Second was Terry Bone who had driven a meteoric race in the Gilby-Climax, climbing steadily through the pack after being seventh on the first lap, and third Roy Millbank in his rapid Climax-propelled Lotus.

The race for 250 c.c. and 500 c.c. racing cars, the Racing Car Club's contribution to the day's programme, saw eight "bangers" and three 250s competing. Mike Ledbrook drove his Cooper-Norton as well as ever to win, though second-man Albert Rodgie's stern chase with his Cooper-J.A.P. was a notable achievement. John Hazelton (Cooper-Matchless), Mike Herman (Cooper-J.A.P.) and Isobel Robinson (Cooper-



BATTLES OF THE DAY were waged between Arthur Mallock (U2) and Alan Wershat (Lolita)—above; and Lord Clydesdale (Lola) and Pat Ross-Tuppin (Rejo)—below.



Norton) had a furious dust-up for third place which culminated in that order, though it must be mentioned that if Isobel had not gone wide at Clearways on the last lap, she would probably have been third. Of the trio of Velocette-engined 250s present, M. Ball's Ball Special was the sole survivor at the end, being two laps down.

The event for Lotus Sixes and Sevens produced only Sevens, this race being a benefit for Clive Lacey's i.r.s. example. Bob Deverall and Piers Courage were second and third throughout, but the interesting feature of this race was the close battle for sixth place waged between five cars.

The main event of the day, the Veedol Trophy for Formula Junior cars, followed and was of 20 laps duration. Brian Berrow-Johnson had this race well and truly in the bag from the drop of the flag and, his white-and-pink Lotus 20 being the holder of the circuit record, he was naturally never headed. The main interest centred around the disputing of second place by Richard Elvy (Cooper)—he won at the Trio meeting last year, Bill Heathcote (Lotus 18) and Rodney Banting (Lotus 20). There were no others really in the hunt and right at the back came the two home-brewed devices, the Fatnir and the Thistle—right out of the picture. Despite the lack of opposition, Berrow-Johnson—who raced with his right arm in plaster—lapped in 55.8 secs., 80 m.p.h., which is only one second off his record. Elvy, by dint of some talented driving (he was running-in a new engine!), snatched second place from Heathcote who was also devoured by Banting on the last lap.

Colin Hextall's Tornado Talisman led for the first four laps of the saloon car race, which counted towards the Moly-

slip Championship, but the might of Chris Craft's 1½-litre Ford Anglia soon proved too much and this noisy vehicle took command from the fifth lap onward. The attacks on Roy North's Talisman by the rapid Austin A40s of Frank and Jonathan Williams proved worthwhile and the latter finished third after scrambling by Frank at Clearways on the last lap. North was fifth just ahead of Bill Woodhouse's Talisman.

Following a dull P.A. commercial for Moly-slip, the race for the "Senior" 750 chaps saw Brian Small (Special) hold off

(Continued on page 25)

Results

750 Formula—Junior (10 laps): 1, R. Wheeler (Austin Special), 62.35 m.p.h.; 2, P. R. Smyth (Ellira-Austin); 3, A. Evans (Austin Special). **Fastest lap:** Wheeler, 63.59 m.p.h.

1172 Formula—Junior (10 laps): 1, M. R. Paris (U2-Ford), 68.30 m.p.h.; 2, G. R. Miller (Goodwin-Ford); 3, C. J. T. Featherstone (Lotus-Ford 7). **Fastest lap:** Paris, 71.31 m.p.h.

Sports Cars up to 1,100 c.c. (15 laps): 1, Lord Clydesdale (Lola-Climax), 73.06 m.p.h.; 2, T. Bone (Gilby-Climax); 3, B. R. Millbank (Lotus-Climax 7). **Fastest lap:** P. B. Ross-Tuppin (Rejo-Climax Mk. 4), 74.90 m.p.h.

250 c.c. and 500 c.c. Racing Cars (10 laps): 1, M. J. Ledbrook (Cooper-Norton Mk. 8), 68.32 m.p.h.; 2, A. C. Rodgie (Cooper-J.A.P. Mk. 5); 3, J. Hazelton (Cooper-Matchless Mk. 6/8). **Fastest lap:** Ledbrook, 69.75 m.p.h.

Lotus Sixes and Sevens (10 laps): 1, C. L. Lacey (Lotus-Ford 7), 71.72 m.p.h.; 2, R. S. Deverall (Lotus-Ford 7); 3, P. R. Courage (Lotus-Ford 7). **Fastest lap:** Lacey, 73.66 m.p.h.

Formula Junior (20 laps): 1, B. E. Berrow-Johnson (Lotus-Ford 20), 77.42 m.p.h.; 2, R. Elvy (Cooper-B.M.C. Mk. 2); 3, R. Banting (Lotus-Ford 20). **Fastest lap:** Berrow-Johnson, 80 m.p.h.

Saloon Cars (10 laps): 1, C. A. Craft (Ford Anglia), 68.07 m.p.h.; 2, C. D. Hextall (Tornado Talisman); 3, J. J. Williams (Austin A40). **Fastest lap:** Craft, 69.75 m.p.h.

750 Formula—Senior (10 laps): 1, B. A. M. Small (Austin Special), 64.18 m.p.h.; 2, M. R. Langton (Worden-Austin); 3, E. G. Vallender (Austin Special). **Fastest lap:** Small, 65.65 m.p.h.

1172 Formula—Senior (10 laps): 1, A. M. R. Mallock (U2-Ford), 71.52 m.p.h.; 2, A. R. Wershat (Lolita-Ford); 3, A. J. Youlten (Terrier-Ford Mk 2). **Fastest lap:** Mallock, 73.91 m.p.h.

THE TECHNICAL ASPECTS OF LE MANS

BY JOHN BOLSTER

PHOTOGRAPHY BY GEORGE PHILLIPS



PIT STOP: The Peter Lumsden/Peter Sargent E-type which has body modifications to reduce frontal area. It went magnificently, finishing fifth.

THE 24 hours race at Le Mans is a very great and world-famous contest. It has grown over the years from a small event to a vast commercial enterprise. It should never be forgotten, however, that it has been made what it is largely by British cars and drivers. Without their support in the past, it would now be only a small club event if, indeed, it had survived at all.

It is thus almost incredible that two of the most important British cars were eliminated from the race under circumstances that can only be described as scandalous. As early as February, photographs and technical data of the Lotus 23 were sent to the organizers, and approved. At the scrutineering certain objections—some of them perfectly valid—were made, and 24 hours was allowed for rectification. One of these objections concerned the wheel hubs, which had six studs at the rear and four at the front. Six-studded wheels had only been fitted at the rear because the 23 can be used with a "hot" 1½-litre engine, so four-studded hubs

were mounted instead for interchangeability with the spare wheel.

For Le Mans only 750 c.c. and 1,000 c.c. power units were fitted, and so four studs at the rear were more than ample. Yet, when the cars were presented again, they were refused on the grounds of danger, after only a cursory glance. The Lotus equipe offered mathematical proof but this was ignored, and the cars were eliminated. What an insult to a leading G.P. designer!

The Lotus cars were so much faster than any of the small French cars that they ought to have won the *Indice de Performance* on half throttle. As there is no French car of a calibre sufficient for the main race or distance, the *Indice* has usually been regarded as a valuable prize for the blue machines, and after the removal of the British challengers it again became just that.

Brand new were the René Bonnet rear-engined cars of Renault derivation. Their independent suspension resembles that of current Formula Junior machines and their engines, of 706 or 996 c.c., are

mounted just behind the drivers. The power unit is that of the new five-bearing Renault, the smaller size being obtained by using a special short-throw crankshaft with longer connecting rods in light alloy. The twin-camshaft aluminium head is the work of Amedée Gordini.

The transmission is the all-synchromesh Renault Estafette gearbox and final drive. The attractive coupés were prototypes of a production model but the very streamlined open two-seaters were real "racers". In spite of the advanced design and excellent weight distribution, these cars appeared to weave on the straight and take a lot of holding on the corners—the remarks of some of the drivers confirmed this. The twin-cam engine lacks "punch" at present, but the design is still very new.

The Fiat-Abarths are well known to our readers. The Abarth-Simcas differ from them in having conventional horizontal carburettors instead of the cross-over induction system feeding into the top of the head between the camshafts. The basis of the Abarth-Simca is a steel body structure, suspended on a transverse leaf spring in front and semi-

trailing swing axles behind. The 1,300 c.c. engine has three main bearings and it is mounted right at the back of the car with the gearbox ahead of it. A maximum speed in the region of 140 m.p.h. has been attained, but the road-holding is evidently not yet *au point*, particularly during braking.

The Le Mans Panhards were originally designed as D.B.s. When Bonnet left that firm to build his own cars, Charles Deutsch sold the design to the Panhard works. These plastic coupés have trailing arm independent rear suspensions instead of the usual Panhard V-shaped dead axle, but otherwise they follow the usual front-drive, air-cooled theme.

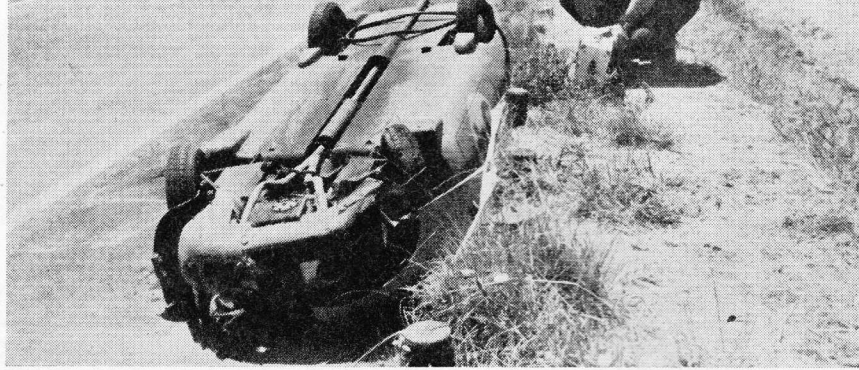
The flat-twin engines were fitted with two huge downdraught Zenith twin-choke carburetters. Owing to their enormous choke area, they were extremely difficult to get going after their pit stops, sometimes almost refusing to drag themselves away on the high bottom gear. Yet this basically ancient type prevailed, one of them ensuring the usual French victory in the *Indice* after their faster competitors had faded away.

Curiously enough, the Oscas were most disappointing. With their twin-cam engines and advanced independently sprung chassis, they looked very promising but never achieved any great speed.

The main race on distance was, of course, a Ferrari benefit, though the mortality was quite high among the 15 cars of this make. The winning machine of Hill and Gendebien was a 12-cylinder 4-litre with independent rear suspension and five speeds. The closed model of Parkes and Bandini had four speeds and a rigid axle, but in both cases the engines had a new head with 12 separate inlet ports—previously the 4-litre engine has had only three twin-choke carburetters.

Personally, I fancied the chances of the smaller and lighter rear-engined Ferraris with the 2.4-litre V6 and 2.6-

The Ecurie Ecosse Tojeiro had a rear-mounted 2½-litre Coventry Climax engine and a Cooper gearbox.



ABOVE: Some of the small French cars were very "dicey". Here is a typical example—and the A.C.O. said that Lotuses were dangerous!



RIGHT: The Ferrari "delivery van" as raced for the Scuderia SSS Repubblica di Venezia by Carlo Mario Abate and Colin Davis.

litre V8 engines. I thought that they would be light on fuel and tyres, but transmission and engine troubles respectively eliminated these two very fast cars.

The great speed of the single "works" Aston Martin was most impressive, and it was particularly well driven. The slightly enlarged six-cylinder engine was mounted in a new chassis with a de Dion rear end and a well streamlined body. This potent and effective machine still tends to be on the large side and weighs some 4¼ cwt. more than the winning Ferrari.

The 4-litre V8 Maseratis were most impressive cars. Only one of the three had mechanical trouble, a piston being the cause. The second one crashed when going really well and the Trintignant-Bianchi car had to be withdrawn because it was throwing tyre treads—no fun at nearly 190 m.p.h.!

This was probably due to a defect in the rear suspension. The Maserati has a rear end of fiendish complexity. A de Dion axle tube is laterally located by a sliding block at its centre. At the same time the hub carriers are laterally located by low mounted wishbones. This necessitates incorporating a pair of pivots at the ends of the axle tube, and auxiliary helical springs are situated at these points. Twin trailing arms are used at either side and the suspension is by helical springs and telescopic dampers. The object of all this is to keep the wheels upright for maximum traction out of corners.

Very interesting was the British Tojeiro, which stood no chance because it was too new. With its rear-mounted 2½-litre Coventry Climax engine and Cooper five-speed transmission, it obviously had the makings of a very high performance car, but it appeared to be over-gearred which restricted its maximum speed. The E-type Jaguars were extremely impressive, competing with cars costing several times their price.

By far the cheapest car at Le Mans was the Morgan. A defective exhaust system made it sound pretty rough, but it kept on going and finished strongly.

Afterwards I saw it being driven home on the road—a stout effort by a genuine sports car.

Two days of sweltering heat cooked many a dynamo, and one feels that much useful information has been forcibly and painfully acquired. Perhaps the tendency to use a small generator, running at high speed, has been overdone, but much greater attention should be paid to feeding cool air to this hard-pressed component. Similarly, starter motors were getting tired, but if you mount the poor thing next to the exhaust pipe, what can you expect?

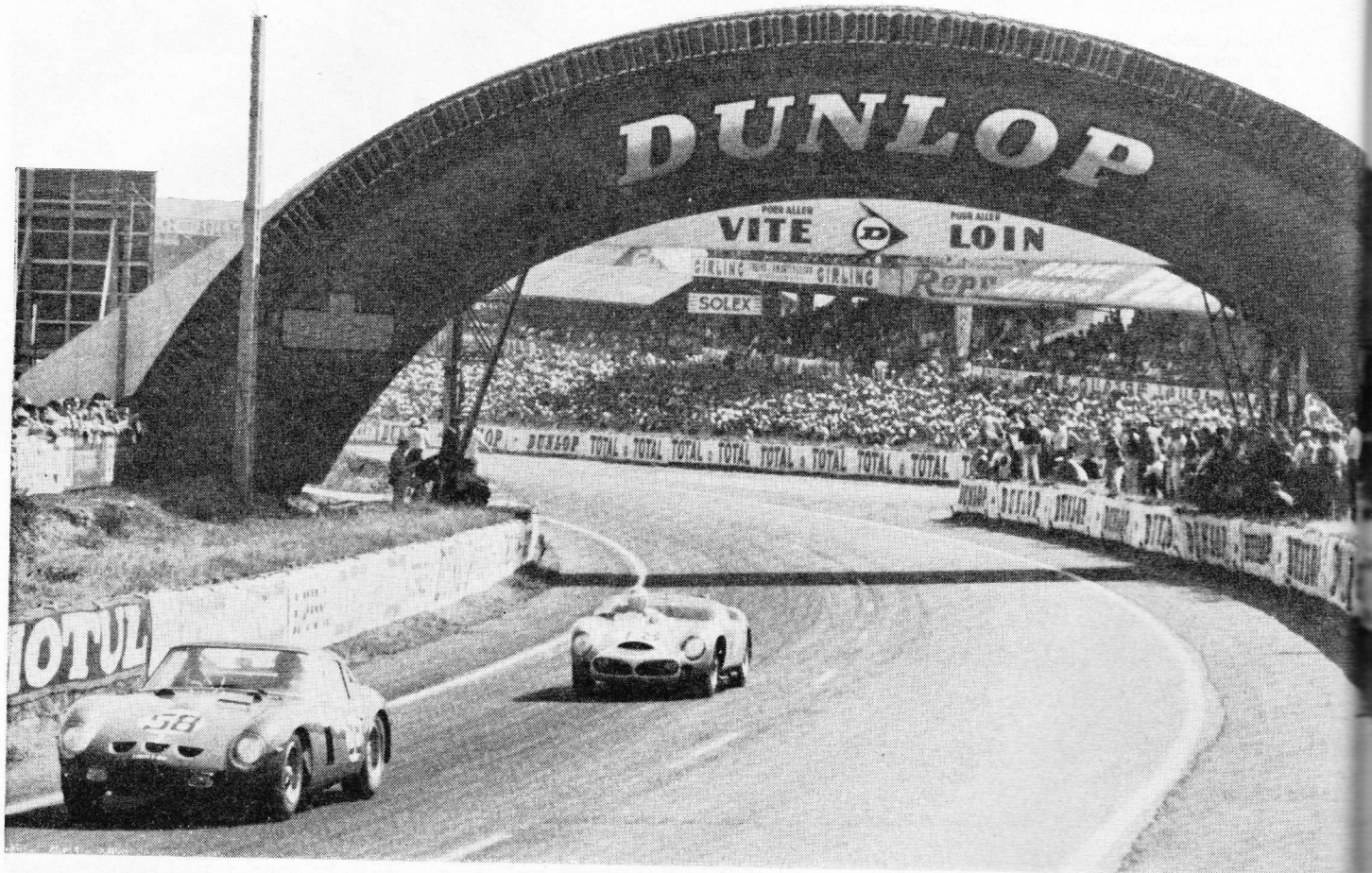
It is amusing that the 24 hours race was first started to develop the electrical equipment of touring cars of the 1920s, which was very unreliable. The race of 1962 may well perform a similar service because of the extremely severe conditions experienced, and I expect to see simple and robust alternators used on some cars next year instead of D.C. generators.

The remarkable reliability of modern valves and bearings emphasises the comparative fragility of the piston. Some piston trouble was experienced because people set the carburetters weak with the thermal efficiency prize very much in mind. Nevertheless, it is to be hoped that the mortality of pistons at Le Mans may teach the technical boys some useful lessons.

The 1962 race was certainly not the most exciting ever seen at Le Mans. It was splendid that no serious accidents took place, but for that we can thank the weather. If it had rained there were a few small cars that could have been potentially dangerous, and one feels that the *Commission Sportive* of the A.C.O. would be better employed in winking out these "dicey" machines than in banning fundamentally safe British vehicles.

P.S.—The best remark at Le Mans was made by Ninian Sanderson. The wee Scotsman was assailed before the race by some rather rude Germans who were trying to steal his parking space. "Before you go any further," he warned them, "I had better tell you that I'm a Poison Dwarf!" Collapse of stout parties!





LE MANS

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

IN RETROSPECT

THE organizers of the Le Mans 24 Hours Race must be worrying about the future of the day-and-night classic. Although there were very large crowds indeed in the start area, other parts of the circuit were not so thickly populated as in the past. However, the major change was at the finish, when the smallest crowd for many years came to see Phil Hill and Olivier Gendebien win the Grand Prix d'Endurance in their 4-litre Ferrari.

Quite candidly, the presence of no fewer than 15 Ferraris is the answer to the comparative lack of interest in the 1962 event. True, there were three 4-litre Maseratis, a 4-litre Aston Martin and three E-type Jaguars, but the last-named were purely private entries. Maserati has a poor record at Le Mans, and few expected them to last the distance. The Aston Martin ran splendidly for the first three hours, and was the only car on the circuit capable of challenging the Maranello machines. Nevertheless, it was a forlorn hope, facing the most powerful opposition from the "Prancing Horse" that could be mustered.

The public dearly loves a true inter-marque contest, such as was provided a few years back with Mercedes-Benz, Jaguar, Aston Martin, Alfa Romeo and Ferrari concentrating on the Grand Prix

d'Endurance, to the exclusion of everything else. The two "Indexes" do encourage the entry of the manufacturers of smaller capacity machines, but the real crowd-attraction lies in the big, powerful machines. They are the things for which the spectators come, and unless other makes can be produced to challenge the all-conquering Ferraris, undoubtedly interest will wane, and people will just not come in the multitudes for which the race is famed. Le Mans would then lose its tremendous publicity value, attracting only the specialist manufacturers.

Jaguars, deeply involved in the serious business of producing sufficient motor cars to meet the demand, must have been pleased at the performance of the two E-types. One must come to the conclusion that factory-entered cars might have even stood a chance of disputing the G.P. d'Endurance. The cars of Briggs Cunningham and Peter Sargent were meticulously prepared, but the addition of Weber carburettors and practically D-type engine specification is evidently not enough to give the 3-litre G.T.O. Ferraris a run for their money—at least where lap speeds are concerned.

By 1963, it is possible that Aston Martin "Project 212" will be a production model, and this machine may give

the Ferraris something to think about in the G.T. category. It looks as if David Brown has again got the taste of racing, and Aston Martin participation would certainly put a spark into International big-car racing.

Unfortunately the banning of the Lotus "23s" left this country without a single sports-racing car. It would have been interesting to match their performance against Simca-engined Abarths, which displayed remarkable speed, but not a particularly high standard of reliability. The Elites put up a splendid performance and were admirably driven by David Hobbs/Frank Gardner and Clive Hunt/ Dr. John Wyllie. In winning the Index of Thermal Efficiency, they demonstrated the remarkable efficiency of the single-o.h.c. Coventry Climax engine.

Sunbeams won this award in 1961, but this year the formula was changed, with not so much emphasis on weight. Although they covered 3,601.467 kms. with the Harper/Procter car, as compared with 3,511.709 kms. last year, the formula did not work out in their favour.

The Marcos is just not ready for long-distance racing, and the push-rod Ford Classic engine will require more intensive testing before the reliability can

be assured. However, it did run for some eight hours and when it was going properly did fairly well. The Lawrence Morgan did last the distance, covered 3,629.288 kms., and won the 2-litre category. It finished with a few minor troubles, mainly in the exhaust system, but the basically Triumph TR3 engine scarcely missed a beat. T.V.R. had a most unhappy experience; for some strange reason the water temperature rose to such an extent that the radiator ran itself dry within three laps. As the necessary 20 laps could not be covered, the car had to be withdrawn.

It was a pity that the Austin-Healey

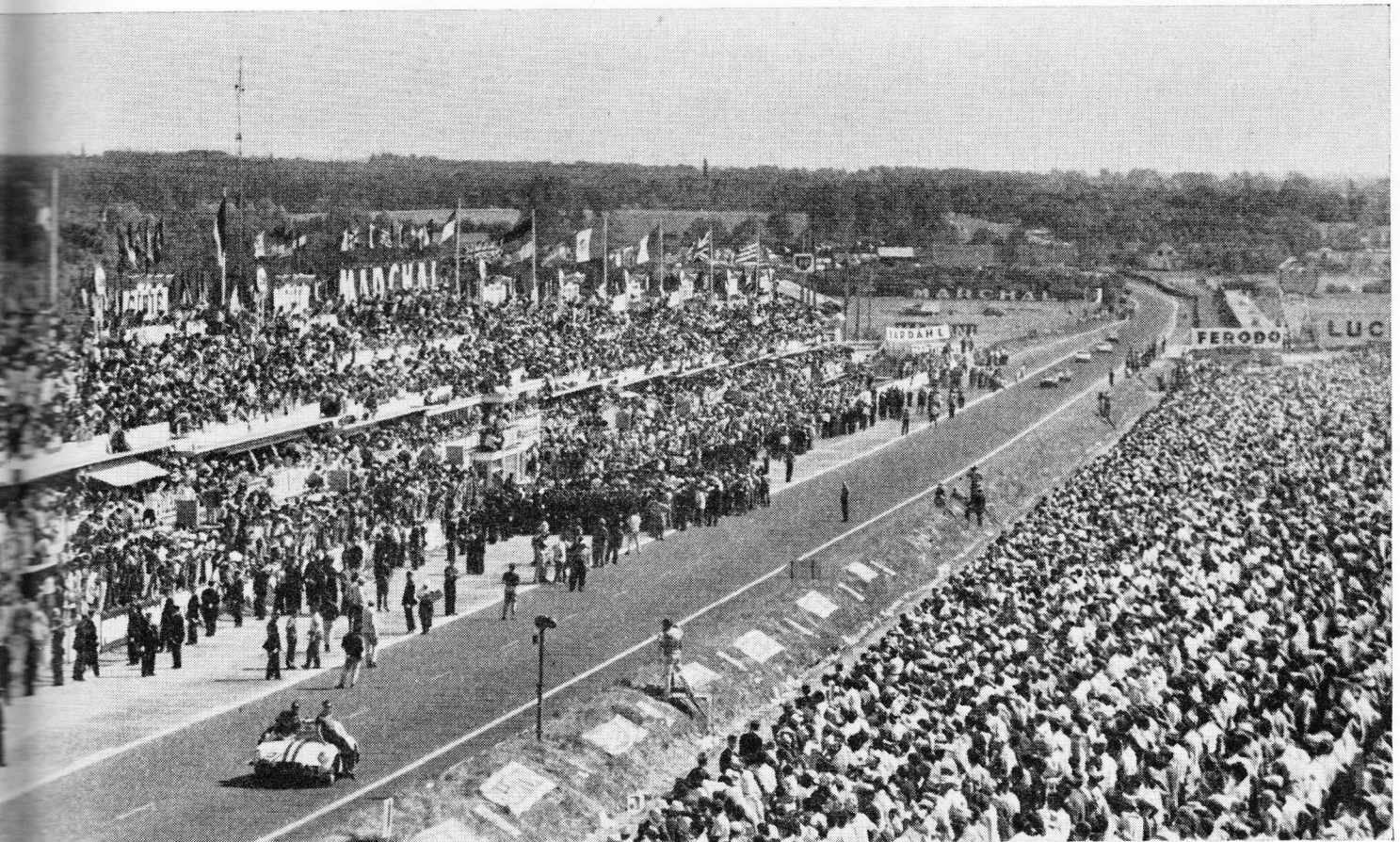
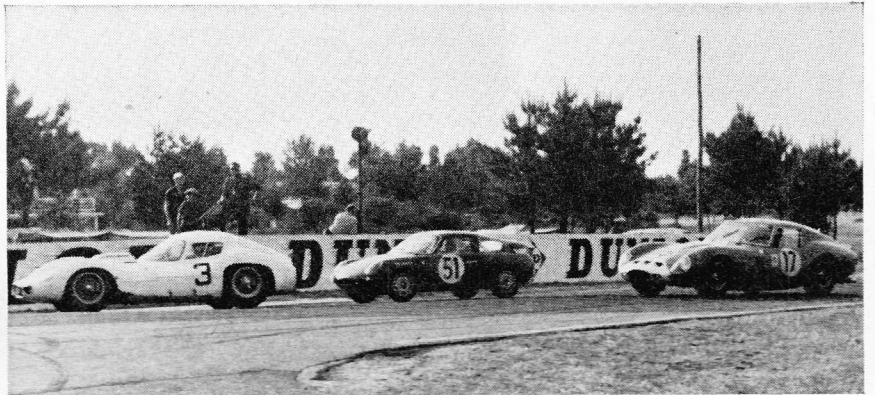


LEFT: FERRARIS. The Nino Vaccarella/Giorgio Scarlatti 250GTO Ferrari leads the TR1-61 example of Bob Fulp and Peter Ryan under the Dunlop Bridge. Neither car completed the race.

ABOVE RIGHT: Masten Gregory with the U.D.T.-Laystall 250GTO Ferrari at Arnage, leading sole-surviving Abarth-Simca of Mauro Bianchi/Georges Harris. Behind these two is the Hugus/Reed Ferrari.

RIGHT: Into Mulsanne come the Dick Thompson/Bill Kimberly Maserati, the Freysinnet/Condriillier Fiat-Abarth and the Bob Grossmann/Fireball Roberts 250GTO Ferrari. The latter was the only one of them to finish, in sixth position.

BELOW: IT'S ALL OVER. The 24 Hours Race is over. In the foreground the Ed Hugus/George Reed 250GT Ferrari, which finished ninth, crawls away from its pit while gendarmes and photographers await the victorious Ferrari which can be seen leading a group of cars in the distance.





LE MANS

Index of Thermal Efficiency

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CLUB RACING AT MALLORY PARK

BY PATRICK McNALLY

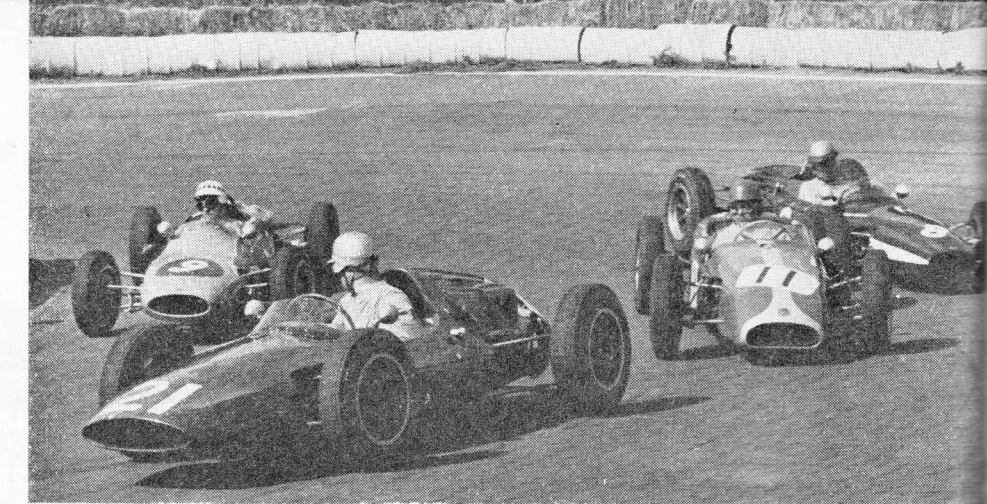
A GOOD day's racing was seen at Mallory Park last Sunday when the British Racing and Sports Car Club held the first of their 1962 club meetings on this circuit. Chris Summers's handling of the enormous Cooper-Chevrolet was the highlight of the day. Chris led Jack Pearce in the Racing Car event for six laps until better road holding told and Pearce went into the lead with his Lotus Junior, to win by 4.8 seconds.

A certain amount of drama was caused when Rodney Allen, driving one of Alan Peer's Ford Anglias, came off on the entrance to the Esses, the car leaping the protective ditch, bouncing over the bank and crashing through the metal barrier. Unfortunately, as bad luck would have it, four spectators were injured. As spectators were involved, the race was stopped to enable the ambulances to cross the circuit.

Racing started at 2.30 p.m. with the up to 1,000 c.c. Sports Cars. Mike Adlington (Lotus-Ford) took an immediate lead, never to be headed, and took the flag, followed by A. P. Belcher's Terrier and D. C. Thompson's B.M.C.-engined Lotus. Geoff Oliver had made fastest practice time in his new D.R.W. but was unlucky enough to have engine trouble on the line and was unable to start.

Robin Sturgess, driving 2 BBC, his "E"-type coupé, walked away with the big G.T. event. Robin made the best start and led throughout from Jack Lambert's "E"-type, with Don Smith in his white XK 150S in third place for the first two laps. Much to everybody's surprise John Cross in an M.G.A, who had started from the rear row of the grid, came right up through the field to displace Smith on lap three and managed to close right up on Lambert before the finish.

Jack Pearce continued his run of club successes by winning the Formula Junior event in the well-prepared Auto-Racing Service Lotus Junior. Jack led for all 20 laps from J. Taylor in the Gerard Racing Cooper-Ford. E. G. Willmott, in an Elva, made a tremendously fast start and led the field for most of lap 1 until Pearce passed him on the way



DIFFERENT LINES AT SHAWS in Formule Libre race. Graham Eden (Emeryson—21) looks over his right shoulder at Alan Rollinson (Cooper—9), while on his left are Eric Willmott (Elva—11) and John Taylor (Cooper—8).

up to Shaws; Willmott, despite some excellent driving, steadily fell back losing places to much faster cars. John Mew (Lotus) and A. Rollinson (Cooper-Ford) had a race-long dice which finished with Mew five seconds ahead in third place. Derrick Colvin, farther back in the field, continued straight on at Shaws, restyling the nose of his Lotus 18.

The Team Speedwell entry, driven by Barry Hall, won the 850 saloon car event by a hairsbreadth from Mike Lacey. They were both driving Austin Sevens, and for 10 laps there was never much more than a car's length between them, the Speedwell car having, perhaps, a slight advantage on the straights. All through the field cars had paired up and were dicing merrily. P. Lancaster-Brown just managed to hold off J. R. Barrett's Mini, bringing his SAAB 96 home in third place, and K. L. Taffis, from the rear row of the grid, finished just ahead of P. Easter (Austin Sevens).

David Buxton led the up to 1,300 c.c. event from start to finish. Driving his beautifully prepared lightweight Elite, David came up from the back of the grid to take the lead at the Esses on lap one, and from then on maintained a comfortable lead from Sean Taylor (Lotus Elite). Sean had made the best start, but had overdone things at the Esses and only just managed to hold the wildly sliding Elite, losing a couple of seconds in the process. This car is the ex-Edward Greenall Elite and its new owner gets faster every day. Much farther back came the Elites of H. L. Ingram and R. Rose, which finished in third and fourth places respectively. This race was rather spoilt by the fact that Gordon Jones, Roger Nathan and Dick Fores were non-starters, Gordon having broken a stub axle at Oulton Park the

previous day, Roger being unable to get his engine back from the tuners in time, and Dick being unlucky enough to break a con-rod while testing during the week.

By far the best race of the day was the single-seater racing car event. At the fall of the flag, Chris Summers, from the back row, in an enormous slide, swept through the field to take the lead at the Esses, only to be retaken by Jack Pearce when the Chevrolet-engined car went sideways at the hairpin. Summers, completely unperturbed, tore down through the Devil's Elbow and was again in the lead as the two cars came out of the Gerards. Chris Summers was unable to stay ahead and on lap eight Pearce managed to pass on the way into the Esses and pulled out a two-second lead, which he increased to 4.8 secs. by the end of 20 laps. J. Taylor in the Gerard Cooper had held third place until he was black-flagged on lap 13 for spilling oil on the circuit. This let Rollinson into third place, but not for long, as Graham Eden (Emeryson) slipped past on the penultimate lap to take the minor award.

(Continued on page 25)

Results

Up to 1,000 c.c. Sports Cars: 1, M. Adlington (Lotus-Ford), 81.27 m.p.h.; 2, A. P. Belcher (Terrier-Ford); 3, D. C. Thompson (Lotus-B.M.C.). **Fastest lap:** Adlington, 58 s., 83.79 m.p.h. **Over 1,300 c.c. Grand Touring Cars:** 1, R. P. G. Sturgess (Jaguar "E"-type), 77.66 m.p.h.; 2, A. J. Lambert (Jaguar "E"-type); 3, J. H. V. Cross (M.G.A.). **Fastest lap:** Sturgess, 1 m. 00.8 s., 79.93 m.p.h. **Formula Junior:** 1, J. R. Pearce (Lotus-Ford), 87.25 m.p.h.; 2, J. Taylor (Cooper-Ford); 3, J. Mew (Lotus-Ford). **Fastest lap:** Pearce and Taylor, 53.8 s., 90.33 m.p.h. **Up to 850 c.c. Saloon Cars:** 1, B. W. F. Hall (Austin Seven), 70.44 m.p.h.; 2, M. G. Lacey (Austin Seven); 3, P. Lancaster-Brown (SAAB 96). **Fastest lap:** Lacey, 1 m. 06.8 s., 72.75 m.p.h. **From 1,000 c.c.-1,300 c.c. Grand Touring Cars:** 1, D. Buxton (Lotus Elite), 78.21 m.p.h.; 2, S. J. Taylor (Lotus Elite); 3, H. L. Ingram (Lotus Elite). **Fastest lap:** Buxton, 1 m. 00.6 s., 80.20 m.p.h. **Single-Seater Racing Cars:** 1, J. R. Pearce (Cooper-Chevrolet), 87.84 m.p.h.; 2, C. Summers (Cooper-Chevrolet); 3, G. Eden (Emeryson Climax). **Fastest lap:** Summers, 53.8 s., 90.33 m.p.h. **Over 1,000 c.c. Sports Cars. Over 1,100 c.c.:** 1, K. Baker (Jaguar "E"-type), 77.59 m.p.h.; 2, J. Griffin (Lotus-Climax); 3, L. E. Selby (Lotus-Ford). **Fastest lap:** Griffin, 1 m. 00.8 s., 79.93 m.p.h. **Up to 1,100 c.c.:** 1, N. Garbett (Lotus-Ford), 83.97 m.p.h.; 2, A. Kilburn (Lotus-Climax); 3, L. W. Keens (Lotus-Ford). **Fastest lap:** Garbett and Kilburn, 56.4 s., 86.17 m.p.h. **Saloon Cars. Over 1,000 c.c.:** 1, D. P. Merfield (Ford Anglia), 75.37 m.p.h.; 2, J. Sparrow (Jaguar 3.8); 3, A. Peer (Ford Anglia). **Fastest lap:** Peer, 1 m. 3.2 s., 76.90 m.p.h. **851 c.c. to 1,000 c.c.:** 1, R. Embley (Morris-Cooper Mini), 75.09 m.p.h.; 2, R. C. Glossop (Austin A40); 3, R. J. Lamp-lough (Austin-Cooper Mini). **Fastest lap:** Embley, 1 m. 03.2 s., 76.90 m.p.h. **Up to 1,000 c.c. Grand Touring Cars:** 1, J. E. Miles (Austin-Healey Sprite), 74.95 m.p.h.; 2, C. Baker (Austin-Healey Sprite); 3, J. McKechnie (Morgan 4/4). **Fastest lap:** 1 m. 03.6 s., 76.41 m.p.h.

Robin Sturgess's E-type Jaguar leads Jack Lambert's E-type and Don Smith's XK 150S coming out of Shaws.





M.C.C. SILVERSTONE

REPORT AND PHOTOGRAPHY BY PATRICK BENJAFIELD

AFTER a couple of half-hour "blinds" for cars and another couple for bikes, racing for cars began with a five-lap scratch race. A very mixed bag faced the starter, but on paper the race looked to be between five cars: The Earl of Denbigh's "E"-type Jaguar, M. H. Delingpole's similar car, Mrs. Bluebelle Gibbs's Lola, John Gott's Austin-Healey and Merfield's redoubtable Ford driven by Merfield the younger. The latter had trouble at the start and left long after the rest and although going in the customary fashion was never in the running. Denbigh soon disposed of Delingpole who had taken the initial lead and although Bluebelle Gibbs made ground on the second "E"-type she could not quite catch him. P. R. Cole forced his Peregrine past Gott on the last lap at Copse but the Austin-Healey got by again before the finish for fourth place.

There were only six starters for the 750 Formula race and this number was further reduced as the 10 laps went on. Initially M. R. Langton took the Worden-Austin into the lead but he nearly lost it first time round at Becketts. He held his lead—just—from B. A. M. Small's Austin Special for a further three laps and then lost it at Becketts sufficiently for Small to go through.

Small's lead was further increased when on lap nine Langton really did revolve properly this time at Becketts, losing further time. He was sufficiently far ahead of his nearest rival to retain his second place and Laver brought his Austin in third over a minute farther back.

H. W. Cooper was fortunate in being able to bring his Pesi-Sana (Swahili for speed) to the grid, having broken the drive-shaft from the gearbox in practice. Arthur Mallock had a similar component, Ford one end and Austin the other, and lent it to him. They fitted it and it worked fine. Mallock immediately set up a lead in the 1172 race and although Cooper did all he could, including spinning at Becketts on lap six, he could not catch the flying U2. A. H. Cook occupied third place throughout in the Wavendon Wombat but there was a considerable battle for fourth spot between J. R. Heseltine's Vanford U2 and T. M. Dixon's Ford-powered Lotus, both often entering Becketts side by side! In the end Dixon just beat Heseltine.

A five-lap handicap followed and we had three lady drivers. Off the limit and with a credit lap went Miss K. D. Burley with a rather standard Austin Seven (Mini variety) which she pushed round with some verve. But she was

Two lines at Copse taken by the "E"-types of the Earl of Denbigh (left) and M. H. Delingpole on the first lap of the first race. Hard on Denbigh's heels is John Gott (Austin-Healey 3000).

suddenly overwhelmed during the last lap by first Miss J. Cook's Wavendon Wombat, then W. B. Caldwell's TR. All three were finally taken by the ultimate winner, M. H. Delingpole, and Mrs. Gibbs who had a very good scrap.

The last car race of the day brought another mixed bag together for a 10-lap event and this time Len Gibbs took the Lola out, obviously determined that the two "E"-types were not going to get the better of him. They didn't and he quickly established a lead and continued to increase it all the time. The "E"-types grabbed second and third places, the Earl of Denbigh leading Delingpole, and the unfortunate John Gott gradually dropped out of the picture as his car was jumping out of gear. But Doc Merfield was having a tremendous dice with A. J. Youlton, this time in the Pesi-Sana. Youlton was right behind him lap after lap going through Copse and at times even tried to go through on the inside. But it was not to be and Merfield held him off for fourth place.

An interesting feature of last Saturday's Motor Cycling Club's Silverstone meeting was the way in which the three-wheeled "Moggies", when mixed with motor-cycles and "chairs", went round Woodcote flying one wheel quite alarmingly high at times.

Results

Scratch Race (5 laps): 1, The Earl of Denbigh (Jaguar "E"-Type), 75.73 m.p.h.; 2, M. H. Delingpole (Jaguar "E"-Type); 3, Mrs. R. B. Gibbs (Lola). **Fastest lap:** The Earl of Denbigh, 78.44 m.p.h.

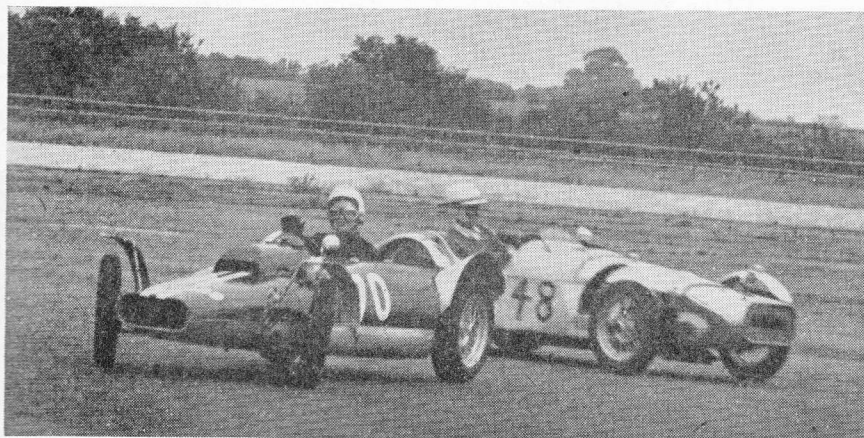
750 Formula (10 laps): 1, B. A. M. Small (Austin Special), 65.56 m.p.h.; 2, M. R. Langton (Worden-Austin); 3, B. Laver (Austin Special). **Fastest lap:** Small, 68.43 m.p.h.

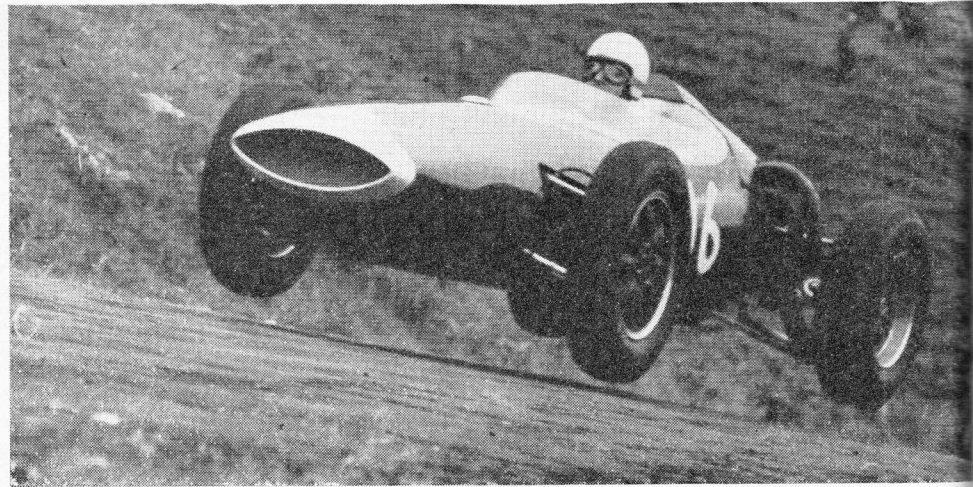
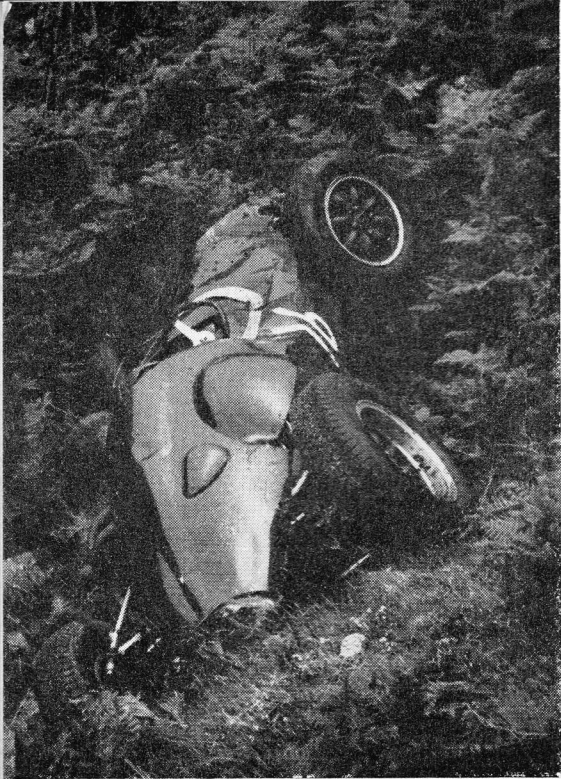
1172 Formula (10 laps): 1, A. M. R. Mallock (U2-Ford); 2, H. W. Cooper (Pesi-Sana); 3, A. H. Cook (Wavendon Wombat).

Handicap (5 laps): 1, M. H. Delingpole (Jaguar "E"-Type), 76.01 m.p.h.; 2, Mrs. R. B. Gibbs (Lola); 3, Miss J. Cook (Wavendon Wombat). **Fastest lap:** The Earl of Denbigh (Jaguar "E"-Type), 79.74 m.p.h.

Scratch Race (10 laps): 1, Len Gibbs (Lola), 79.67 m.p.h.; 2, The Earl of Denbigh (Jaguar "E"-Type); 3, M. H. Delingpole (Jaguar "E"-Type). **Fastest lap:** Gibbs, 80.85 m.p.h.

Narrow avoidance by Brian Small as he goes by Mike Langton's Worden-Austin in the 750 race.





ABOVE: Tony Marsh with his Marsh-B.R.M., in full song takes off over the Hump and Bump in a most spectacular fashion. During his first Championship climb Tony's special took off as usual, but the car landed too much on the left-hand side of the road. It shot off to the right, bounced off a bank, shot across the road and landed upside down on a wall before dropping into the bracken 30 feet below. Luckily Tony escaped practically unharmed—which is more than can be said for the Marsh-B.R.M.

REST-AND-BE-THANKFUL

R.S.A.C. Hill-Climb

REPORT AND PHOTOGRAPHY BY W. K. HENDERSON

LUCK was with Tony Marsh last Saturday at the Royal Scottish Automobile Club's Rest-and-Be-Thankful Hill-Climb, when having made fastest climb of the day, he set off on his first championship run, left the road at the hump as usual, but unfortunately the Marsh Special landed too much on the left side of the road, shot off to the right, cannoned off a bank, then shot across the road to land upside down on a wall before finally dropping into the bracken 30 feet below. Fortunately Tony suffered no more than a scratched hand and a shaking, but the car will require more than the best time award to make good the damage to the front end.

Earlier in the afternoon Alan Ensoll had caused a bit of excitement when, after a very fast run in his "D"-type-engined XK 120, he broadsided into the bank at the final hairpin and landed the car on its side, ripping off the nearside rear wheel. Fortunately, again, the driver was unharmed.

The event commenced promptly with two 500 c.c. machines, both somewhat out of breath. Then came the 1,100 c.c. cars and Malcolm Daghorn (Cooper) was fractionally slower than David Good (Cooper) on first runs, but Daghorn's 54.80 secs. on his second

attempt could not be beaten by Good who recorded 55.54 secs., trying very hard to catch the flying Jerseyman. Agnes Mickel in this class gained the ladies award in 58.85 secs., while her husband, Gray, pushed Reg Phillips hard in 56.45 secs., against the latter's 56.32 secs. K. J. Moore's Vintage Morris Special dropped its carburetter at Stone Bridge but continued, albeit more slowly, with the supercharger sucking in petrol—vintage fuel injection?

Classes 5 and 6 brought out the heavy metal with Tony Marsh hurling his Marsh up the hill in 52.61 secs. Ray Fielding (B.R.M.) looked neater but was slightly slower (53.87 secs.). Both improved on their second climbs, but Marsh's 52.52 secs. was enough to hold Fielding (52.83 secs.). Arthur Owen in his immaculate Cooper made a second climb in 53.39 secs. which was more than a second ahead of Jack Cordingley's J.B.W.-Maserati, which made 54.95 secs.

The largest class in the event brought forth a host of Lotus variants, with Tom Clapham (Lotus 7) clinching a first-round battle with Graeme Austin (Lotus) by leading the latter by more than one second on second climbs in 58.42 secs. to Austin's 59.44 secs.

P. H. Meldrum (Lotus Super 7) in

60.22 secs. headed Gerry Tyack's Emeryson in 60.63 secs., while Bill Thompson took 63.18 secs. against Ronnie Martin's 64.16 secs. in the Lotus Elite battle continued from Bo'ness the previous week.

Josh Randles (Cooper Monaco) blistered up the Rest in 54.36 secs., 15 secs. faster than next man J. Coultis, in his Porsche, in a class including a Peerless, Triumph TR3 and a VX 4/90.

In the large sports car class Ronnie Morrison in his coupé "E"-type Jaguar

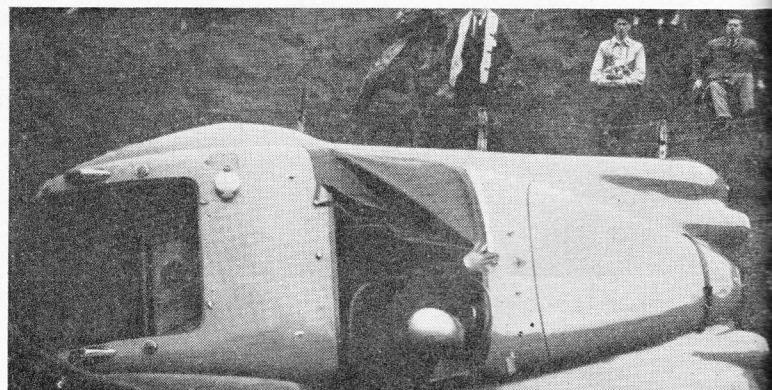
(Continued on page 25)

Results

B.T.D.: Tony Marsh (Marsh Spl.), 52.52 s.; **2nd B.T.D.:** Ray Fielding (B.R.M.), 52.83 s.; **3rd B.T.D.:** Arthur Owen (Cooper), 53.39 s. **Ladies' Award:** Mrs. Agnes Mickel (Cooper s.), 58.85 s. **Racing Cars up to 500 c.c.:** 1, P. Callander (J.P.-J.A.P.), 74.41 s.; 2, W. Nolan (Cooper-Norton), 78.75 s. **Up to 1,100 c.c.:** 1, M. E. Daghorn (Cooper), 54.80 s.; 2, D. R. Good (Cooper), 55.54 s.; 3, T. J. Adair (Cooper-J.A.P.), 62.86 s. **Up to 1,500 c.c.:** 1, R. W. Phillips (Fairley s.), 56.32 s.; 2, R. G. Mickel (Cooper s.), 56.48 s.; 3, Mrs. A. Mickel (Coopers), 58.85 s. **Up to and over 2,000 c.c.:** 1, Tony Marsh (Marsh Spl.), 52.52 s.; 2, R. Fielding (B.R.M.), 52.83 s.; 3, A. Owen (Cooper), 53.39 s. **Sports Cars up to 1,500 c.c.:** 1, T. R. Clapham (Lotus 7), 58.42 s.; 2, G. Austin (Lotus), 59.44 s.; 3, P. H. Meldrum (Lotus Super 7), 60.22 s. **Up to 2,000 c.c.:** 1, J. Randles (Cooper Monaco), 54.36 s.; 2, J. Coultis (Porsche), 70.08 s.; 3, A. D. T. Bonar (TR3), 71.15 s. **Over 2,000 c.c.:** 1, J. P. Chapman (Chapman Mercury), 58.44 s.; 2, R. F. Simpson (Jaguar "E"), 59.10 s.; 3, R. T. Haddow (Jaguar "E"), 60.20 s. **R.A.C. Hill-Climb Championship:** 1, A. Owen (Cooper), 52.63 s.; 2, M. E. Daghorn (Cooper), 53.94 s.; 3, R. Fielding (B.R.M.), 54.45 s.; 4, J. Randles (Cooper Monaco), 54.71 s.; 5, D. R. Good (Cooper), 54.90 s. 6, J. Cordingley (J.B.W.-Maserati), 55.81 s.

Alan Ensoll sliding his D-type-engined Jaguar XK 120 around the hairpin . . .

. . . Unfortunately he overdid it and here he lands sideways on the bank. He was unhurt.



Rest-And-Be-Thankful—continued

again proved to be one of the fastest "E"-type owners in Scotland, his 59.10 secs. being more than a second less than Bob Haddow, 60.20 secs. in the open model, who headed Andrew McCracken's similar model enterprisingly driven in 60.24 secs. Neither of those three could hold Phil Chapman, who howled up the old Rest in 58.44 secs. with cockpit mounted cine-camera recording the experience.

S. G. Mormando, an American sailor from the Holy Loch, forgot about sit-downs and hustled his Austin-Healey up the hill in a creditable 68.57 secs. on first acquaintance.

With the rain still being kept off by a now bitter wind, championship climbs commenced after a long delay, with local driver Gray Mickel leading off in his supercharged Cooper in 56.37 secs. Reg Phillips, having cylinder head gasket troubles, managed 57.30 secs. but a chain departed from the engine on his second climb. David Good worked hard to record 54.90 secs. in his Cooper, while Malcolm Daghorn improved on his earlier climbs to 53.94 secs. and a third place. As recorded earlier, Tony Marsh held up proceedings for some time while a sizeable piece of the landscape was cleared from the course. Arthur Owen made sure of maximum points in a second climb of 52.63 secs., but Ray Fielding, possibly trying too hard and sliding about on the course, could not better his class times in 54.45 secs. Josh Randles was content in 54.71 secs. and did not attempt a second climb, while Jack Cordingley finished the event fighting the fierce-sounding J.B.W.-Maserati over the course in 55.81 secs.

Brands Hatch—continued

his old rival Mike Langton (Worden-Austin) for the entire distance—though it was not for the lack of trying on Langton's part!

The last race of the day was the "Senior" 1172 race and as in several other 1172 races this year, hairyness and spinning was the order of the day! The excuse was trying to beat the 60 secs. bogey. It was Arthur Mallock (U2) who led on the opening round and Alan Wershat (Lolita) and Tony Youlten (Terrier) were right on his tail. Already cars were spinning and the nose of Rod Easterling's Rejo was seen to be flapping about. On the third lap Mallock did it all wrong at Druids and resumed racing in fourth position behind the Rejo—but the race was not over yet. By the end of the lap Arthur was back in third place and, on the fifth lap, Mallock passed Youlten into second place and then took command of the race once more when Wershat spun at Clearways! Then Tony Youlten closed on Mallock and Wershat came back into the hunt, breathing hard down Tony's neck! As the race drew to its close, the Rejo dropped back while Wershat urged Lolita forwards, passed Youlten and made up ground on Arthur Mallock's ex-Formula Junior 1172. On the last lap Arthur was held up whilst lapping back-markers and Wershat very nearly took him, but he did not quite make it and had to be content with second place, 0.4 sec. behind. Youlten was third only a few lengths behind Wershat, Clive Garnham (Terrier) fourth and Arthur Cook a magnificent fifth in the Wavendon Wombat. Mallock's fastest lap was achieved in 60.4 secs., 73.91 m.p.h.

Mallory Park—continued

Next out were the sports cars. Laurie Keens, from pole position, took the lead in his Lotus 23, from Tony Kilburn (Lotus XI) and Nick Garbett (Lotus 23). Positions were unchanged until lap five when Nick Garbett passed Kilburn on the Stebbe Straight and started to close on Keens, whom he passed at the Hairpin on the following lap. Garbett retained his lead, with Kilburn passing Keens on the seventh lap to finish second, 4.5 seconds behind. Laurie Keens only managed third place ahead of Willoughby's Lola. Ken Baker ("E"-type) won the over 1,100 c.c. class finishing fifth overall, beating J. Griffin's Lotus XI after a fast drive.

The saloon car race was stopped after two laps as recounted earlier, after Rodney Allen had come off at the Esses. Nick Syrett decided to re-run this race. "Doc" Merfield led the second attempt as they came past on their first lap, having passed Alan Peer at the Esses. Merfield steadily pulled away from the field and Alan Peer dropped back to third place on lap seven when Rodney Embley overtook him at Shaw's. Peer was apparently having front suspension bothers and his Anglia finished in fourth place with something very wrong with the front wheels.

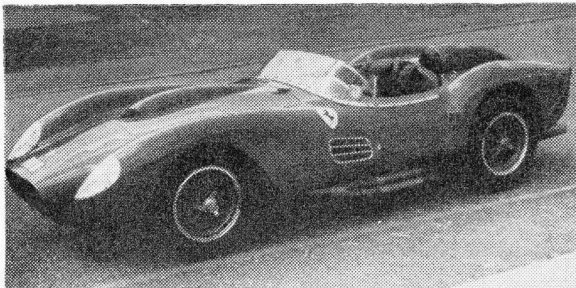
The last race of the day was for G.T. cars under 1,000 c.c. J. E. Miles led all the way in his Team Speedwell Sprite, winning comfortably from Clive Baker in another Sprite. Third man home was John McKechnie driving the Team Cedar 4/4 Morgan, which was going very well heading E. B. H. Woolley's Turner "950" the race distance.

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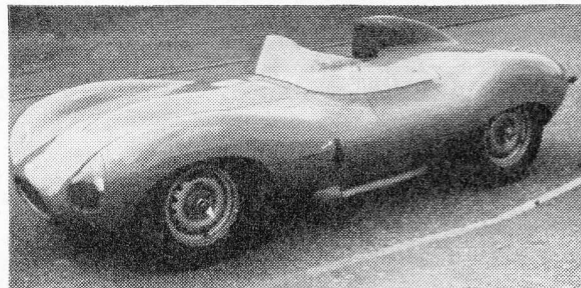
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Club News

By MICHAEL DURNIN

ON 14th-15th July the Chess Valley M.C. are to run their Three Counties Rally over some 180 miles from a start near Great Missenden. The rally is open to London Association Clubs and regs. are available from R. D. Henderson, 36 Highridge Road, Hemel Hempstead, Herts. . . . West Essex C.C. are to run a speed trial (open to B.R.S.C.C., Bentley D.C., 750 M.C., Jaguar D.C., M.G.C.C.(S.-E.) and Eastern Association Championship entrants) at Debden Airfield on 15th July. Regs. from E. E. Davis, 160 Hermon Hill, London, E.18, who should have all entries by 6th July. . . . Hants and Berks M.C. are running their national hill-climb at Great Aulcum on 11th August. Regs. from A. H. S. Fountain, 51 Matlock Road, Caversham, Reading. . . . Dursley M.C. and L.C.C. present their annual Castle Combe sprint on 18th August. The event is open to West Hants and Dorset C.C., S.W.A.C., Bristol M.C. and L.C.C., Austin-Healey C.C. (S.-W.), Burnham-on-Sea M.C., B.R.S.C.C., Dowty M.C., M.G.C.C. (S.-W.), Racing C.C. and Godiva C.C. Regs. from G. Willis, 36 Lawrence Grove, Dursley, Glos., who must have all entries by 8th August. . . . The Porsche Rally—a semi social event—is to be held at Monte Carlo on 7th-9th September. British Porsche owners who would like details should apply to A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx., as soon as possible. . . . The Hawthorn Rally of the Craven M.C. is to be run on 8th-9th September and is open to Central Southern Association Championship entrants. B.A.R.C., Burnham-on-Sea M.C., Combined U.M.C., Farnborough D.M.C.,

Godiva C.C., Hants and Berks M.C., Knowldale M.C., London M.C. and Swansea M.C. The rally will cover some 300 miles from starts near Oxford and Marlborough. Regs. from Peter Gides and Peter Scudds, 19 Redhatch Drive, Earley, Reading, who will close the entry list on 3rd September. . . . B.A.R.C. (N.-W.) are holding their Aintree Sprint on 28th July and have invited Aintree C.C., B.R.S.C.C., Chester M.C., Hagley and D.M.C., Knowldale M.C., Liverpool M.C., Lanes A.C., North Midland C.C., M.G.C.C. and North Staffs M.C. Details from A. J. Keane, 38 Lynnbank Road, Liverpool 18. . . . In connection with their Jubilee B.A.R.C. are to present a Festival of Motoring at Goodwood on 14th July. There will be a *concours d'élégance* and a series of driving tests and details may be had from H. J. Morgan, 55 Park Lane, London, W.1. . . . Regs. are available for the Bolton-le-Moors C.C. Bolton Rally, which is to be run over 180 miles. The Club, always in the van of rallying developments, have this year deliberately downgraded their event from National to restricted and have, for good measure, also reduced the entry fee. Invited are Bolton-le-Moors members, competitors in the past four Bolton Rallies, B.T.R.D.A., London M.C., Godiva C.C., North Staffs M.C., Knowldale C.C., Y.S.C.C., Liverpool M.C., North Wales C.C. and Calder Vale M.C. Secretary of the rally is J. Whitehead, "Carbis", Lincoln Grove, Harwood, Bolton. . . . The only national autocross meeting, that run by the Taun-

ton M.C., will take place on 6th August near Taunton. The event will be run in conjunction with the club's Cavalcade of Motoring, an outing for veteran, Edwardian and vintage machinery. Regs. from W. G. Cawsey, 14 Station Road, Taunton. . . . M.A.C. are promoting their national hill-climb at Shelsley Walsh on 26th August. Details from Gerard B. Flewitt, 4 Vicarage Road, Edgbaston, Birmingham 15. . . . The Firlie hill-climb of the S.-E. Centre of the M.G.C.C. will be run on 8th July. . . . B.A.R.C.'s North Wales Rally will be run on 25th-26th August over 220 miles from a start at Welshpool. Invited clubs are Knowldale C.C., B.T.R.D.A., C.A.M.D.A., Chester M.C., Liverpool M.C., London M.C., M.G.C.C., North Wales C.C., Severn Valley M.C. and A.N.W.C.C. championship entrants. Regs. are available from H. Turner, The Willows, 5 Elgin Drive, Wallasey, Cheshire, who should have all entries by 14th August. . . . Y.S.C.C. are running their closed Horsfall Trophy meeting on 22nd July over 40 miles, starting from Bradford. Details from P. F. Blatch, 25 Merion Street, Leeds 2. . . . 432 M.C. are to run slalom driving tests at Wellesbourne Airfield on 28th July. The tests are open to Austin A.A.M.C., Coventry and Warwickshire M.C., Dowty M.C., Godiva M.C., Hagley and D.L.C.C., M.M.E.C., Nuneaton M.C., Shenstone and D.C.C., Sunbac, and Walsall C.C. Regs. from C. Gorton, 18 Brown's Lane, Bentley Heath, Solihull, who should have all entries by 20th July.

NEWCASTLE AND D.M.C., BORDER M.R.C.

OUSTON RACE MEETING

JACK PEARCE, driving his beautifully prepared Lotus 22, won the main race at the Newcastle and D.M.C. and Border M.R.C. race meeting at Ouston on 24th June. In winning the Gold Cup race he set up the fastest lap of the day, 57.4 secs., which represents a speed of 89.69 m.p.h. on this 1.5-mile circuit. This was 0.2 sec. faster than Jimmy Blumer's time with the Cooper Monaco which won the Journal Trophy for sports cars.

The meeting opened with a race for 1,600 c.c. sports cars, which started an hour late. This was due to the fact that a "hurricane" had, on Saturday night, destroyed many of the circuit's amenities. This event was easily won by T. D. Simpson (Marcos-Ford), and Bill Stein's Lotus-Ford 7 was second practically all the way. George Palmer's G.S.M. Delta was third after a stern duel with G. Durham's Porsche Carrera. Stein, who had had no practice, made the fastest lap of 1 min. 04.8 secs., 79.44 m.p.h.

The next event for cars at the motorcycle and car race meeting was for Grand Touring cars between 1,000 c.c. and 2,000 c.c. and for saloon cars up to 1,600 c.c. Julian Sutton had his Lotus Elite fully wound-up and won this easily from E. C. Booth's rapid Frazer-Nash Le Mans and Durham's Porsche. Bill Borrowman's Don Moore-tuned Cooper-Mini won the saloon car class in this race packed full of incidents.

The Gold Cup race followed, this being for Juniors and sports cars up to 1,600 c.c. A sports car won last year—Jimmy Blumer in a Cooper Monaco—but the 1,600 c.c. limit pushed him

out this time. After a brief duel for the lead between Nairn Ferrier's 1½-litre Lola-Climax sports car and Keith Jones's Lotus 20 Junior, Jack Pearce took them both and was never headed thereafter. Ferrier spun off in his efforts to regain first place and lost a couple of laps, while Jones was content to finish second, ahead of Malcolm Templeton's Lotus 22. Lotuses took the first five positions.

The Journal Trophy for sports cars followed and Jimmy Blumer, who is, of course, such a strong contender for the AUTOSPORT Championship, won it as he liked at the wheel of his Cooper Monaco. Phil Barak's Ferrari-engined Monaco was second and J. H. Blades third in his B.B.K.-Climax.

The last race saw Bill Stein have his revenge. After "practising" in the first race and finishing second behind T. D. Simpson's Marcos, he reversed the positions in this final event and, once more, George Palmer's G.S.M. was third.

Although the meeting took place in windy conditions, it was a success and provided a good day's entertainment for the brave spectators who ignored the possible threat of rain which, luckily, did not materialize.

Results

Sports Cars up to 1,600 c.c.: 1, T. D. Simpson (Marcos-Ford), 76.21 m.p.h.; 2, W. J. Stein (Lotus-Ford 7); 3, G. D. Palmer (G.S.M. Delta). **Fastest Lap:** Stein, 79.44 m.p.h. **Grand Touring Cars 1,001-2,000 c.c. and Touring Cars up to 1,600 c.c.:** 1, J. Sutton (Lotus Elite), 78.34 m.p.h.; 2, E. C. Booth (Frazer-Nash Le Mans); 3, G. Durham (Porsche Carrera). **Fastest Lap:** Sutton, 79.94 m.p.h. **Formula Junior and Sports Cars up to 1,600 c.c.:** 1, J. R. Pearce (Lotus-Ford 22); 86.51 m.p.h.; 2, K. D. Jones (Lotus-Ford 20); 3, M. Templeton (Lotus-Ford 22). **Fastest Lap:** Pearce, 89.69 m.p.h. **Sports Cars up to 1,300 c.c. and over 1,600 c.c.:** 1, J. Blumer (Cooper-Climax Monaco), 86.79 m.p.h.; 2, P. Barak (Cooper-Ferrari Monaco); 3, J. H. Blades (B.B.K.-Climax). **Fastest Lap:** Blumer, 89.38 m.p.h. **Sports Cars up to 1,200 c.c.:** 1, W. J. Stein (Lotus-Ford 7), 78.36 m.p.h.; 2, T. D. Simpson (Marcos-Ford); 3, G. D. Palmer (G.S.M. Delta). **Fastest Lap:** Stein, 80.69 m.p.h.

Coming Attractions

- 7th July.** B.R.S.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts. Starts 2.30 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
Herts County A. and Ae.C. Hill-Climb, Westbrook Hay, near Hemel Hempstead, Herts.
- 8th July.** French Grand Prix, Rouen (F1, F.J.). London M.C. Race Meeting, Snetterton, near Theford, Norfolk. Starts 1.30 p.m.
B.R.S.C.C. Race Meeting, R.A.F. Elvington, near York.
M.G.C.C. (S.E. Centre) and B.A.R.C. Hill-Climb, Firlie, near Lewes, Sussex. Starts 1.30 p.m.
- 14th July.** Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants.
Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 1 p.m.
Irish M.R.C. National Race Meeting, Phoenix Park.
- 14th-15th July.** Thames Estuary A.C. South-end 300 Rally. Starts London, Southend and Colchester. Starts 8 p.m.
- 15th July.** Solitude Grand Prix (F1, F.J.). Auvergne Mountain Race, Clermont-Ferrand, France (G.T., F.J.).
Snetterton M.R.C. Race Meeting, Snetterton, near Theford, Norfolk.
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
B.A.R.C. (Yorks) Drag Sprint, Church Fenton R.A.F. Station, near Tadcaster, Yorks. Starts 2 p.m.
West Hants and Dorset C.C. Autocross, Abbots Court Farm, near Winterbourne Kingston, Dorset (M.R. 178/869979). Starts 2.30 p.m.
Shenstone and D.M.C. Driving Tests, near Lichfield, Staffs. Starts 11 a.m.
- 21st July.** R.A.C. British Grand Prix, Aintree, near Liverpool, Lancs (F1, T.). Starts 12.30 p.m.

WINFIELD JOINT COMMITTEE

CHARTERHALL

REPORT AND PHOTOGRAPHY BY W. K. HENDERSON

LAST Sunday a fairly large holiday crowd journeyed to Charterhall to witness a meeting organized by the Winfield Joint Committee comprising five short races. Fortunately for them the weather was delightful at the start of the meeting—fortunate because the meeting started around 45 minutes later than the advertised time.

Unfortunately certain officials and local constabulary suddenly adopted bullying methods making the job of pit signallers and members of the press extremely difficult at times, including the writer who despite being in possession of the correct passes was hounded to an impossible position for photographing the meeting. After discussion with the clerk of the course it would appear that this trouble was due to insufficient briefing.

The meeting commenced with an eight-lapper for up to 1,600 c.c. sports cars which was led all the way by Bill Stein in an indecently fast Lotus 7F with T. Entwistle (T.V.R.) being displaced at Lodge from second spot by T. D. Simpson's Marcos on lap two. Jackie Stewart's Marcos retired after the engine seized due to no oil reaching the top of the engine. J. S. Slater in his Lotus 23 was a slow starter but got away in the rear of the field and carved his way through many Lotus variants and Minis, until on lap six he was second. This served to speed up Stein still further, his Lotus showing terrific understeer around Lodge Corner; however, he held



FIRST LAP of a sports car race. Jill Hutchinson (Terrier) leads Tom Entwistle (T.V.R.) and Jackie Stewart (Marcos).

his lead over Slater who made fastest lap during his chase.

A rather dull six-lap event for Grand Tourers was next, with a walk-over for Ronnie Morrison, his Jaguar "E" coupé touring round, well ahead of T. Entwistle (T.V.R.) who never gave up trying.

The most exciting race so far came when the racing machinery appeared, with John Romanes (Lotus 20) in a lead which was being hotly disputed by P. Barak (Cooper Monaco) and A. R. Wyllie (Lotus 22). The three took Toft's Turn together but after a shuffle on lap two, Wyllie held a slender lead over Barak but was displaced by the speed of the Cooper on the straights, Barak held on with Wyllie on his tail until lap six when he must have overcooked somewhere and let Wyllie and Nairn Ferrier (Lola), who had been watching the dice from fifth place, through into first and second, with Malcolm Templeton (Lotus 22) and John Romanes (Lotus 20) duelling all the way in third and fourth places.

The sports car race which followed found Nairn Ferrier (Lola) and P. Barak (Cooper-Ferrari) again locked in battle with the former taking over the lead on lap two when the Cooper-Ferrari dropped back slightly. However, Barak judged things nicely and on the seventh lap he began moving up until by the final lap it was anyone's race. Leaving Toft's Turn it was neck and neck but the

power of the Ferrari engine gave Barak the race half-way down the straight. This dice rather made one forget about the other runners who proceeded in a procession until the flag-fall.

The final race provided a fitting climax to the meeting with the stars being Bill Thompson and T. D. Simpson, Elite against Marcos. Simpson had the bit between his teeth and was really hustling the Marcos all the way in the lead until lap five when he appeared to suffer gear trouble letting Bill Thompson take over. G. B. Birrell drove steadily in a Lotus XI holding third place all through ahead of John Milne's enterprisingly driven Sprite, which was attended to by John Williamson and Bill Shepherd, and Bill Borrowmann Jnr. (Austin-Cooper).

Results

Sports Cars Up to 1,600 c.c. (8 laps): 1, W. J. Stein (Lotus 7F), 12 m. 22.2 s.; 2, J. S. Slater (Lotus-Ford); 3, T. D. Simpson (Marcos).

Grand Touring Cars over 1,300 c.c. (6 laps): 1, R. F. Morrison (Jaguar "E"), 9 m. 30.6 s.; 2, T. Entwistle (T.V.R.); 3, T. E. Sleight (Daimler SP250).

Racing Cars—Up to 1,100 c.c. (8 laps): 1, A. R. Wyllie (Lotus 22), 11 m. 13.4 s.; 2, M. Templeton (Lotus 22) 3, J. L. Romanes (Lotus 20). **Over 1,100 c.c.:** 1, N. Ferrier (Lola), 11 m. 17.3 s.; 2, P. Barak (Cooper-Ferrari); 3, J. H. Blades (BBK-Climax).

Sports Cars Up to 1,300 c.c. (Climax Engines) (8 laps): 1, J. H. Blades (BBK-Climax), 12 m. 11 s.; 2, G. Robinson (Lotus X). **Over 1,600 c.c.:** 1, P. Barak (Cooper-Ferrari), 11 m. 13 s.; 2, N. Ferrier (Lola) 3, D. Ance (TR3).

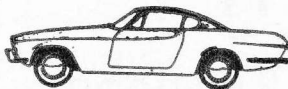
Grand Touring Cars Up to 1,300 c.c. (6 laps): 1, W. A. Thompson (Elite), 9 m. 23.3 s.; 2, T. D. Simpson (Marcos); 3, G. B. Birrell (Lotus XI).



Ronnie Morrison's E-type Jaguar which won the G.T. race.



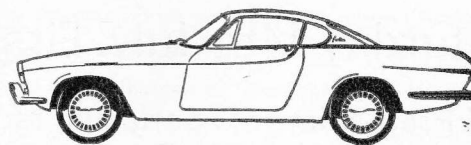
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CORRESPONDENCE

Admission to Race Tracks

I AM an enthusiast, and being an enthusiast do not have an abundance of capital to lavish on exorbitant admission fees, or "odd guineas", to line the coffers of some club—just because I wish to display a fancy chrome badge on the front of my car, or flaunt a tie in some snob bar over a "half bitter".

For some time now I have been on the brink of boiling point regarding the commercialization of "The Sport". I dismiss the porthole potterers, tape types, and tiger terrors and the many other peasants who seem to think that every square foot of bare metal on their mobile kitchen is a challenge to their decorative ability; this I just put down to bad taste and lack of background and education.

What I cannot dismiss though is the £1 admission fee charged for an International Meeting at Mallory Park, and a recent experience has finally "capped the lot". I was frankly refused admission at the same location, after motoring some distance, because I was not the member of some specified club, yet it was enthusiasts such as I who appeared in all weathers, when times were thin, to keep the flag flying.

Another incident I recall was the B.R.S.C.C. meeting at the beginning of the season at Silverstone, when some peaked-cap minion refused to let me in the paddock, relating that it was dangerous, regardless of the fact that a "family" man, complete with a female, offspring, purple tie, matching cardboard handkerchief and pointed shoes, was actually watching the meeting seated on *The Motor Bridge*. I will admit, however, that these matters were rectified when the chief steward was sent for.

I also note that a well-known picture daily (which I do not read) is now backing motor racing, no doubt with suitable sensational headlines and scoop crash photographs. *The Daily Express*, of course, set "The Sport" on its feet after World War II.

I believe that we enthusiasts will become so bitter that we shall have to revert to some other pastime which is not yet commercialized.

RUGBY, WARWICKSHIRE.

KEITH N. INGRAM.

Phil Hill—The Greatest Since Fangio?

PHIL HILL, the World's greatest driver since Fangio, is still very underrated, especially in Britain.

As the general public all know, Moss is the fastest round a corner, and is almost unbeatable if his car stays in one piece, and he has won more races than any other present-day driver. However, considering what "greatest driver" means, in my opinion he falls short of this title.

Although I don't consider that the World Champion is necessarily the greatest driver, it may give a fair indication, Fangio, Mike Hawthorn and Brabham either lost interest in racing other than Formula 1 or else were just not up to their high standard of Formula 1 racing. Moss can drive anything, but, as with Formula 1 cars, sometimes his driving is just too good for the puny efforts of the cars' constructors.

Surely one of the prime factors in any type of good driver is to make his machine last. Moss has rarely shown his ability to do so. Although he undoubtedly has this ability, his temperament does not seem to let him use it very often. Phil Hill seems to have the ability, the temperament and is also a very fast driver when he wants to be, as he proved during 1960 and in the last few F1 races in '58. Stirling never did seem to learn that sometimes it pays to be sure of a good place rather than risk breaking his car. The Moss attitude seems to be win or nothing. It often takes more guts to hold back. I think this proves Phil's superior temperament to most drivers, although perhaps not all. But maybe the most fantastic single factor to Phil's credit is the fact that at the time of writing he has never had an accident in which he has been seriously injured.

HELENSBURGH, SCOTLAND.

ALASTAIR MACMILLAN.

Racing in Yugoslavia

I WAS interested to see that AUTOSPORT was the only weekly to print anything about the Junior races in Yugoslavia and points east. Unfortunately, you were slightly misinformed as to the result of the G.P. of the Adriatic, so perhaps I could set the record straight.

It was actually Kurt Ahrens, Senior, who won the race in his Lotus 22; Kurt, Jr., tried to drive over a kilometre stone on the inside of one of the "serpentine" as the natives picturesquely call them, and Mr. Cooper evidently didn't allow for this when designing the front suspension, so young Kurt spent the race revving his hammer before papa came in and saw the car. I modified my Lotus to a two-speeder during this race, bottom for the hairpins and top for the straight; unhappily there were "other corners", so I fell back rather, from second place, and just scraped in third, ahead of another 20. I was dismayed to see that there were other cars with rear engines, and 1100s at that, at these races, but when 22s and Cooper 111s began arriving, I nearly asked for my money back!

There was another race a fortnight earlier, the Prix de Littoral, near Trieste, which was another Lotus benefit, me creeping in an inconspicuous second—strange to be the only green car at these races.

LIVERPOOL, 7.

TERRY SHEPHERD.

Anti-Foreign "Autosport"?

YOUR magazine has, deservedly, an unmatched reputation for informed race reports and an enlightened editorial policy towards Grand Prix racing.

However, in my view, this reputation is marred by what I can only describe as a Jingoistic blind spot. Thus, whenever a foreign racing stable establishes a supremacy in Formula 1 racing (as last year), there is a thinly veiled implication that this is due to a diabolically contrived loophole in the regulations, which the British constructors would not stoop to take advantage of. Whilst I realize that it would be more convenient if Ferrari had to buy their engines like everybody else, instead of building their own nasty powerful ones, I can hardly accept this as a valid viewpoint.

On the other hand, when British cars are supreme, AUTOSPORT attributes this fact to good, honest, Anglo-Saxon engineering worth. There seems to be a disparity of attitude to the two situations.

I also note that whenever a foreign driver spins in front of a British one, this is a piece of pure incompetent irresponsibility—or at least, this would appear to be the usual interpretation which your magazine places in such an occurrence.

However, when the situation is reversed, and a British driver spins in front of a foreign one, we have a piece of "pure bad luck".

LONDON, S.W.1.

J. POTIER.

I Like It!

MR. AMBLER'S letter interested me in so far as I have a large family and wife which makes ownership of a two-seater sports car impossible. Having driven a Lotus XI the general characteristics of this car in acceleration and cornering are hard to find.

I must say that the Tornado Talisman will suit not only the husbands but the wives who admire the fine lines and the comfortable seating and, above all, the children do not get bored, as the journey on our crowded roads can be done in such short times that everyone arrives contented.

I have only done 5,000 trouble-free miles, but I can honestly say I've never driven to Brighton so many times before! I enjoy it, my wife loves it and my four children are always scrambling in the back.

LONDON, S.W.7.

CLIFFORD J. DADE.

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

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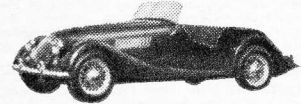
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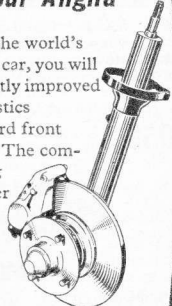
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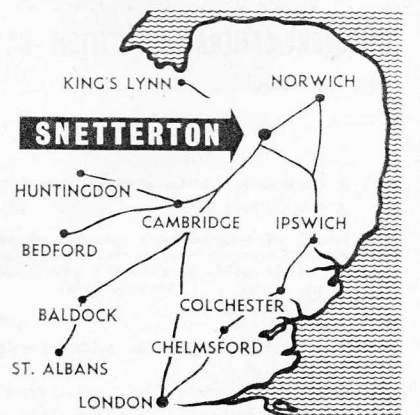
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Signed..... AGE (if under 18).....

Regulations for the competition were published in April 13 issue (page 513)

Address all entries to:
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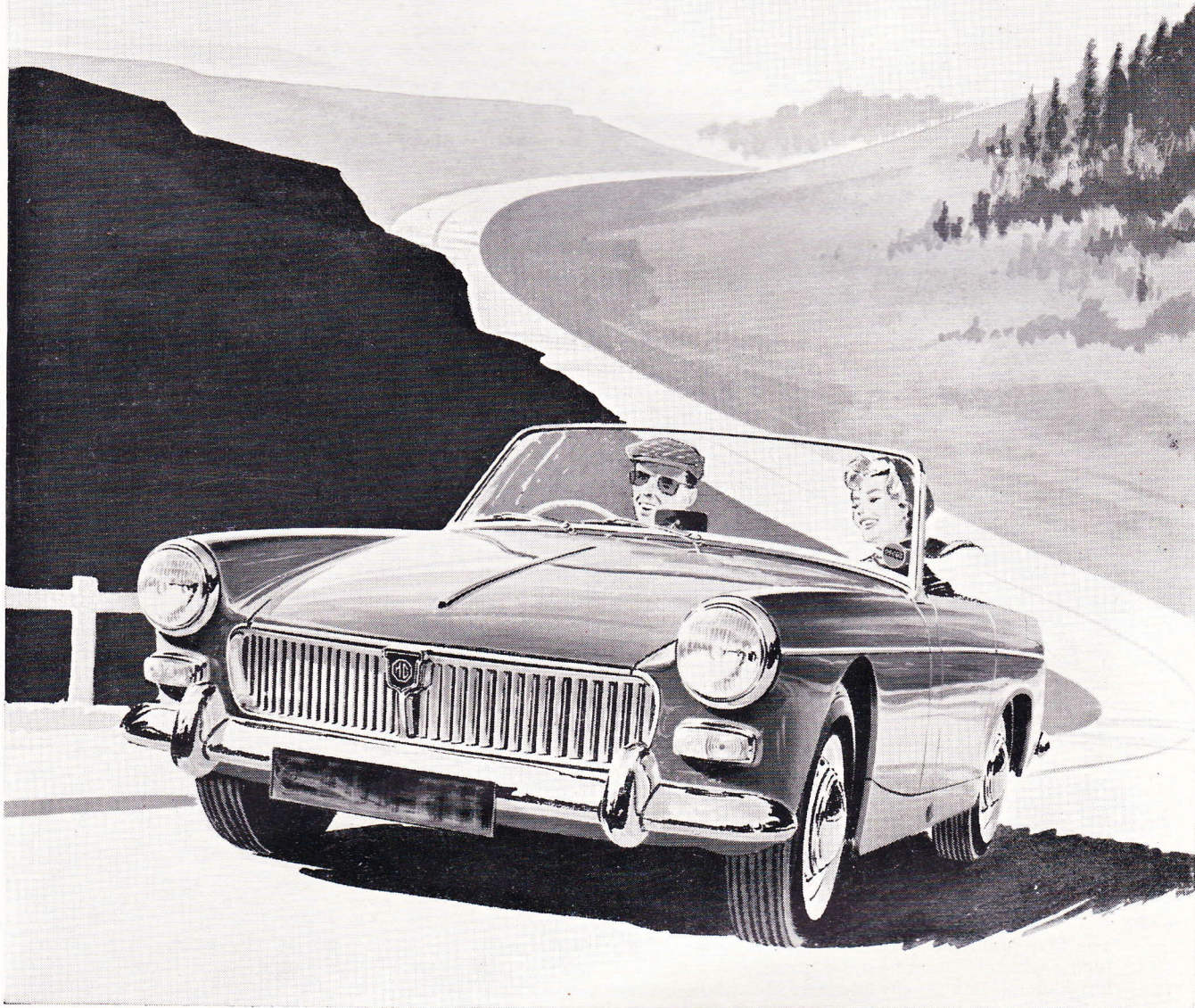
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