

AUTOSPORT

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AUGUST 26, 1960

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35



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BP WINS AGAIN!

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1,300-2,000 cc CLASS

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2nd Porsche

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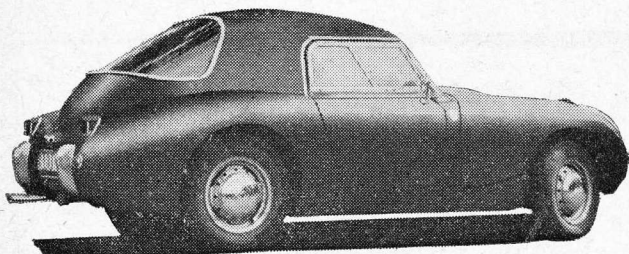
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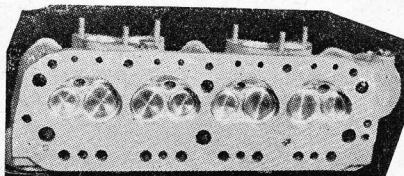
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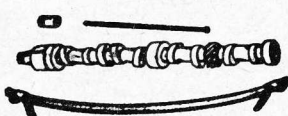
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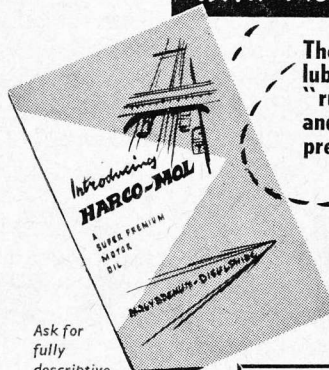
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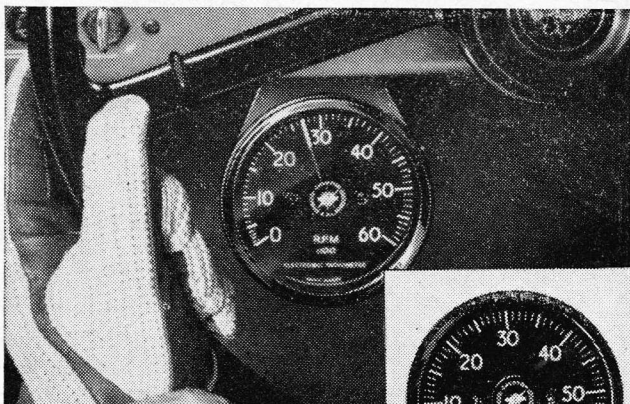
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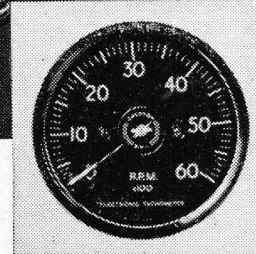
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

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August 26, 1960

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Assistant Editor MARTYN WATKINS

Technical Editor
JOHN V. BOLSTER

Art Editor
THEO PAGE

Northern Editor FRANCIS N. PENN

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EDITORIAL

G.T. RELIABILITY

THE R.A.C. Tourist Trophy race at Goodwood last Saturday, organized so well by the B.A.R.C., was a wonderful demonstration of the mechanical reliability of modern Grand Touring machinery. Of the 34 starters, only seven failed to finish, of which three were retired owing to crashes—one of the lowest vehicle casualty lists ever to emerge from an International road race, particularly one which lasted for three hours and saw the winner, Stirling Moss (Ferrari), cover 259 miles at an average speed of 85.58 m.p.h. The John Ogier-entered Aston Martins did remarkably well to take second and third places in the hands of Roy Salvadori and Innes Ireland. To Porsche went the 2-litre category, with Graham Hill setting up a new class record, and Peter Lumsden (Lotus Elite) took the 1,300 c.c. class, following a dramatic change when the leader, Michael Parkes (Elite), burst a tyre and damaged a wheel. Moss drove an immaculate race in a perfectly-prepared car, and had a tremendous reception from the 20,000 spectators who were seeing him race in this country for the first time since his distressing Spa accident. Despite the absence of the rip-snorting sports cars of earlier races, the 1960 T.T. was an unqualified success, and rather indicates that next season's G.T. events will provide far better racing than some people contend. It will encourage the re-entry of famous factories, for the preparation of existing production machines costs only a fraction of the amount required to build and race special sports cars. Again, from a publicity angle, the effect on sales of a properly-organized entry of Grand Touring vehicles must pay dividends in the end. It is evident from the result, that the DB4GT Aston Martin can stand comparison with the Ferrari 250GT.

MONZA DEBACLE

IN boycotting the Grand Prix of Europe at Monza on 4th September, British entrants have tended to create a rather unfortunate situation. Although the objections may be fully justified, one feels that the whole matter could have been more delicately handled, and that a proper approach could have been made to the Automobile Club of Italy, with a view to negotiations. As it is, the Italians refuse to alter their original regulations, and the race will be run with entries such as are approved by the organizers. The pity of it all is that certain continental journalists have been provided with a weapon which they will certainly not hesitate to use. Already there have appeared articles stating that the British constructors consider that their cars are too fragile for Monza—without mentioning the banked circuit at all!

OUR COVER PICTURE

STIRLING BACK IN FORM: The third Tourist Trophy victory in a row came to Stirling Moss at Goodwood on Saturday when, driving with all his usual brilliance, he won by two laps in the Walker/Wilkins 250 Ferrari, after virtually leading throughout the race despite strong opposition from Roy Salvadori and Innes Ireland in Aston Martins.

SMART hardtop for Austin-Healey Sprites is made by T.W.M. Engineering, Ltd., North Road Garage, Muskham Road, Newark, Notts. It has been fully race-tested and costs £22 10s. complete ex works.

PIT and PADDOCK

JOHN OGIER hopes to have both Roy Salvadori and Innes Ireland in DB4GT Aston Martins for the Monthéry 1,000 Kilometres race on 23rd October.

JOHN BOLSTER and Nigel Riley are taking part in October's Seine Six Hours race in a Rileycraft with Derrington hull. This is regarded as the outboard racing classic.

HENRY TAYLOR will drive one of the Yeoman Credit Cooper-Climaxes in the Lombank Trophy race for Formula 1 cars at Snetterton on 17th September—preceding the AUTOSPORT Three Hours race.

PATSY BURT, who took third place in the over 1,100 c.c. racing car class at Great Auclum, also won the Ladies' Award and the Nancy Mitchell Trophy.

HULME WINS THE GRAND PRIX DE PESCARA

GEORGE HULME (Cooper Junior) won the Grand Prix de Pescara from Juan Manuel Bordeau (Stanguellini) and John Love (Cooper Junior). At the start Colin Davis (Osca) led from Bordeau but Davis ran out of brakes and left the road. In the meanwhile, Hulme had pulled out an unassailable lead.

RECENTLY we reported that Keith Francis, in a Peco-tuned Ford Anglia, managed with ease to beat all opposition. We have been informed that this car is fitted with a Brockholes conversion head and special pistons supplied by the Brockholes Motor Co., and in actual fact has only the Peco inlet manifolds and carburetter system.



LES NEWAY, well known in the trials field, has joined the staff of Kieft Sports Car Co., Ltd., Princip Street, Birmingham 4.

GEORGE HARTLEY-SMITH, head time-keeper at Prescott for many years—among other jobs in motoring sport—was married on 20th August to Ann Gledhill, his assistant for the past two years.

GRAND PRIX INTERNATIONAL DES 1,000 KILOMETRES DE PARIS

ENTRIES are now open for the 1,000 Kilometres de Paris which is to be run at Monthéry on 23rd October, on the 4.8-mile course.

The race is open to manufacturers and private entrants of Grand Touring cars complying with Appendix J 1960.

Entries close on 10th October and regulations may be obtained from Association Sportive de L'A.C. de L'Île de France, Boulevard de L'Amiral-Bruix (prés Porte Maillor), Paris, France.

HIGH SPEEDS BY FERRARI AT MONZA

DURING tests of special Monza-type Dunlop tyres recently, Phil Hill in the rear-engined Ferrari did 2 mins. 40.7 secs. (139.2 m.p.h.) on the combined road and track circuit. His best on the *piste de vitesse* was 59.4 secs. (159.9 m.p.h.). Good times were also registered by von Trips and Ginther in front-engined cars.

THE 22nd BRITISH EMPIRE TROPHY

IT is now possible to announce the programme for the 22nd British Empire Trophy meeting of the B.R.D.C., due to be held at Silverstone on 1st October. Continuing the club's policy of doing everything possible to further the cause of motor sport, this year's event is to be run basically for aspirants to motor racing honours and, for this reason, entrants will be almost entirely confined to drivers who have qualified from the club meetings held on the club circuit at Silverstone.

The programme will consist of races for touring cars, sports cars, grand touring cars, historic racing cars and Formula Junior. The Formula Junior race will carry with it the British Empire Trophy itself.

ANNOUNCEMENT FROM ASTON MARTIN

MR. DAVID BROWN has announced that Aston Martin will not be competing in the remaining events under the present Formula 1. He feels that it is essential to concentrate the whole of the engineering resources of Aston Martin upon production and development: added to this is the fact that the change in formula for 1961 will allow insufficient time for the necessary development of new designs.

Mr. David Brown has also emphasized that, for the time being at least, the Aston Martin cars appearing in Grand Touring events would be privately owned and not official works entries.

THE B.R.S.C.C. International meeting at Brands Hatch this weekend will be televised by B.B.C. at 3.15 p.m., 3.45 p.m. and 4.10 p.m. Robin Richards and AUTOSPORT's John Bolster will be commenting.



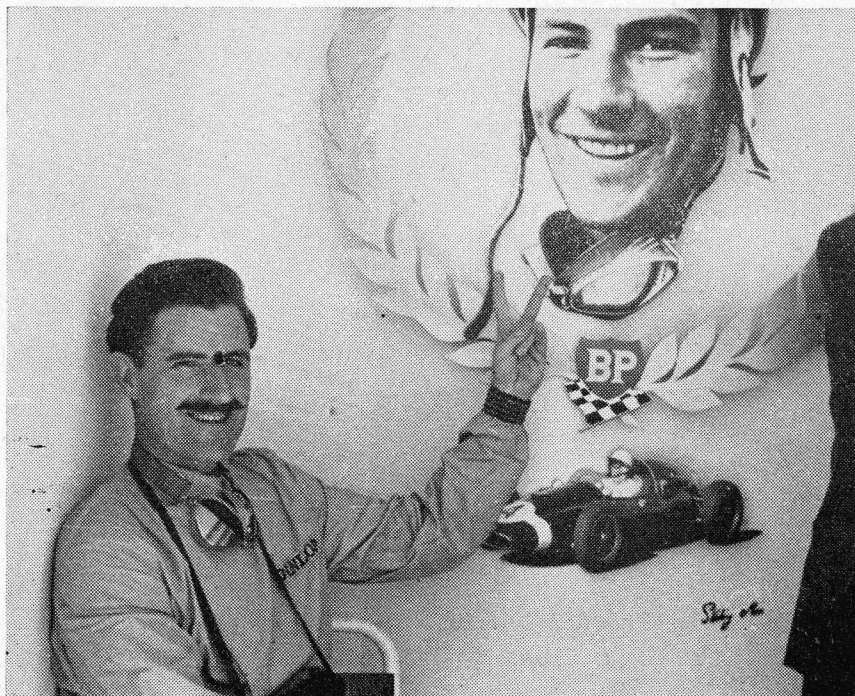
SIGN to watch for next month if your car is over 10 years old is this one, which has been manufactured by the Sign Centre (Harrison-Pinder, Ltd.) for authorized testing stations under the new M.o.T. scheme.

FOR VICTORY . . . ? Graham Hill makes a rather well-known gesture in front of a picture of a rather well-known racing driver—but his grin suggests he doesn't really mean it!

SPORTS NEWS

BRANDS HATCH CIRCUIT, LTD., tell us: "We would like to assure disgruntled spectators of the August Bank Holiday meeting that we are more than aware of the necessity to provide for their welfare, that we have accomplished since February much more than the majority have expected us to do, in spite of appalling conditions during the last six weeks, and that there is still an awfully long list of improvements yet to be carried out, which are going to take time, and decent weather.

"Traffic arrangements, thrown overboard by an insufficient police force on the day, have been remade, and although we realize we shall never be able to satisfy the public, at least we shall keep on trying, so that we can more than bear comparison with any other circuit."



B.R.M. FOLK: Mr. and Mrs. Louis Stanley in the pits during the Portuguese Grand Prix practice. Mrs. Stanley is Alfred Owen's sister.

THE official list of acceptances for the B.R.S.C.C. meeting at Brands Hatch this weekend include the following:

Formula 2: G. Hill (Porsche/Dr. Ing. h.c.F. Porsche KG); J. Bonnier (Porsche/Dr. Ing. h.c.F. Porsche KG); S. Moss (Porsche/R. R. C. Walker Racing Team); R. Salvadori (Cooper-Climax/C. T. Atkins); H. Taylor or O. Gendebien (Cooper-Climax/Yeoman Credit Racing Team); G. Lawton (Cooper-Climax/N.Z.I.G.P. Racing Team); D. Hulme (Cooper-Climax/N.Z.I.G.P. Racing Team); J. Surtees (Cooper-Climax); B. Halford (Cooper-Climax/J. Fisher); R. Flockhart (Cooper-Climax/A. Brown); M. McKee (Cooper-Climax/J. Russell); G. Wicken (Cooper-Climax); T. Parnell (Cooper-Climax/R. H. Parnell); A. E. Marsh (Cooper-Climax); S. Hart (Cooper-Climax/J.B.W. Car Co.); J. Whitmore (Cooper-Climax/J. L. E. Ogier); A. Maggs (Reserve) (Cooper-Climax/J. L. E. Ogier); J. Campbell-Jones (Reserve) (Cooper-Climax/D.R.W. Engineering); G. Ashmore (Reserve) (Cooper-Climax); J. R. Lewis (Reserve) (Cooper-Climax/H. & L. Motors, Ltd.); M. Gregory (Cooper-Maserati/Scuderia Centro-Sud); I. Burgess (Lotus-Maserati/Scuderia Centro-Sud); I. Ireland (Lotus-Climax/Team Lotus); J. Clark (Lotus-Climax/Team Lotus); D. Gurney (Lotus-Climax/Mrs. L. Bryden-Brown); G. Duke (Lotus-Climax/R. Parnell); N. R. Hicks (Lotus-Climax/Team Thercel); J. E. Raby (Hume Cooper-Climax/Empire Cars (Brighton), Ltd.); Driver to be nominated (Emeryson-Climax/Emeryson Cars, Ltd.).

In the Formula Junior event there are works entries from Lotus and Lola and drivers will include, amongst others, Mike McKee, Jimmy Clark, Trevor Taylor, Peter Arundell, Chris Summers, Juan Manuel Bordeau, John Surtees, Geoff Duke and Peter Ashdown.

Stirling Moss, P. "Loustel" and Jo Schlesser will all be in 250GT Ferraris in the G.T. race, while Jack Sears and Roy Salvadori will be driving Aston Martin DB4GTs.

The battle between the Jaguars of Roy Salvadori, Jack Sears and Bill Aston should be quite something in the Touring Car event.

POWER OUTPUT OF N.S.U. WANKEL

THE new versions of the N.S.U. Wankel rotary engines are said to produce 40 b.h.p. and 100 b.h.p. respectively from the 400 c.c. and the 1,000 c.c. units.

WHAT NEXT? Mike Berg, well-known West Essex C.C. official, flew himself to Snetterton for the club's race meeting on Sunday, "buzzing" race control on his way home!

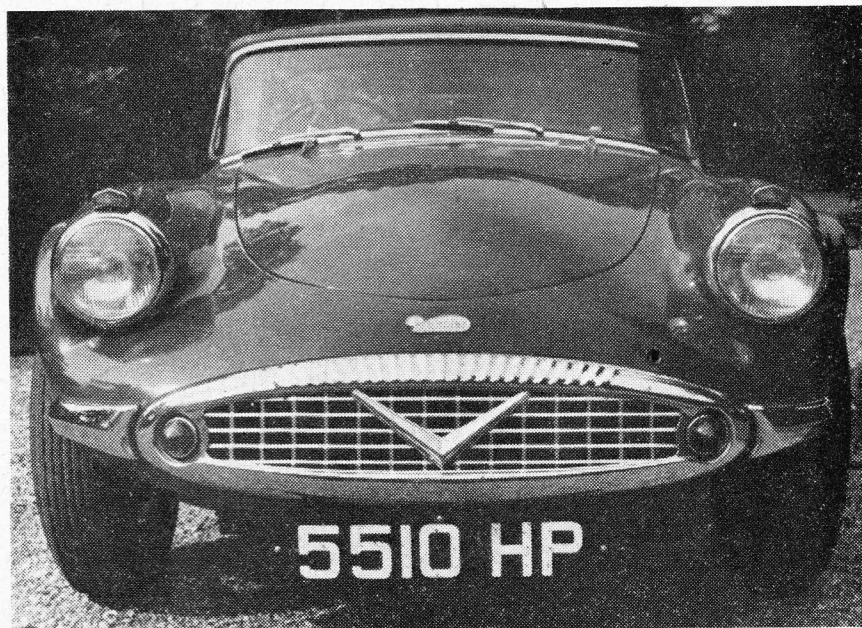
WEBBAIR FLIGHT TO MONZA

THE Elizabethan flight to the European Grand Prix at Monza is definitely on. Departure will be from Gatwick at noon, 1st September. The return flight leaves from Milan Airport at 5.0 p.m. on 5th September, arriving back at 8.0 p.m.

HERALD CONVERTIBLE

THE Triumph Herald Convertible, introduced at the Geneva Motor Show this year, is now on sale in this country. The price of this all-round independently sprung convertible is £766 2s. 6d. including tax.





JOHN BOLSTER TESTS

The Daimler SP250

WAY back in Edwardian days Daimler cars were very popular among amateur competition drivers. In the hill-climbs of the period the big poppet-valve cars covered themselves with glory, and the firm's advertisements said, "Daimler First Again!" There followed the era of the Knight sleeve-valve engine, to which Daimler's remained faithful after many other constructors had abandoned it. It was then that the traditional chauffeur-driven limousine became typical of the marque, a fact which was underlined by royal patronage.

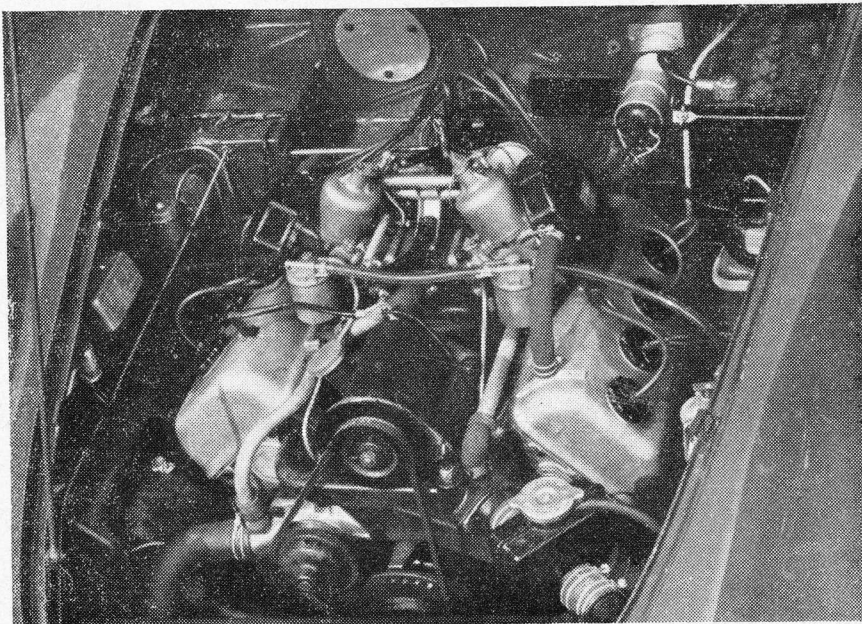
Of recent years, the Daimler has perhaps become a less regal carriage, but the announcement of a high-efficiency 120 m.p.h. sports car was nevertheless something of a bombshell. I have given one of these machines a thorough test, and have found it refreshingly different from any other car, with a marked personality of its own.

The main feature of the SP250 is its 2½-litre V8 engine. This 90 degree power unit has its compact cylinder block in iron, with light alloy, inclined-valve heads. The block and crankshaft are of the utmost rigidity, which is of extreme importance in a high-output engine. The single, chain-driven camshaft is in the centre of the Vee, and operates the valves through inclined pushrods and rockers.

The light alloy cylinder head has hemispherical combustion chambers. Twin SU carburettors are mounted on a most elaborate manifold, which is water-heated where the gas enters it, but exposed thereafter. The heated section warms up rapidly before the radiator is put in circuit. The individual pipes of

calculated length cross over one another, so that each carburetter is asked to supply equally spaced impulses. It is to this induction system that much of the power unit's success is due. The exhaust manifolds, on the outside of the heads, are also of efficient shape.

This exciting engine is mated to a Borg and Beck clutch and a four-speed gearbox, with synchromesh on the upper three ratios. The open propeller shaft and hypoid axle are entirely conventional. The ratios are close, and extremely high speeds are available on the indirect gears, while the final drive figure of 3.58 to 1 renders an overdrive entirely unnecessary.



MAIN FEATURE of the SP250 is its 2½-litre V8 engine which produces 140 b.h.p. at 5,800 r.p.m.

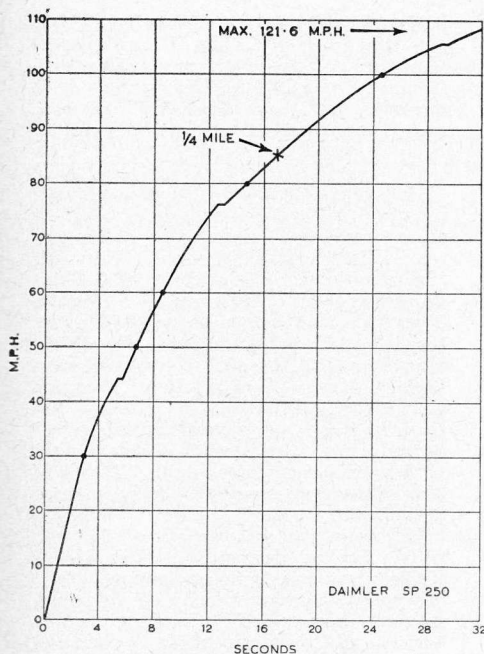
A HIGH EFFICIENCY sports car which has a top speed of over 120 m.p.h. and disc brakes on all four wheels is a slight change from the regal carriages one normally associates with this marque.

The chassis frame is quite prosaic, being a straight, box-section structure with cruciform bracing. It passes beneath the rear axle, to which it is attached by semi-elliptic springs, and in front there are wishbones and helical springs. The cam and lever steering gear operates through a three-piece track rod, and the brakes all round are discs. The fly-off hand brake has a self-servo action to overcome the difficulty of parking on steep hills, which has afflicted some other disc-braked cars.

The Daimler Co. have for some time been specialists in fibreglass construction, which they employ liberally for their public service vehicles. It is thus no surprise that the body of the SP250 is in plastic. A low, cross-flow radiator, with separate header tank, permits the nose of the bonnet to sweep right down to a bumper-level air intake. It is pleasant that the fins which once decorated Daimler radiators are commemorated in the "crinkles" round the top of the grille.

The body is a two-seater with an occasional rear seat, but if the front seats are not too far back the additional accommodation is quite comfortable, and one finds a useful boot in the tail. There is leather round the fascia panel and soft crash padding, while one applauds the liberal supply of proper round instrument dials. The driving position is good, except that the gear lever is too far forward. A detachable hard top was fitted to the test car, but this tended to emphasize the rather low screen, and the rear quarters formed blind spots in London traffic conditions.

On driving off, one is immediately conscious that one is behind a superb engine. It is impossible to write of this glorious power unit in anything less than superlatives, for it has every virtue that could reasonably be demanded at the present stage of the art. It is smooth, quiet, and entirely flexible. It has immense punch at the lowest speeds



ACCELERATION GRAPH

which continues right up the scale to 6,000 r.p.m. Furthermore, it never becomes "fussy", as small multi-cylinder units are inclined to do. It is possible to criticize the chassis and the body of the Daimler, but the engine stands alone in a class apart.

With such a wide power range, the engine will "pull" an extremely high gear. Quite properly, therefore, the indirect gears are closely spaced. The 44 m.p.h. bottom gear does not feel "high" in traffic, though it has a ratio of 10.5 to 1; indeed, the machine moves off readily on its 76 m.p.h. second speed. The 106 m.p.h. third gear is a joy, and permits really rapid overtaking of 90 m.p.h. sports cars. The maximum speed of 121.6 m.p.h. speaks for itself, and there are still a few hundred revs. left at that rate, which may be exceeded under favourable conditions of wind or gradient. 100 m.p.h. is a nice, easy cruising speed.

On good roads, the SP250 rides well, and remains stable and easy to handle at the highest velocities. The steering



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Daimler SP250 sports 2/4-seater. £1,395 including P.T. Extras fitted to test car (wire wheels, adjustable steering column, front bumper, rear bumper, tonneau cover, detachable hardtop and screen washers): Total £194 ls. 11d.

Engine: Eight cylinders in 90 deg. Vee. 76.2 mm. x 69.85 mm. (2.5 litres). Pushrod-operated inclined valves. Compression ratio 8.2 to 1. 140 b.h.p. at 5,800 r.p.m. Twin SU HD6 carburettors. Lucas coil and distributor.

Transmission: Borg and Beck 9 ins. single dry plate clutch, 4-speed gearbox with central remote control and synchromesh on upper three gears, ratios 3.58, 4.41, 6.236, and 10.5 to 1. Hardy Spicer propeller shaft. Hypoid rear axle.

Chassis: Straight box-section frame with cruciform bracing, passing beneath rear axle. Independent front suspension by helical springs and wishbones with telescopic dampers. Cam and lever steering gear with three-piece track rod. Under-

slung semi-elliptic rear springs with lever-type dampers. Girling hydraulic disc brakes all round. 5.90 x 15 ins. "Roadspeed" tyres on centre locking wire wheels.

Dimensions: Wheelbase, 7 ft. 8 ins. Track (front) 4 ft. 2 ins., (rear) 4 ft. Overall length, 13 ft. 4½ ins. Width, 5 ft. 0½ in. Turning circle, 33 ft. 6 ins. Weight, 1 ton.

Equipment: 12-volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure, water temperature and fuel gauges. Self-parking wipers and washers. Flashing direction indicators.

Performance: Maximum speed, 121.6 m.p.h. Speeds in gears: 3rd, 106 m.p.h.; 2nd, 76 m.p.h.; 1st, 44 m.p.h. Standing quarter-mile, 16.4 secs. Acceleration: 0-30 m.p.h., 2.8 secs.; 0-50 m.p.h., 6.8 secs.; 0-60 m.p.h., 8.6 secs.; 0-80 m.p.h., 14.8 secs.; 0-100 m.p.h., 24.8 secs.

Fuel Consumption: 19/22 m.p.g.

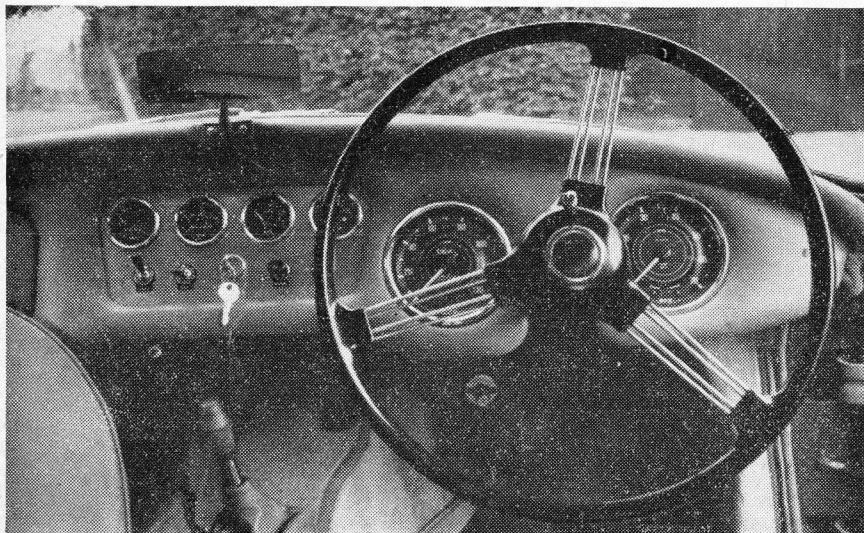
is a little heavy at parking speeds, but very precise at all other times. The disc brakes earn full marks under all conditions, and they can be used hard and repeatedly without any sign of warming up. The clutch pedal has a long travel before the plate frees, and the action is decidedly heavy. As a touring sports car, the Daimler has many virtues, whether driven fast or more gently.

Tested on a racing circuit, the chassis becomes less happy. The limited travel

of the rear axle causes it to hit the bump stops on both its upward and downward movements. As there is no anti-roll bar in front, the rear end breaks away rather early, and a full drift cannot be encompassed. The rear axle also tramps under heavy braking. It would therefore be advisable to do some work on the suspension before racing this car, though the engine is ideal for the purpose. It is, of course, only to racing that these remarks apply.

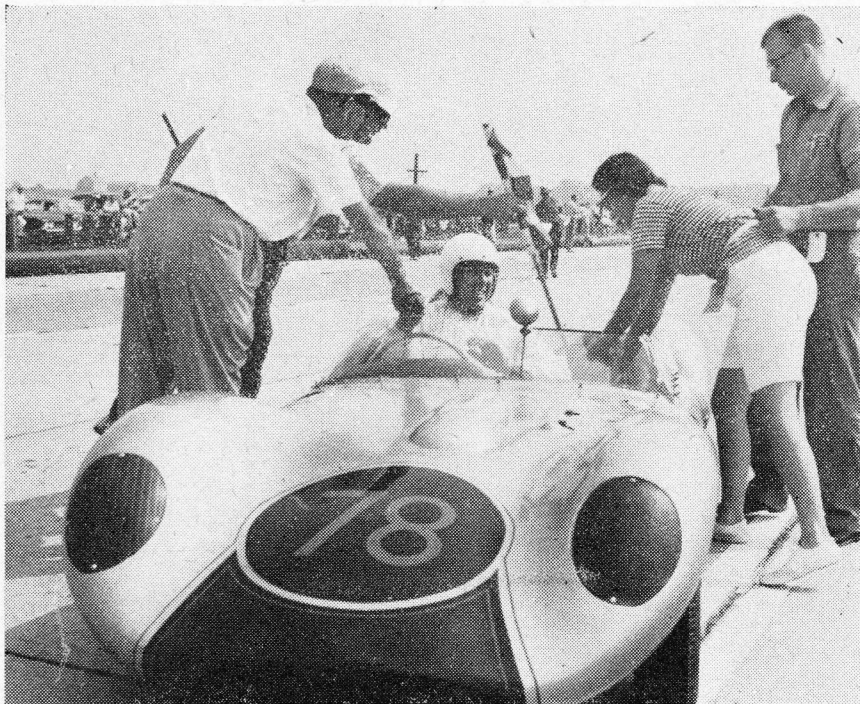
The whole car is very solidly constructed, and indeed it is by no means light. The general shape of the body is pleasing, though it smacks of Coventry rather than Turin. Without doubt, a few deft touches by an artist could render this a really good-looking car. It is a comfortable vehicle for long-distance travel, both for the driver and the passenger.

The Daimler SP250 is a very fast car at a relatively moderate price which is graced with a really superb engine. Four-cylinder motoring seems rough and inflexible after one has handled this little beauty. Above all, it proves that a V8 engine need not have that horrible "beat" that emanates from the exhaust pipes of the Detroit devices.



ABOVE: Cruising all day at over the ton is not out of order in SP250.

LEFT: First class instrumentation—and a good driving position.



Montgomery

RUTH SANDS BENTLEY

Walt Hansgen Wins the Two Main Events of S.C.C. of America's Championship

WINNING the two main events—the Formula Junior race on Saturday and the Governor's Cup race on Sunday—Walt Hansgen was the star of the Sports Car Club of America's championship races at Montgomery. Driving for the Briggs Cunningham stable, his Formula Junior Lotus led the 20-car field all the way but had an exciting finish when, with but five laps to go in the 30-lap race, it lost all but one gear. He was 12 seconds ahead of Harry Carter's Lotus when the gearbox went; he was a mere half-car length ahead as the chequered flag fell. On Sunday he set a new course record in the Maserati, winning the Governor's Cup race at an average speed of 80.2 m.p.h. compared with Constantine's 76.9 m.p.h. last year in the Aston Martin and Daigh's 77.1 m.p.h. the year before in the Scarab.

Sharing honours with Hansgen were Bob Grossman and Charles Kreisler's new Ferrari Berlinetta. In his three times out, Grossman was overall winner of the Gran Turismo race, he finished third in the densely populated fifth race for production classes B, C and D (which was loaded with Corvettes), and he was second overall in the 50-lap Governor's Cup race.

The Franklin D. Roosevelt, Jr., Fiat Abarth racing team also had a topnotch weekend, taking the first six places in their class in the Gran Turismo race and having an outright win in race six for G and H production. Paul Richards won by a wide margin over John Wendt's Alfa in the latter race, his Fiat Abarth displaying amazing roadholding on the turns and in the chicanes.

The weather was sunny and no accidents marred the national event which attracted a record 230 entries. Spectators

surrounded the airfield, but crowded towards the start-finish line as cars took their grid positions for the last race, the Governor's Cup. In pole position was last year's winner, George Constantine (Kelso Chevrolet), sharing the front row with Augie Pabst (Scarab) and Walt Hansgen (Maserati). The start was extremely fast for all but Gordon MacKenzie whose Jaguar was grounded with a broken halfshaft.

Pabst took an immediate lead with Constantine pressing him as they flew around the triangular airstrips. Hansgen was third but Holbert was threading his way quickly through the crowded field. On the very last lap of practice the day before, Holbert's Porsche RSK lost its gearbox. A brand-new RS60 had just arrived in New Jersey, so Holbert fetched it, sans engine, and dropped the RSK engine into the new car. Two practice laps before the race was his only acquaintance with the machine, but the car was extremely fast. Holbert passed Hansgen before the end of the first lap and two laps later overtook Constantine while Pabst was circling the 1.85-mile course in 1 min. 23 secs.

To make the course tricky, chicanes of hay bales and wire hoops were located midway along the second straight and in the last turn. These necessarily kept the average speeds down and the excitement up. Much hay was scattered over the weekend.

According to club rules, photographers and race officials are not allowed on any part of the course proper while wearing either red or yellow clothing which could be mistaken for flags and confuse the drivers. Chet Flynn, official observer on the first turn, asked 16 people to remove their shirts!

WHATEVER LOLA WANTS, *Lola gets was the theme song of most spectators after watching the outstanding performance of Millard Ripley's Lola as it ran away with Race Four for Classes G and H Modified, averaging 73.9 m.p.h.*

Hansgen, driving the "Birdcage" with his usual relaxed skill, overtook Holbert on lap four and the order of the leaders was: Pabst (Scarab), Hansgen (Maserati), Holbert (Porsche), Heuer (Scarab), Constantine (Kelso Chevrolet), Penske (Porsche), Grossman (Ferrari), McCarthy (Ferrari), Fleming (Lotus Mk. XV), Howes (Kel-Cooper), Walsh (Lister-Bristol), Hayes (Ferrari), Faust (Ferrari) and Forno (Porsche). The pace had not slackened and stimulated cornering had spectators on their toes. On lap eight Holbert failed to come round. Two laps later Hansgen passed Pabst right in front of the official stand to take the lead.

Holbert's Porsche was out of the race with a broken crankshaft. Then Heuer and Constantine failed to appear. The order was changing quickly. Penske had reached third place. Gearbox trouble had retired Constantine. Heuer was seen walking to the paddock for water. Another car had flicked a traffic cone into the air scoop of the Scarab, blocking the air intake and causing the water to boil away. Heuer, in third place when the cone struck, lost 10 precious laps. Hansgen was still circulating at high speed and Pabst was keeping up with him. Penske's Porsche was the only car not "doubled" by Hansgen and Pabst.

The Scarab grew closer and closer to the Maserati as they both lapped at 83.5 m.p.h., Pabst slipstreaming the Maserati, moving up past its back fender, falling back not more than a car's length and then challenging it again and finally passing on lap 17. Then it was Hansgen's time for harassing. The Maserati seemed glued to the Scarab as they poured on power down the back straight and into the chicane. Coming out of the chicane Pabst applied too much power and the stub axle broke, throwing the Scarab into a spin as the Maserati again took the lead. The Scarab called at the pits to be "de-hayed" and Hansgen was approaching the pit area on his next tour when the Scarab rejoined the race. Penske's Porsche was the only car on the course not to be lapped.

Hansgen should have slowed as he had almost a whole lap advantage, but he was in the groove and seemed to enjoy staying there to the frustration of team manager Alfred Momo. Momo waved the sign "EZ" to Hansgen as he flashed by, but Hansgen failed to slow. Next lap, Momo not only showed the "EZ" sign to Hansgen but held a big knock-off hammer in the air as a reminder of what might happen if the Maserati did

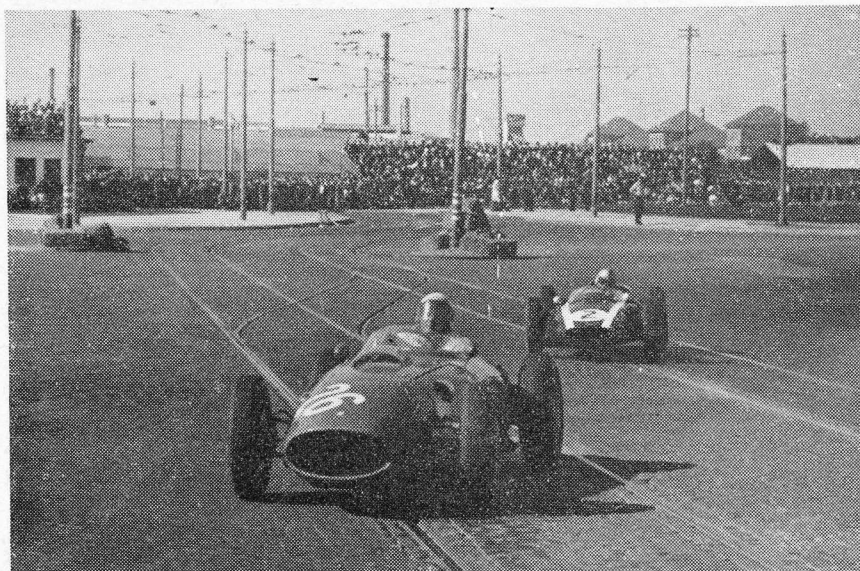
(Continued on page 306)

Results

Overall: 1, Walt Hansgen (Maserati), 80.2 m.p.h.; 2, Bob Grossman (Ferrari G.T.); 3, Tom Fleming (Lotus Mk. XV). **Class DM:** 1, Walt Hansgen (Maserati), 80.2 m.p.h.; 2, Bob Grossman (Ferrari G.T.); 3, James Flynn (Ferrari). **Class EM:** 1, Tom Fleming (Lotus Mk. XV), 71.8 m.p.h.; 2, Charles Hayes (Ferrari); 3, Jack Walsh (Lister-Bristol); 4, Roger Penske (Porsche RSK). **Class BM:** 1, Augie Pabst (Scarab), 71.1 m.p.h.; 2, Harry Heuer (Scarab). **Class FM:** 1, James Forno (Porsche RS), 70.8 m.p.h.; 2, Dave Adams (Lofa—Lotus with Alfa engine); 3, Brad Howes (Kelcooper—Cooper and Porsche engine); 4, Eric Pasquini (Lotus). **Class CM:** 1, Bud Faust (Ferrari), 62.9 m.p.h.; 2, Gordon MacKenzie (C-Jaguar).

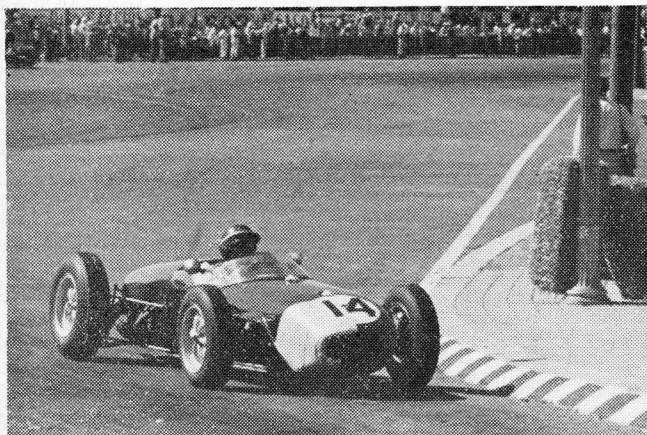


ABOVE: Jack Brabham after winning the race and securing his title, and ABOVE, RIGHT, he lines up his Cooper to attempt to pass Phil Hill's Ferrari.

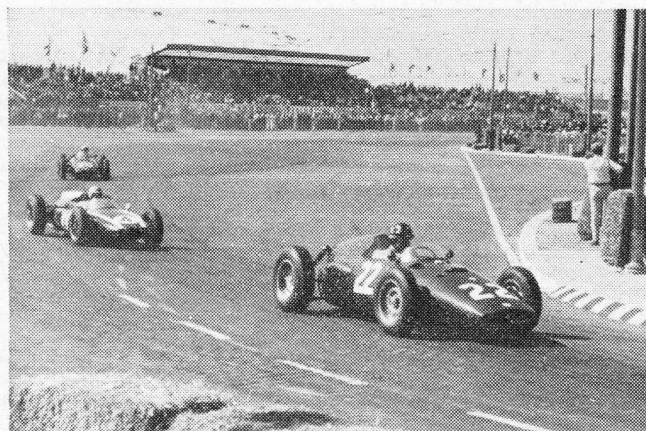


PORTUGAL IN PERSPECTIVE

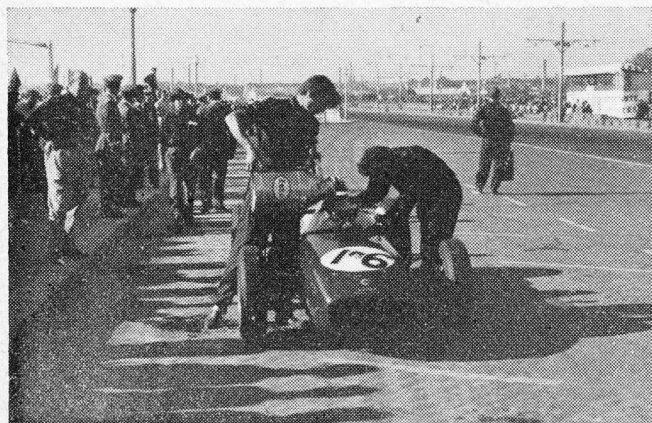
George Phillips Photographs the Grand Prix which Clinched the 1960 World Championship



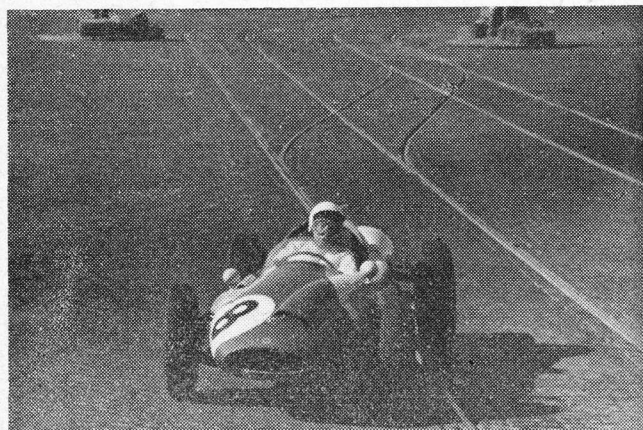
SHOWING SIGNS of overnight repairs after a crash in practice, Jim Clark's Lotus whips through a fast corner.



SAME CORNER, three cars. Graham Hill (B.R.M.) leads Jack Brabham (Cooper) and Jo Bonnier (B.R.M.) early on.



TOPPING UP Innes Ireland's Lotus which lost time later with a defective petrol line tap.



SEVENTH PLACE went to Olivier Gendebien's Cooper-Climax, here seen crossing the deeply rutted tram lines.



Sunshine at Snetterton

Brian Naylor Wins Main Event at W.E.C.C. Meeting

ONE of the finest days of the summer greeted the West Essex C.C. for its National Benzole Trophy race meeting at Snetterton on Sunday, a well-run event with a programme comprising eight races. Main event of the day, of course, was the 15-lap National Benzole Trophy race for *Formule Libre*, won with considerable ease by Brian Naylor. Earlier in the afternoon Naylor, driving his Cooper-Ferrari in the big sports car race, had set a new sports car lap record with a time of 1 min. 41.0 secs., a speed of 96.59 m.p.h.

First race of the day was a five-lapper for 750 Formula cars, which drew what was a surprisingly small entry for this rather competitive class. As it was, non-starters reduced the field to seven cars, and these included Tony Densham's Worden, so that the final result was something of a foregone conclusion. David Boorer's DEB, the only machine likely to be a serious challenge to Densham, was put out of the running by a pit-stop, presumably to dry things out after an excursion into the large pool of water which had collected at the hairpin. Densham, in fact, led from start to finish, his car being superior in all departments from roadholding to maximum speed. Second was D. J. Limbach, but for third place there ensued the most splendid hammer-and-tongs battle between the Austin Ulsters of Keith Dixon (the "blood-orange") and Pierre de Villiers. These two went hard at it throughout the race, the prize eventually going to Dixon—just. Densham made fastest lap in 2 mins. 11.4 secs., a speed of 74.25 m.p.h.

Event two was a 10-lapper for 1,100 c.c. sports cars—a term which was

widened rather more than is usually the case in these events to include Sprites and George Catt's Berkeley. The lead from start to finish was held by Keith Greene, who immediately went in front with his Gilby from Peter Boshier-Jones and Bill Pinckney, both in Lotuses. The latter two were having a spirited go, and on lap two swapped places. On lap three they did so again, but moving up well was D. M. Bertram's Lola, and by the fifth lap this car was in second place ahead of Boshier-Jones, with Pinckney fourth. On lap six the latter did it wrong at Coram, spinning round to lose his fourth place to John Woolfe's Lola. Woolfe's race, however, had not long to run. Next time round his Lola developed the most exciting character-

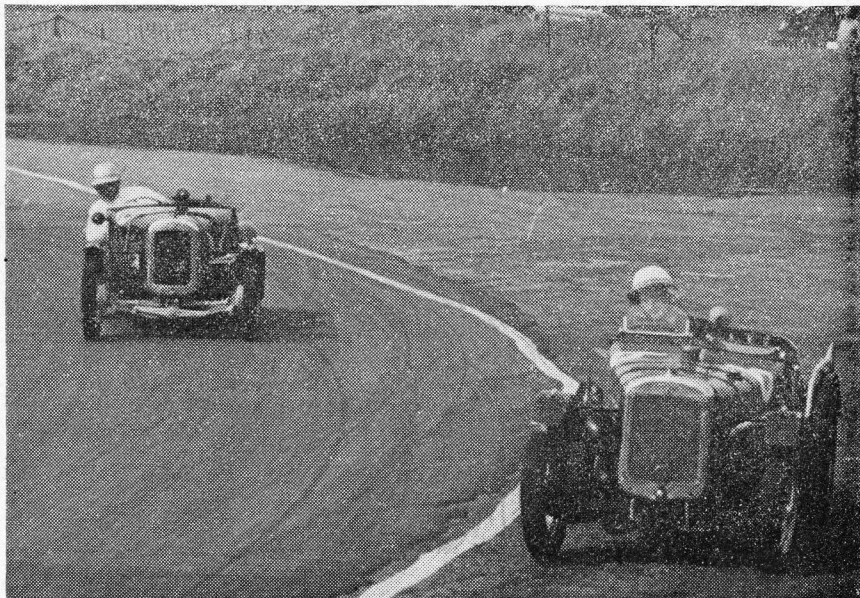
MAIN EVENT of the day was won by Brian Naylor's J.B.W.-Maserati. Earlier, in his Cooper-Ferrari illustrated here, he won the big sports car race and set a new sports car lap record.

istics under braking for the hairpin, having sheared a stub axle, and, not surprisingly, the car was retired there and then.

Meanwhile, in second place Bertram was beginning to gain slightly on Keith Greene, but the Gilby-Climax was not to be caught so easily, and Greene finally crossed the line first by a little over seven seconds, with P. Boshier-Jones third with his Lotus. Fastest lap went to John Woolfe in 1 min. 48.6 secs., a speed of 90.11 m.p.h., Greene's winning average speed was 88.51 m.p.h.

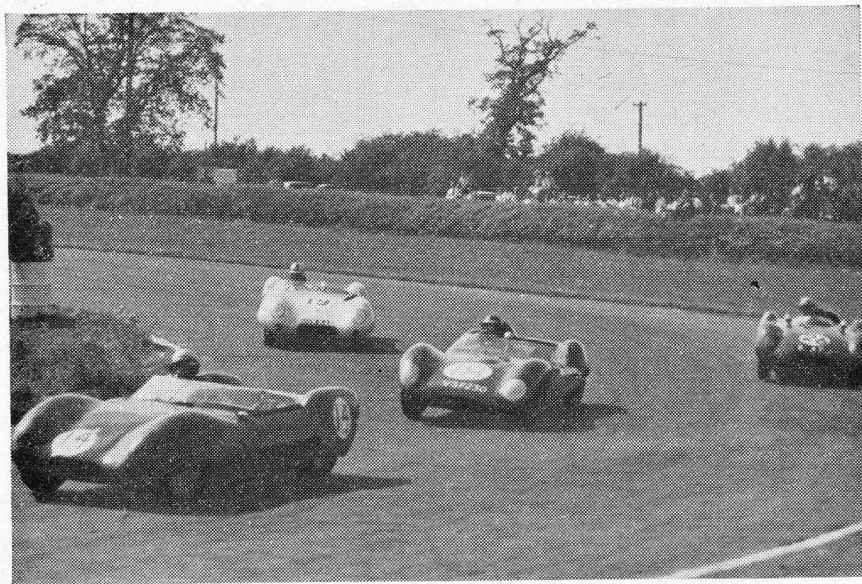
Then came a 10-lapper for grand touring cars, run in three classes for cars up to 1,300 c.c., 1,301-2,000 c.c., and over 2,000 c.c. Young David Hobbs, on the Hobbs automatic transmission Jaguar XK 140, started from pole position on the grid and went into an immediate lead. He was out-accelerated from the line by Maher's wallowing Chevrolet Corvette, but Hobbs led the field into Riches Corner and thereafter was never passed. At the end of the first lap the order was Hobbs, Hextall (TR), Maher (Corvette), Eric Martin (Tornado), Hill (Peerless) and Whitmore (Austin-Healey 3000). At the end of lap two Maher had dropped a couple of places and Eric Martin now lay third behind Hextall. From then on the leading positions did not change, although Martin spent the last couple of laps having a frantic dice with the TR to be pipped by only four-tenths of a second. John Whitmore finished second to Hobbs in the big class, taking fourth place overall, while the up to 1,300 c.c. category was won by Merfield's Anglia. Fastest lap of the race went to Hobbs in 1 min. 58.6 secs., a speed of 82.26 m.p.h.

Following this there was a 10-lapper for Formula Junior cars. The entry list suffered rather from the B.A.R.C.'s championship at Goodwood on the previous day. Nevertheless there was sufficient variety to make for interesting racing. J. McCann, in one of the Jim



ULSTER DICE was a feature of the 750 Formula race. Here Keith Dixon leads Pierre de Villiers through the hairpin in the course of their fight for third place.

ELEVEN HUNDREDS: D. M. Bertram (18) sweeps through a cluster of slower cars at the hairpin during his chase of Keith Greene. In the picture also are Harrison-Hansley (14), R. Brown (19) and J. Hellings (26).



Russell school cars, led Rhodes (Cooper-Austin) and Cliff Johnson, in the Jim Russell school Lotus, into Riches. By the time the field reached the hairpin Johnson lay second, having passed Rhodes, and at the end of the first lap he led the race, to continue to do so throughout the event. Second place was held throughout by McCann despite a battle with Rhodes in the closing stages of the race. There were several incidents in this event, with several cars having to be brought in on the end of ropes when it was all over. Johnson finally won by five clear seconds at an average speed of 87.81 m.p.h., while four-tenths of a second separated McCann and Rhodes. Fastest lap was recorded by Johnson in 1 min. 48.4 secs., a speed of 90.00 m.p.h.

Event five, a 10-lapper for sports cars over 1,100 c.c., was a rather dull event. John Bekaert, in Derek Wilkinson's Lister-Jaguar, took the initial lead, but from the second lap onwards Brian Naylor's Cooper-Ferrari stayed in front. John Bekaert held on to second place while third all the way was Shane Summers, the Vanderbilt racing drivers' school star pupil, on this occasion in R. M. Bartram's 2-litre Lotus Fifteen. Peter Sargent, in the "D"-type, was a permanent fourth, and in fact the positions throughout the race never changed. Naylor drew away from Bekaert at the rate of some three seconds a lap to win by nearly half-a-minute at an average speed of 92.16 m.p.h., lapping in 1 min. 41.0 secs. (96.59 m.p.h.) on the way and setting up a new sports car lap record for the circuit. There were only two runners in the 1,500 c.c. class, and these never altered their positions, J. Cottrell's Lotus Seven winning the class from A. H. Cook's astonishingly named "Buroche Wombat", both using 100E Ford engines.

Event six was a seven-lapper for 1172 Formula cars, and this time it was all Cottrell, his Lotus taking an immediate lead after the start to stay in front all the way, eventually winning by nearly 10 seconds from A. J. Youlton's Terrier. At the end of the first lap second place was held by G. Lomas, who was having a dice with R. A. Hoyt. Youlton, however, who was in sixth place after the first lap, moved up to fourth position on lap two and on lap three passed both Lomas and Hoyt into second position, there to stay, while Hoyt came into the pits to retire. From this point the situation among the leaders did not alter, and Lomas finished third, some four seconds or so behind Youlton. Fastest lap went to Cottrell in 2 mins. 2.8 secs., a speed of 79.45 m.p.h.

Then came the main race of the day—the 15-lapper for the National Benzole Trophy. From the start Brian Naylor's J.B.W.-Maserati was beaten off the line by Shane Summers, who made a magnificent start, but the Lotus was gradually overhauled by the Formula 1 car and at the end of the first lap Naylor had a four-second lead. Third was "Jimmy" Twisk in the Tulip Stable's Cooper F2, ahead of Peter Sargent's "D"-type Jaguar.

After three laps Naylor's lead had been extended to 12 seconds, while

farther back in the field John Bekaert, in Mike Woodley's Cooper-Austin Junior, had passed Horrocks's Russell School Cooper into seventh place, and was beginning to fix his sights on A. D. Bennett's Elva-Climax. "Jimmy" Twisk Bennett's Elva-Climax. "Jimmy" Twisk the back of the Formula 2 car was giving off a fine spray of fuel or something. Whatever it was, however, did not seem important, for the car was going like a train. On lap eight the Cooper passed the Lotus, and battle was joined for second place, for Summers was not going to let Twisk get away with anything. But the spray from the back of the Cooper clouded his screen and goggles, and he was forced to drop back. This settled the order of the leaders, and interest turned to the fight between Bekaert's cheeky little Junior and Bennett's Elva. On lap nine this, too, came to an end when Bekaert romped past at the hairpin and proceeded to draw away. Naylor, by now, had a lead of something over half a minute, and was obviously not to be caught. He finally won by some 52 seconds at an average speed of 92.97 m.p.h., while Twisk, in second place, finished 21 seconds ahead of Summers. Fastest lap went to Naylor, rather naturally, in 1 min. 43.2 secs. (94.53 m.p.h.).

Last race of the day was a 10-lapper for saloon cars in which the three Jaguars of Bill Aston, Albert Powell and Peter Sargent swept off in line astern, holding this order until Powell spun off at the hairpin, letting Sargent through into second place but holding on to third spot. Surprise of the race—well, not really, one has come to expect it—was Doc Shepherd's A40, which held fourth place after leading all the Jaguars into Riches and into Sear Corners after the start before being overwhelmed on the straight. At the end he showed that his day was not done, for he all but passed Simon Hill's Peerless, which had taken him for fourth place on lap three. Farther back in the field another hearty scrap was going on between Bill Woodhouse's Tornado Tempest and Merfield's Anglia, the former winning the private duel. Bad luck came early in the race to M. Graber, whose Anglia was retired after clouting a spinning Minicar. One of the other Minis in the race, the

Austin Seven of K. P. Fisher, went out when the car tossed a wheel away at Sear Corner.

This brought the meeting to an end—a meeting which had been a well-run example of the sort of thing one likes to see on a club afternoon.

MARTYN WATKINS.

Results

750 Formula: 1, A. E. Densham (Worden Austin), 68.24 m.p.h.; 2, D. J. Limbach (Austin); 3, K. B. Dixon (Austin Ulster). **Fastest lap:** Densham, 74.25 m.p.h.

Sports Cars up to 1,100 c.c.: 1, Keith Greene (Gilby-Climax), 88.51 m.p.h.; 2, D. M. Bertram (Lola); 3, P. Boshier-Jones (Lotus XI). **Fastest lap:** J. Woolfe (Lola), 90.11 m.p.h.

Grand Touring Cars: 1, D. Hobbs (Jaguar XK 140), 80.16 m.p.h.; 2, C. D. Hextall (Triumph TR2); 3, E. A. Martin (Tornado Thunderbolt). **Fastest lap:** Hobbs, 82.26 m.p.h.

Up to 1,300 c.c.: 1, D. P. Merfield (Ford Anglia), 71.99 m.p.h. **Fastest lap:** Merfield, 73.91 m.p.h.

1,301-2,000 c.c.: 1, C. D. Hextall (Triumph TR2), 80.03 m.p.h.; 2, E. A. Martin (Tornado Thunderbolt). **Fastest lap:** Hextall and Martin, 82.12 m.p.h.

Over 2,000 c.c.: 1, D. Hobbs (Jaguar XK 140), 80.16 m.p.h.; 2, J. Whitmore (Austin-Healey). **Fastest lap:** Hobbs, 82.26 m.p.h.

Formula Junior: 1, C. Johnson (Lotus), 87.81 m.p.h.; 2, J. McCann (Lotus); 3, J. Rhodes (Cooper-Austin). **Fastest lap:** Johnson, 90.00 m.p.h.

Sports Cars over 1,100 c.c.: 1, B. Naylor (Cooper-Ferrari), 92.16 m.p.h.; 2, J. Bekaert (Lister-Jaguar); 3, S. Summers (Lotus XV). **Fastest lap:** Naylor, 96.59 m.p.h. (record).

1,101-1,500 c.c.: 1, J. Cottrell (Lotus VII), 73.66 m.p.h.; 2, A. H. Cook (Buroche Wombat). **Fastest lap:** Cottrell, 78.55 m.p.h.

1172 Formula: 1, J. I. Cottrell (Lotus VII), 77.43 m.p.h.; 2, A. J. Youlton (Terrier); 3, G. Lomas (Lomas). **Fastest lap:** Cottrell, 79.45 m.p.h.

National Benzole Trophy Race: 1, Brian Naylor (J.B.W.-Maserati), 92.97 m.p.h.; 2, K. Y. Twisk (Cooper F2); 3, Shane Summers (Lotus XV). **Fastest lap:** Naylor, 94.53 m.p.h.

Saloon Cars: 1, Bill Aston (Jaguar 3.4), 79.98 m.p.h.; 2, P. J. Sargent (Jaguar 3.4); 3, W. A. Powell (Jaguar 3.4). **Fastest lap:** Sargent, 81.44 m.p.h.

Up to 1,300 c.c.: 1, G. C. Shepherd (Austin A40), 78.35 m.p.h.; 2, J. M. Young (Ford Anglia). **Fastest lap:** Shepherd, 79.71 m.p.h.

1,301-2,000 c.c.: 1, S. Hill (Peerless), 78.35 m.p.h.; 2, P. Albon (Austin A40 (S)). **Fastest lap:** Hill, 79.84 m.p.h.

Over 2,000 c.c.: 1, Bill Aston (Jaguar 3.4); 2, P. J. Sargent (Jaguar 3.4).

NEW THREE-UNIT TEST KIT

CRYPTON have brought out a new "C.C.T." test kit which covers ignition tuning, automatic advance operation, compression testing and dual carburettor adjustment.

THEY'RE OFF: First man away, as always, is Moss, followed closely by the Aston Martin of Roy Salvadori. Ireland's car is a little late in joining the party, while "Loustel's" Ferrari comes up on the outside.

place of the injured Henry Taylor) 1 min. 43.8 secs.

Quickest of the smaller cars was Graham Hill (Porsche Carrera) with 1 min. 42 secs., and Tom Dickson (Elite) achieved 1 min. 43.4 secs.

On Friday Stirling got down to 1 min. 35.6 secs., but the Ogier men were content with their Thursday times. Colin Davis improved to 1 min. 40 secs. Moss therefore became the first driver of a G.T. car to lap at over 90 m.p.h. at Goodwood. Michael Parkes (Elite) produced a shattering 1 min. 41.4 secs. (85.21 m.p.h.), quite an achievement with a 1,300 c.c. car—and just two-fifths of a second

THE 25th R.A.C. TOURIST TROPHY

Magnificent Victory at Goodwood by Stirling Moss (Ferrari)—Ogier Aston

Martins Prominent—Class Successes by Lumsden (Lotus Elite) and Hill (Porsche)

DRIVING Dick Wilkins's 250GT Ferrari, entered by Rob Walker, Stirling Moss scored his Goodwood T.T. hat-trick, and his sixth actual victory in the series. He covered 108 laps in the three hours, at an average speed of 85.58 m.p.h.—two laps ahead of the Aston Martins entered by John Ogier and driven by Roy Salvadori and Innes Ireland. These DB4 GT machines ran like clockwork, and either of them could have disputed the issue with Moss, had not Salvadori lost time after a puncture caused by a faulty wheel, and Ireland by reason of his exhaust pipes coming adrift.

In point of fact, the entire race centred on tyre changes and the times taken for pit stops. Moss lost only 2 mins. 35 secs., as against about 4 mins. by Salvadori, and over 4 mins. by Ireland. The last-named took it comparatively easy during the early stages, in order to make his tyres last as long as possible, but his advantage was nullified by the exhaust pipes' flexible mounting coming adrift.

Very unlucky was Michael Parkes in Sir Gawaine Baillie's Elite; with the 1,300 c.c. class virtually sewn up, a tyre burst and later left the rim. The time taken to remove and change the damaged wheel dropped him to fourth place, behind the similar cars of Peter Lumsden, Graham Warner and Chris Summers. Graham Hill completely dominated the 2-litre class with his Porsche Carrera Abarth, finishing fourth overall and setting up a new class lap record.

The French Inter-Auto-Course team of Ferraris gained the nominated team prize, the drivers being Graham Whitehead/Jack Fairman, Colin Davis and Jo Schlesser. Reliability was a feature of this first T.T. for G.T. machinery; of the 34 starters, only seven were not running at the end.

One thing emerged from this event, and that is the fact that the all-conquering 250GT Ferrari may have a serious rival

in the DB4GT Aston Martin. The fine performance of the privately entered cars must encourage Feltham to give a strong measure of support for future events.

It was grand to see Reg Parnell in charge of the John Ogier Aston Martins to be driven by Roy Salvadori and Innes Ireland, and highly gratifying that Salvadori should tie with Stirling

BY GREGOR GRANT

Photography by George Phillips

Moss (Ferrari) for fastest lap during Thursday's training session with a time of 1 min. 37 secs. (89.07 m.p.h.). Next best was Ireland with 1 min. 38.4 secs., followed by Mairesse (Ferrari), 1 min. 40.2 secs., Davis (Ferrari), 1 min. 40.8 secs., and Moss in Whitehead's Ferrari with 1 min. 40.8 secs. Graham did 1 min. 41.2 secs., and his co-driver (in

slower than Graham Hill's 1,600 c.c. Carrera.

The 34 cars were lined up in front of the pits according to practice times, with Moss's Ferrari at the head. Stirling had fitted a radio to the blue car and, rather optimistically one thought, hoped to listen in to the race commentary from the B.B.C. The standard of turn-out was very high indeed. Behind the action stations, Dunlop had a veritable mountain of tyres and wheels. With a dry circuit, "Dunlop Mac" and his helpers were obviously going to be very busy indeed. The B.A.R.C. had gone in deep with their fire precautions, and it was gratifying to see many fully-equipped and highly-trained fire-fighters in the pits area.

Starting Positions

S. Moss (Ferrari 250), 1 m. 35.6 s.
R. Salvadori (Aston Martin DB4), 1 m. 37.0 s.
I. Ireland (Aston Martin DB4), 1 m. 38.4 s.
C. Davis (Ferrari 250), 1 m. 40.0 s.
W. Seidel/W. Mairesse (Ferrari 250), 1 m. 40.2 s.
G. Hill (Porsche Carrera), 1 m. 41.0 s.



ENTERING THE CHICANE is the "Maestro" who was reputed to have "listened" in to the B.B.C. commentary during the event—it must be easy for some!

THE DUST FLIES as "Loustel's" Ferrari clouts the hurdle at the chicane, while Frenchman Jo Schlesser (Ferrari) goes through.

A. G. Whitehead/J. E. G. Fairman (Ferrari 250), 1 m. 41.2 s.
 Jo Schlesser (Ferrari 250), 2 m. 41.2 s.
 P. "Loustel" (Ferrari 250), 1 m. 41.2 s.
 M. J. Parkes (Lotus Elite), 1 m. 41.4 s.
 T. Dickson (Lotus Elite), 1 m. 43.4 s.
 J. Bonnier (Porsche Carrera), 1 m. 43.6 s.
 C. Summers (Lotus Elite), 1 m. 43.8 s.
 A. Marsh (Lotus Elite), 1 m. 44.0 s.
 G. Warner (Lotus Elite), 1 m. 44.0 s.
 C. J. Lawrence (Morgan Plus Four), 1 m. 45.4 s.
 T. Bridger (M.G.A.), 1 m. 46.2 s.
 A. T. Foster (M.G.A.), 1 m. 46.4 s.
 W. McCowen (A.C. Ace), 1 m. 46.4 s.
 P. J. Lumsden (Lotus Elite), 1 m. 46.6 s.
 G. Koch (Porsche Carrera), 1 m. 46.6 s.
 W. E. J. Allen (Lotus Elite), 1 m. 46.6 s.
 P. Riley (Austin-Healey 3000), 1 m. 47.0 s.
 J. R. Stoop (Porsche Carrera), 1 m. 47.2 s.
 F. Hahnl (Porsche Carrera), 1 m. 47.2 s.
 E. J. P. Williams/A.V. Hegbourne (Lotus Elite), 1 m. 47.2 s.
 C. Meek (Elva Courier), 1 m. 47.6 s.
 J. H. Gaston (Lotus Elite), 1 m. 48.2 s.
 S. A. Hurrell (Lotus Elite), 1 m. 49.6 s.
 J. Bekacrt (Austin-Healey 3000), 1 m. 50.4 s.
 C. Simson/P. Hawkins (Austin-Healey Sprite s/c), 1 m. 51.2 s.
 P. Fergusson (Elva Courier), 1 m. 54.4 s.
 B. Playford (Elva Courier), 1 m. 56.2 s.
 J. Wagstaff (Lotus Elite), 1 m. 57.0 s.

As 3 p.m. approached, drivers took up their positions opposite their cars. When the flag dropped there was the usual scramble, with all eyes on Stirling Moss. Gately he limped to the Ferrari and, to loud cheers, was first away—remarkable for a man who was so recently in a hospital bed!

The traffic jam was more than considerable, and there were a few bumps and scrapes as the field accelerated towards Madgwick Corner, with Moss in the lead. Through Fordwater, St. Mary's, Lavant and Woodcote streamed the long procession, and as they accelerated out of the chicane past the grandstands it was Moss, Salvadori, "Loustel", Schlesser, Whitehead, Dickson, Hill, Marsh and Bonnier in that order—Ferrari, Aston Martin, Ferrari, Ferrari, Ferrari, Elite, Porsche, Elite, Porsche. Someone must have shunted Graham Hill's Porsche, for there was a widespread bash on the offside panels.

It was obvious that Salvadori was going to dispute the issue with Moss, and hope to bring him in for tyres earlier than the Walker pit had bargained for. Ireland's role was apparently to take it quieter, but gradually come up with the leaders. The speed of the leaders was such that, by four laps, they had started to double the field, starting with Wag-

staff (Elite), Simson (blown Sprite), and the Elva Couriers of Brian Playford and Pat Fergusson.

Relentlessly Moss and Salvadori widened the gap, and behind them a fierce struggle had commenced featuring the Ferraris of Schlesser, Whitehead and "Loustel", joined by Ireland whose Aston Martin had unobtrusively come up from 13th to sixth place. Hill led Colin Davis's Ferrari and, incredibly enough, close behind came Tom Dickson in his red Elite. Moss's Ferrari produced a curious tinkle as it sped past the pits, but it didn't seem to be anything serious. With seven laps registered, Moss and Salvadori were still battling, whilst Ireland had cheerfully come up into third place—not seeming to hurry in the least.

Already the David Buxton team was in trouble, Tony Marsh coming in at 3.12 p.m. with what sounded like serious fuel starvation. A petrol pipe had fractured, and Wagstaff set out in the car, having swapped cars with Marsh.

The fast brigade were now continually passing the slower cars. At 3.30 p.m., Moss led Salvadori by four-fifths of a second, both having covered 18 laps. Third man Ireland was just over a minute behind, followed by the Ferraris of Schlesser, Whitehead and Mairesse. Then came "Loustel" and Davis, with Hill still leading the 2-litre class, and Dickson the 1300s.

On lap 20, Salvadori made his bid, and passed Moss, but by lap 22 Stirling was in front again—and there were only half a dozen cars on the same lap. The time

for tyre changes was rapidly approaching, for the leaders were averaging over 87 m.p.h.

Schlesser bashed a hurdle in the chicane, but continued, whilst McCowen went on the grass at Lavant Corner. Mairesse careered sideways in St. Mary's, but carried on, Moss having to stand on everything to avoid him. "Loustel" missed the chicane and charged through the slip road.

Poor Wagstaff was continually in and out of the pits with fuel trouble, generally arriving on one cylinder. Peter Riley's Austin-Healey had developed alarming front-wheel bounce, and Williams's Elite was producing an intermittent smoke screen. The enterprising Chris Lawrence had worked his Morgan up into 11th place, second to Hill in the 2-litre class, and dicing merrily with Chris Summers's Elite.

The Walker pit made ready, and at 3.43 p.m., Stirling glided in with radio playing and had two rear wheels changed; time, 50 secs. This put Salvadori temporarily in the lead, but he came in three minutes later and had all four wheels changed (56.4 secs.). Innes Ireland now led the race till 3.53 p.m., when he, too, had all wheels changed (56 secs.). Schlesser's mechanics had trouble with the jack, and it was nearly a minute and a half before the Ferrari rejoined the race.

Tom Dickson's rapid run terminated when his Lotus smacked the bank at Woodcote. Chris Meek considerably altered the appearance of his Courier when he crashed into a hurdle at the chicane.

So, with the first hour gone, the race picture was:—

1. Moss (Ferrari), 36 laps, 86.63 m.p.h.
2. Salvadori (Aston Martin), 35 (76.4 s, behind)
3. Ireland (Aston Martin), 35 (85.4 s.)
4. Davis (Ferrari), 35.
5. Mairesse (Ferrari), 34
6. Hill (Porsche), 34*
7. Schlesser (Ferrari), 34
8. Whitehead (Ferrari), 34
9. Summers (Elite), 33†
10. Parkes (Elite), 33†
11. Warner (Elite), 33†
12. Lawrence (Morgan), 33*
13. Bonnier (Porsche), 33*
14. Lumsden (Elite), 33†
15. Allen (Elite), 33†
16. "Loustel" (Ferrari), 33

A BATTLE ROYAL for supremacy in the 1,300 c.c. class was waged between Mike Parkes (46), who made fastest lap and was class leader until he had a "blow out", and Peter Lumsden (45) went on to win. John Wagstaff (42) suffered from fuel-feed trouble.



BENT PORSCHE: *Graham Hill, who won his class and made a new record lap for the up to 2,000 c.c. cars, is seen here in his somewhat scarred Porsche, which received a severe clout in the mêlée at the start.*

17. Hahnl (Porsche), 32*
18. Bridger (M.G.), 32*
19. Foster (M.G.), 32*
20. McCowen (A.C.-Bristol), 32*.

* 2-litre class.
† 1,300c.c. class.

John Bekaert's Austin-Healey came into the pits in a cloud of steam and took plenty of water aboard. Seidel took over from Mairesse after a wheel change, and likewise Fairman replaced Graham Whitehead.

Chris Meek (Elva), thought to be a retirement, re-emerged after changing a halfshaft. Bekaert was in again with his steam cloud, and lost 8 mins. whilst a fan belt was replaced. Meek didn't stay long in the race, for he spun off course at Madgwick and clouted the bank. Seidel burst a rear tyre, spun on to the grass, and then crept to the pits on his wheel rim. Peter Riley revolved at St. Mary's but the Austin-Healey carried on. McCowen charged the chicane with his A.C.-Bristol, missed it and took the escape route. Colin Davis was 2½ mins. at his pit attending to his Ferrari, and Wagstaff called twice, finally fitting a new fuel pump.

Salvadori burst a tyre at Lavant Corner, and drove (slowly?) into the pits. Apparently the Borrani wire wheel was slightly off-centre, and the tyre tread had been touching the rear of the car. He was away again after 58 secs., having had both rear wheels changed. This now left Innes Ireland with the best chance of catching Moss but, even so, at 4.30 p.m. he was 1 min. 39.4 secs. in arrears—practically a whole lap. The issue rested on pit stops. Stirling came in, changed all four wheels, and took on 15 gallons of petrol. After about 75 secs., he re-started, still in the lead.

Lawrence, second in the 2-litre category, made his routine pit stop, but could not restart. He left about 17 minutes later, having had to replace the starter motor. "Loustel" clouted the bank at Madgwick, drove slowly towards the pits, but abandoned the Ferrari just after the chicane.

Ireland came within 8 secs. of Moss, and hopes reigned high in the Ogier Aston Martin pits. Meek retrieved his battered white Elite from the bank, and



arrived at the pits with most of the fibreglass missing from the nearside front. Mechanics patched it up as best as they could, and after about 18 minutes, the strange-looking device rejoined the race. Meanwhile team-mate Playford retired with engine trouble.

With two hours of racing completed, the race order was as follows:—

1. Moss (Ferrari), 71 laps
2. Ireland (Aston Martin), 70
3. Salvadori (Aston Martin), 70
4. Davis (Ferrari), 69
5. Hill (Porsche), 68*
6. Schlesser (Ferrari), 68
7. Whitehead/Fairman (Ferrari), 68
8. Parkes (Elite), 67†
9. Lumsden (Elite), 67†
10. Warner (Elite), 67†
11. Summers (Elite), 66†
12. Bonnier (Porsche), 66*
13. Bridger (M.G.), 66*
14. Foster (M.G.), 65*
15. Hahnl (Porsche), 65*
16. Allen (Elite), 65†
17. Mairesse/Seidel (Ferrari), 64
18. Stoop (Porsche), 63*
19. Gaston (Elite), 63†
20. Hurrell (Elite), 62†
21. Riley (Austin-Healey), 62
22. Marsh (Elite), 62†
23. Simson (Sprite), 61*
24. Williams (Elite), 60†
25. Fergusson (Courier), 59*.

Roy Salvadori's unlucky wheel mishap had thrown out all the Ogier/Parnell calculations, and it was pretty certain that, unless something unexpected happened to Moss, the Ferrari would maintain its advantage. Although Salvadori

was just 13 secs. behind Moss at 5.30 p.m., Stirling had covered 89 laps against the 88 of the two Aston Martins. Ireland's exhaust system was trailing, and the black flag was produced. A hurried repair was effected with wire, but the stop had dropped the Scotsman out of the picture in so far as catching Moss was concerned.

Stirling duly made his final stop, and both rear wheels were changed in 30 secs., in a perfectly organized halt. Salvadori did even better, swopping the rears in 27 secs. However, there was nothing that the DB4s could do, and it was merely a question of keeping going—and hoping. Ireland caught up with Roy, and the two green cars circulated together a lap behind the Ferrari.

Tommy Bridger (M.G.), a definite threat to Bonnier's second place in the 2-litre class, burst a tyre and finished up against the hoardings at Madgwick. Dick Jacobs had intended to call him in the next lap, but oddly enough, the tyre which punctured was not the one on the wheel they planned to change. Seeing his team-mate in trouble, Alan Foster took the precaution of stopping for a change. Both "Twin-Cams" had been going like trains, a tribute to the careful preparation of Jacobs and his men. However, Bridger's exit put paid to any chance of catching Bonnier.

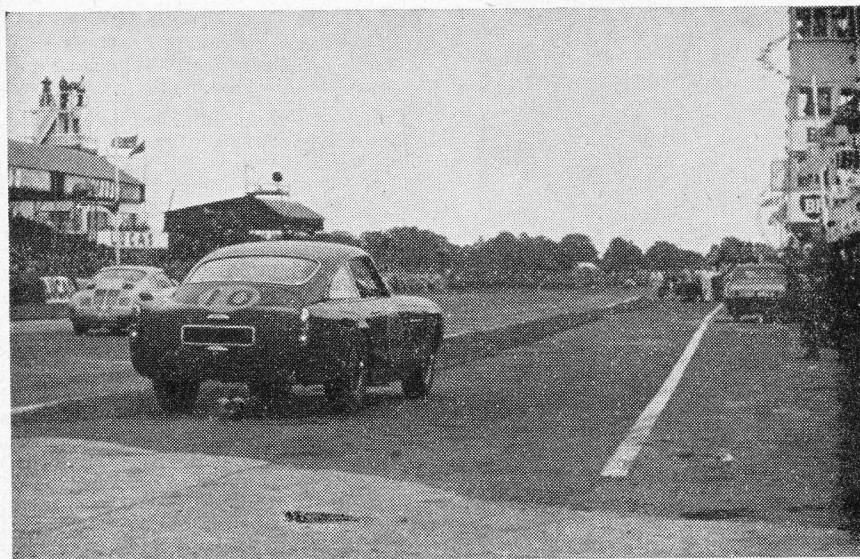
Meek's battered Elva did not appeal to the stewards, so he was duly black-flagged. Meanwhile, there was a desperate struggle going on in the "Elite" class, with Lumsden and Warner chasing Parkes. The last-named had gradually drawn away from his rivals, and the dark blue car sounded really splendid.

Pat Fergusson broke a crown wheel on his Elva, but nothing daunted, set about replacing it. Off he went again, the axle having been changed in 28 mins., so obviously his mechanics did not work to union rules! Moss continued to circulate, still accompanied by the odd-sounding tinkle. Grinning happily, Innes Ireland tacked on behind Salvadori, to make it a double-crossing of the line.

The clock hands moved towards



MAN IN A HURRY is Innes Ireland (Aston Martin) seen steaming past John Bekaert in the David Dixon Austin-Healey 3000 at Lavant.



TOP: Innes Ireland draws into the pits with the Aston exhaust system trailing on the ground. CENTRE: Chief Scrutineer Fred Mathews checks on the jury-rig carried out on Ireland's car. ABOVE: Essex Racing Team—Bob Gibson Jarvie (left) and John Ogier in the pits, keeping an eye on the positions of their Aston Martins.

6 p.m. Then, quite unexpectedly, there was drama. Parkes burst his nearside rear tyre at Lavant, and spun off course. Some fence-wiring tangled up in the wheel spokes, and the Elite motored slowly towards the pits. Just after Woodcote, the tyre came off, and the remainder of the journey was done on the wheel rim. Mechanics worked desperately to remove the wheel, and had to cut away the wire. The unfortunate Parkes had to watch, whilst Lumsden and Warner took over the class lead. This developed into a hectic battle. Stirling duly took the chequered flag, after having to do an extra lap owing to crossing the line a few seconds before 6 p.m. Down Lavant Straight sprinted the two Elites, side by side. It was Warner at Woodcote, but Lumsden drew level at the chicane. It seemed to be Warner's corner, but somehow or other the two cars collided, and the white car dropped back and Lumsden took the flag first. Parkes was just beaten to third place by Chris Summers.

The Aston Martins duly came over the line together, with Salvadori leading Ireland. Graham Hill clinched the 2-litre class—three laps ahead of Bonnier, and with a new class record of 1 min. 40.2 secs. (86.22 m.p.h.) in the bag. Parkes made fastest lap in the 1,300 c.c. class with 1 min. 43.6 secs. (83.40 m.p.h.), and Moss was credited in the big class with 1 min. 36.6 secs. (89.44 m.p.h.), a new G.T. record.

Stirling, accompanied by Rob Walker, was duly presented with the famed Tourist Trophy, and also with the *News of the World* Trophy by Lady Carr. This was filled up with Coca-Cola, but champagne was produced as well. Moss looked amazingly fresh, considering his recent accident. He stated that he was thankful that Salvadori and Ireland had had to make those extra pit stops otherwise the result might have been different.

The Results

1. Stirling Moss (Ferrari), 108 laps, 3 h. 01 m. 43.2 s., 85.58 m.p.h. (1)
2. Roy Salvadori (Aston Martin), 106, 3 h. 00 m. 04.6 s. (2)
3. Innes Ireland (Aston Martin), 106, 3 h. 00 m. 05 s. (3)
4. Graham Hill (Porsche), 104, 3 h. 00 m. 19 s. (1)
5. Graham Whitehead/Jack Fairman (Ferrari), 104, 3 h. 00 m. 47.6 s. (4)
6. Colin Davis (Ferrari), 103
7. Jo Schlesser (Ferrari), 103
8. W. Mairesse/W. Seidel (Ferrari), 102 (5)
9. Peter Lumsden (Elite), 102 (1)
10. Graham Warner (Elite), 102 (2)
11. Joe Bonnier (Porsche), 101 (2)
12. Chris Summers (Elite), 100 (3)
13. Michael Parkes (Elite), 100 (4)
14. Alan Foster (M.G. Twin-Cam), 100 (3)
15. F. Hahnl (Porsche), 98 (4)
16. G. Koch (Porsche), 98 (5)
17. Paddy Gaston (Elite), 97 (5)
18. Dick Stoop (Porsche), 95 (6)
19. Peter Riley (Austin-Healey), 95 (6)
20. C. Simson/P. Hawkins (Sprite S), 95 (7)
21. Syd Hurrell (Elite), 95 (6)
21. W. Allen (Elite), 93 (7)
23. E. J. P. Williams (Elite), 91 (8)
24. Chris Lawrence (Morgan), 91 (8)
25. John Bekaert (Austin-Healey), 90 (7)
26. Pat Fergusson (Elva), 75 (9)
27. Tom Bridger (M.G. Twin-Cam), 73 (10).

Figures in parentheses—Class positions.

Retirements: "Loustel" (Ferrari), 45 laps. Rear axle.

W. McCowen (A.C.-Bristol), 42. Transmission.

B. Playford (Elva), 39. Engine.

C. Meek (Elva), 34. Damaged body-work.

Tony Marsh (Elite), 42. Fuel system.

John Wagstaffe (Elite), 26. Engine misfiring.

Tom Dickson (Elite), 24. Crash.

Team Award: Auto-Inter-Course, Paris, Whitehead/Fairman (Ferrari); Colin Davis (Ferrari); Jo Schlesser (Ferrari); 2, Lotus-Elite, Lumsden, Summers and Parkes.

START of the final: The front row is led off the mark by Mike McKee (10), ahead of Jim Clark (6) and Trevor Taylor (7).

starter would not fulfil its purpose, subsequently receiving a push start which disqualified him.

At the end of the first lap Taylor had a clear, substantial lead from Prior (Lola) and Rees (Lola), while in fourth position was John Love, ahead of Cliff Johnson, in the Jim Russell School entry, and Peter Ellis. F. Gardner spun at Madgwick on the first lap and sustained sufficient damage for the car to be called in, while Ian Raby's Envoy and Fenning's Lotus-B.M.C. collided at St. Mary's, both retiring and with both drivers fortunately safe and sound. Already in 11th place after one lap was Maggs, whose rear-engined Gemini was obviously extremely rapid.

At the end of lap two it was still Trevor Taylor, Prior and Rees, but in fourth place now was Cliff Johnson, who had passed John Love. A busy sort of battle for fifth place was now building up between Peter Ellis (Lotus), Love, Dennis Taylor, Bordeu and Chris Andrews.

After three laps there was no change among the leading cars, but on lap four Johnson, driving splendidly, took Rees for third place. Maggs was still steaming through the field, now lying in eighth place, while Trevor Taylor, having built up a commanding lead, was obviously quite uncatchable. On lap five, having moved up to seventh place, Tony Maggs lost it at St. Mary's, continuing but now back in 11th place, while Peter Ellis was closing up on John Love in an attempt to take fifth place from him. R. A. S. Ames spun at the chicane, to retire on the spot. On lap six both Ellis and Bordeu passed John Love, who dropped to seventh place, repassing Bordeu on the last lap to finish in sixth spot.

Trevor Taylor won by nearly 10 secs. at an average speed of 90.27 m.p.h., while in second place was Prior, well ahead of Cliff Johnson. Fourth was Alan Rees and fifth Peter Ellis. Fastest lap was shared between Trevor Taylor and Tony Maggs, both of whom got round in 1 min. 34.2 secs., a speed of 91.72 m.p.h.

The Formula Junior Championship

Fine Win for Trevor Taylor (Lotus)

BY MARTYN WATKINS

Photography by George Phillips

THE day's racing at Goodwood opened with the two heats and the final of the B.A.R.C. International Formula Junior Championship, in which victory finally went in a convincing manner to Trevor Taylor (Lotus), who won both his heat and the final. As a matter of interest his car ran under the competition number "7", which made the winning machine in each main event the bearer of the lucky number.

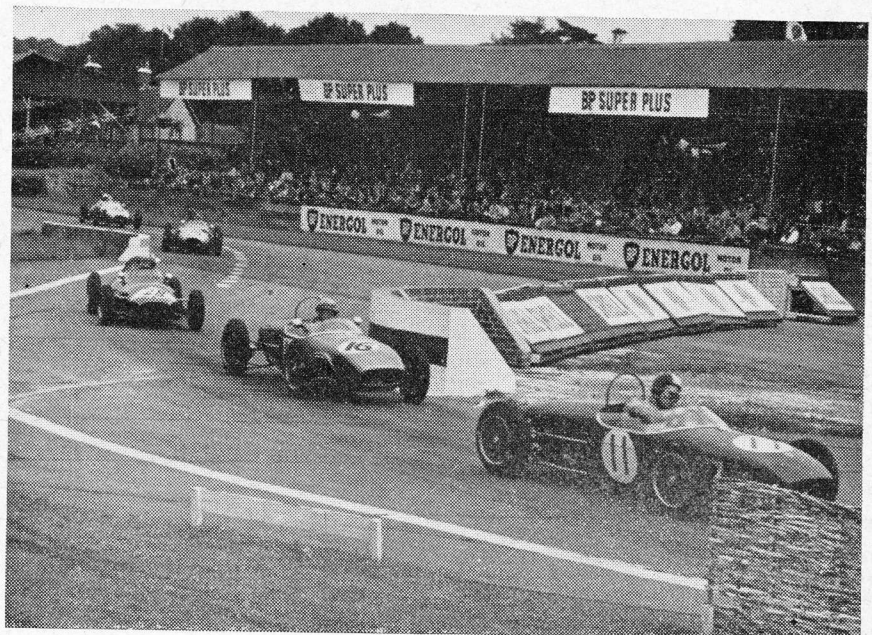
First practice, which took place in fine but windy weather on Thursday, saw the fastest lap put in by Trevor Taylor, who got his Lotus-Ford—as immaculately turned-out as usual—round the circuit in 1 min. 33.6 secs.—a speed of 92.31 m.p.h. and equivalent to the existing lap record. Next fastest was Tony Maggs, in the new rear-engined Gemini-Ford, in 1 min. 35 secs., a speed of 90.95 m.p.h. Dennis Taylor's B.M.C.-engined car was fastest of the Lolas and third quickest, ahead of the Ford-engined Lolas of Juan Manuel Bordeu and Alan Rees, while sixth fastest was Bob Hicks in the new Ford-engined Caravelle, a rather chunky but effective rear-engined machine designed and built by Hicks and R. J. W. Utley. Next fastest of the Lotuses was Peter Ellis, seventh best in 1 min. 40.2 secs. (86.22 m.p.h.).

Friday's practice saw a fairly extensive change in the order. No one bettered Trevor Taylor's time, but Peter Arundell (Lotus-Ford) became second fastest with 1 min. 34.6 secs. Third was still Tony Maggs in the Gemini, while Alan Rees (Lola-Ford) did 1 min. 36.6 secs. to lead the Lola contingent, being fourth quickest overall. Then came Prior (Lola-Ford), Cliff Johnson (Lotus-Ford), Dennis Taylor (Lola-B.M.C.) and John Love (Cooper-B.M.C.), ahead of the next fastest Lotus, that of Chris Andrews, who did 1 min. 38.2 secs. (87.98 m.p.h.). Ian Raby's Envoy was best of the other makes, recording 1 min. 40.6 secs., whilst

fastest of the Deep Sandersons was Bob Staples in 1 min. 44.4 secs. Berridge's Terrier did 1 min. 49.4 secs. and I. H. S. Smith, in an Elva, 1 min. 52.8 secs.

For heat two, Mike McKee did 1 min. 34.8 secs. in his Lotus, while Jim Clark, similarly mounted, recorded exactly the same time. Peter Ashdown's Lola-Ford was third quickest of the batch in 1 min. 38.2 secs., while tying with him was George Lawton's Cooper-B.M.C. Then came John Hine's Lotus, ahead of Mike Spence's Cooper, Mike Anthony's Lola-Ford and Bob Hicks in the Caravelle.

Grid line-up for the first of the two seven-lap heats found Trevor Taylor on pole position, sharing the front row with Peter Arundell, Tony Maggs and Alan Rees. Trevor Taylor made a beautiful start, taking the lead—which he was never to lose—within the first few yards. Tony Maggs, in the rear-engined Gemini, stalled his engine and found that the



THE CHICANE—and the battle for fourth place in the final. Leading here is Cliff Johnson, ahead of John Hine, Peter Ashdown and Dennis Taylor.

VERY FAST was the rear-engined Gemini, seen on the grid with Tony Maggs aboard.

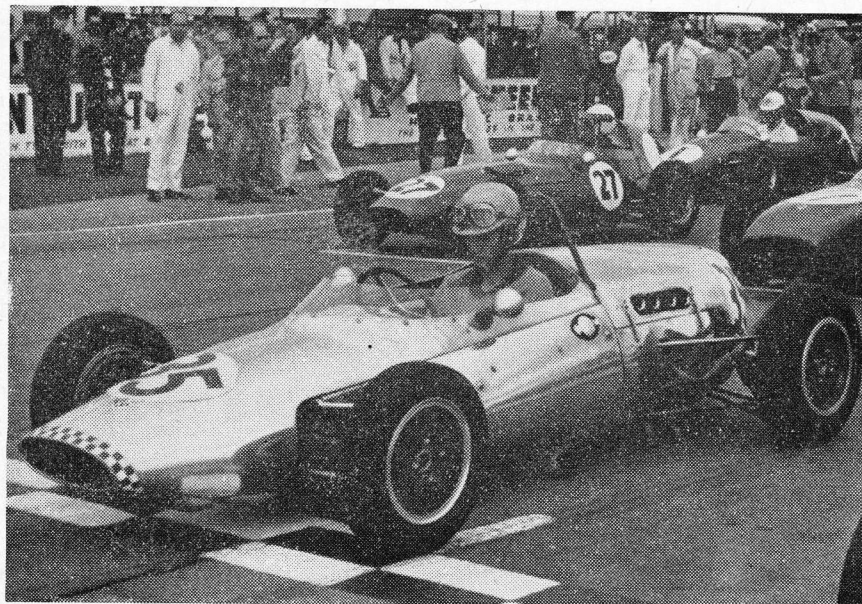
The second heat saw a constant battle for the lead between Jim Clark and Mike McKee, both in Lotus-Fords. At the drop of the flag it was McKee who led into Madgwick, while at St. Mary's on the first lap the order was McKee, Clark, John Hine (Lotus), Peter Ashdown (Lola-Ford), W. D. Lacy (Lola), George Lawton (Cooper) and Mike Anthony (Lola). By the end of the lap the order of the first five remained unchanged, but Anthony had passed Lawton. G. Morgan hit the bank after running out of road at Woodcote, retiring with no injury but a damaged car.

Mike Anthony took fourth place from Lacey on lap two, and on lap three Ashdown's Lola took third place from Hine's Lotus—just as Jim Clark, who had been closing up on McKee throughout, snatched the lead. From then on the order of the first four never changed, but fifth and six places changed hands on the last lap when Mike Spence, who had been recovering splendidly from a bad start, passed Mike Anthony.

Try as he might McKee was unable to catch Clark, and the latter won by one second at an average speed of 89.57 m.p.h., with Ashdown third, Hine fourth, Spence fifth and Anthony sixth. Fastest lap was again a joint effort, this time by Clark and McKee in 1 min. 34.2 secs.—exactly the same as that in the first heat and corresponding to a speed of 91.72 m.p.h.

Competitors for the final were made up of the first 12 finishers in each heat, and on the front row were Trevor Taylor (pole position), Jim Clark, Mike McKee and Dick Prior—three Lotuses and a Lola.

The start was pretty hectic, but from the confusion there emerged Trevor Taylor as the first man into Madgwick. At the end of the first lap the order was Trevor Taylor, Clark, McKee, Hine, Ashdown, Prior, Ellis, Johnson, Dennis Taylor, John Love, Rees, Spence and Bordeu. Lacy went smack into the chicane wall, making rather a mess of his Lola and, with considerable presence of mind, departed from the wreck to walk to the paddock for treatment for a broken nose.



Trevor Taylor completed his third lap in 1 min. 34.2 secs., with Jim Clark pressing him closely. Third was still McKee, ahead of Hine, Prior and Ashdown. Hugh Dibley came in to the pits to retire with a broken rocker-shaft. On lap four Ashdown passed Prior, and the latter retired at the pits with what he thought was piston failure, while the leader brought his time down to 1 min. 33.8 secs—only two-tenths of a second outside the lap record.

The gap between Trevor Taylor and Clark was now beginning to widen almost imperceptibly, while third man McKee was being left behind. Ashdown began to tackle Hine for fourth place, moving up on lap six, while Fagg's Deep Sander-son came to the pits for water and, of all things, fuel, the stop costing him a couple of minutes. On lap eight the better part of two seconds separated Taylor and Clark, while the latter was something over 10 seconds ahead of McKee. Ashdown, in fourth place, was being challenged by John Hine, ahead of Cliff Johnson. Juan Manuel Bordeu and John Love touched at the chicane, the Argentinian losing his bonnet in the process

and losing a great deal of time in replacing the damaged bodywork. Naylor's Elva retired with lack of oil pressure, and A. J. C. Newton's Lotus retired on the straight with engine trouble.

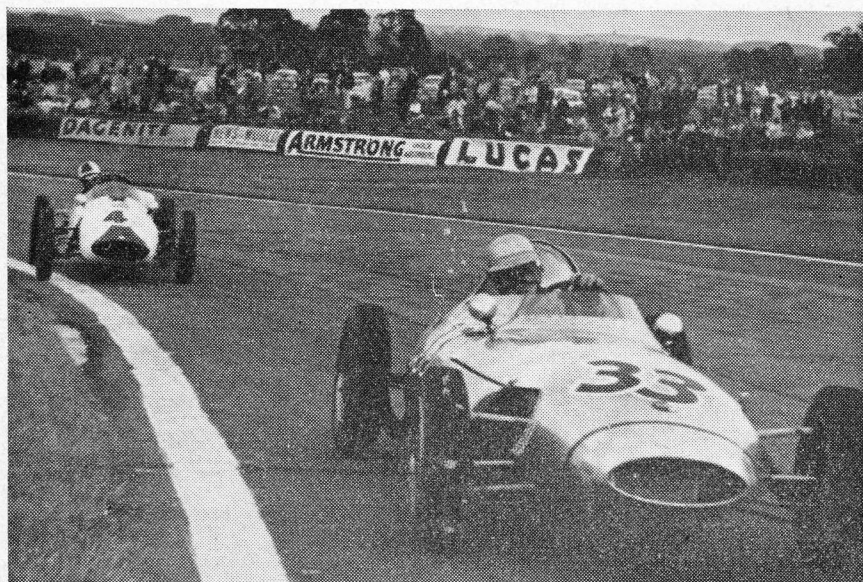
After 10 laps Cliff Johnson began to join in the fourth place battle, coming up to challenge Hine and Ashdown. Mike Anthony came into the pits with overheating problems and continued after taking on water. Peter Ellis dropped out of the race, mechanical trouble causing him to abandon at the end of the straight, while John Hine took fourth place from Peter Ashdown.

Dennis Taylor was beginning to make his presence felt, and was climbing steadily in the race order. Starting in eighth place he rose steadily, challenging and defeating car after car. Trevor Taylor was now noticeably widening the gap over Jim Clark, and after 14 laps was nearly four seconds ahead. On lap 13 Cliff Johnson passed both Ashdown and Hine to take fourth place—no doubt to the great satisfaction of headmaster Jim. Fagg came in again for more water, only to go off course at Madgwick later on with steering trouble. At 20 laps the order was Trevor Taylor, Clark, McKee, Johnson and, now, Dennis Taylor. On the next to last lap Cliff Johnson spun at the chicane to drop to ninth place, and during the final tour was unable to regain his lost ground.

Trevor Taylor won by a little over two seconds from Jim Clark, while Mike McKee took third place, 16 seconds in arrears, to make it one-two-three for Lotus. Fourth was Dennis Taylor (Lola-B.M.C.), ahead of Peter Ashdown (Lola-Ford) and John Hine (Lotus-Ford). Fastest lap—and a new Formula Junior lap record—went to Trevor Taylor in 1 min. 33.4 secs., a speed of 92.50 m.p.h.

Results

1. T. Taylor (Lotus-Ford), 21 laps, 33 m. 20.8 s., 90.68 m.p.h.; 2. J. Clark (Lotus-Ford), 33 m. 23.0 s.; 3. M. McKee (Lotus-Ford), 33 m. 39.4 s.; 4. D. Taylor (Lola-B.M.C.), 34 m. 5.0 s.; 5. P. Ashdown (Lola-Ford), 34 m. 5.2 s.; 6. J. Hine (Lotus-Ford), 34 m. 5.4 s. **Fastest lap:** T. Taylor, 1 m. 33.4 s., 92.50 m.p.h. (new lap record).



COMING THROUGH: Making up ground after a bad start, Mike Spence (4) pursues Alan Rees (33).



Racing at Thornaby

Three Wins for J. Mackay (Lotus)

THE real Mackay! That's what the two Scots, Jim and Bill Mackay, gave to the paying customers who saw the racing at the Middlesbrough Motor Club's race meeting at Thornaby airfield on Sunday, 21st August. The two drivers, who are unrelated, closely fought out three races with firsts in all three going to Jim with Bill following a close second.

Jim Mackay, who came all the way from Thurso, won the *Formule Libre* event; the racing and sports-racing up to 1,200 c.c. event and the race for Climax-engined cars, up to 1,600 c.c. In all three races Bill Mackay, of the Pit Stop Team from Glasgow, chased him hard, but was unable to get by although making fastest lap in one race. Jim Mackay also set the record lap of the mixed car and motor-cycle meeting at 77.45 m.p.h. Jim drove a Lotus XI and Bill a Lola.

More than 50 cars took part in the racing—a number which surprised the organizers and necessitated a longer programme. All the races saw close, hard dicing by sports, G.T. and sports-racing cars.

Tightest race of the afternoon was that for racing and sports cars over 1,200 c.c. K. M. Nutter's Lister-Bristol took the lead from the start, followed by Stan Newton's veteran, 140,000-mile TR2 and T. C. Thurner's M.G.-powered T.V.R. These three managed to hold their positions through the entire race, gradually drawing away from R. Brierley-Jones's Austin-Healey and G. Durham's Porsche Carrera. Not a position among these five changed in the full eight laps, but for close racing the event had no equal.

Newton pressed Nutter hard on every bend, using the low-down power of his well-prepared TR and on one occasion got past, only to lose his lead shortly after.

Thurner waited for Newton to make the slightest slip, drawing alongside him on occasions, but was unable to get by. Nutter went on to win by short seconds from Newton, who shared fastest lap of the race with Turner.

C. L. Smith's very fast and well-driven Austin-Ford 1,172 c.c. special, looking very "Lotus Seven", scored a surprise win in the sports and G.T. up to 1,600 c.c. race. The light weight of his little car gave him advantage as the cars left the grid, but it was Thurner's T.V.R. which led at the end of lap one. A lap later and Smith had taken the lead he was to hold until the end of the race. John Heppenstall (M.G. Twin-Cam) moved up to second spot and challenged Smith, catching him on the straight on sheer speed and on braking, but losing the edge on acceleration and on the corners. At the fall of the chequered flag Smith led Heppenstall by only a car's length. Down the field D. Monteith's Alfa Giulietta led Percival's Anglia by only a second and a half after a scrap which had lasted all eight laps.

The race for sports and G.T. cars over 1,600 c.c. and Climax-engined cars from 1,000 c.c. to 1,600 c.c. was dominated by the first of the Mackay struggles with local boy Campbell Dawson taking third place in his Lotus. P. Barak spun early on but still finished fourth. Of the G.T. cars Newton's TR was the best closely followed by Brierley-Jones in the Healey 100-6.

The second time the Mackays met was in the event for racing and sports-racing machines up to 1,200 c.c. Here Bill Mackay made his Lola press right on Jim's heels and was rewarded with another close second place and fastest lap. P. Barak took third place. C. Dawson and J. S. Cordingley (Lotus and Elva Junior) fought hard for fourth place

ONLY FEET APART—the Austin-Healey Sprites of J. Burgess and J. Robertshaw fight out their class in the first race. Burgess, leading in this picture, finally finished ahead of his opponent.

but Dawson's sports machine was able to hold on to his place.

The *Formule Libre* race was a repetition of earlier races in that Jim Mackay led Bill Mackay narrowly throughout and Barak finished third after passing Cordingley's F.J. Elva.

Another of the races with hard-fought competition for the places was the event for sports and G.T. cars up to 1,000 c.c. J. Wober got his 948 c.c. Lotus Seven away into a lead which he was able to hold throughout the race. On the first lap in third and fourth positions were J. Burgess and J. D. Robertshaw, both in Sprites, and by lap two Burgess had moved up to second place followed by Robertshaw. For the next few laps only a second separated the flying two green Sprites, and on lap six Robertshaw got through to second place, but soon lost his advantage again. Burgess narrowly led Robertshaw across the line and the latter finished with a dead engine. It was later discovered that the head had warped badly.

Several drivers of B.M.C. mini-cars were disappointed on arriving for scrutineering to hear of the race ban on their machines imposed by the R.A.C. owing to the wheel trouble, and as a result the touring cars were eclipsed at the meeting by the grand tourers.

Results

Sports and G.T. Cars, up to 1,000 c.c.: 1, J. Wober (Lotus VII 948 c.c.), 66.35 m.p.h.; 2, J. F. Burgess (Sprite); 3, J. D. Robertshaw (Sprite).

Fastest lap: Wober, 66.69 m.p.h.

1,000-1,600 c.c.: 1, C. L. Smith (1,172 c.c. Austin-Ford), 67.42 m.p.h.; 2, J. Heppenstall (M.G. Twin-Cam); 3, J. H. Blades (Lotus XI 1,172 c.c.). **Fastest lap:** Smith, 69.23 m.p.h.

Over 1,600 c.c. and Climax-engined Cars, up to 1,600 c.c.: 1, J. Mackay (Lotus XI), 74.57 m.p.h.; 2, B. Mackay (Lola); 3, C. B. Dawson (Lotus XD). **Fastest lap:** Mackay, 76.09 m.p.h.

Racing and Sports Cars, over 1,200 c.c.: 1, K. M. Nutter (Lister-Bristol), 66.82 m.p.h.; 2, S. H. Newton (Triumph TR2); 3, T. C. Thurner (T.V.R.). **Fastest lap:** Newton and Thurner, 68.87 m.p.h.

Racing and Sports-racing Cars, up to 1,200 c.c.: 1, J. Mackay (Lotus), 74.02 m.p.h.; 2, B. Mackay (Lola); 3, P. Barak (Lotus XD). **Fastest lap:** B. Mackay, 76.06 m.p.h.

Formula Libre: 1, J. Mackay (Lotus), 75.68 m.p.h.; 2, B. Mackay (Lola); 3, P. Barak (Lotus). **Fastest lap:** J. Mackay, 77.45 m.p.h. (and fastest lap of meeting).

TRAUTMAN LEADS EUROPEAN RALLY CHAMPIONSHIP

THE new SAAB 96 took the first three places in the Rally of a Thousand Lakes as well as 10th and 12th positions. René Trautman (ID19) won his class and now leads the European Rally Championship. Pat Moss and Ann Wisdom (SAAB 96) had to retire as did Schock and Moll (Mercedes).

General Classification

1, Brenner/Lampi (SAAB 96); 2, Erik Carlsson/Simonsson (SAAB 96); 3, Skogh/Skog (SAAB 96); 4, Andersson/Hellberg (Volvo P.V.544); 5, Bengtsson/Righard (Volkswagen); 6, Thambert/Hagglan (Ford Anglia).

Touring Cars

Up to 700 c.c.: 1, Agmus/Pickler (Trabant). **Up to 1,000 c.c.:** 1, Bremer/Lampi (SAAB 96). **Up to 1,300 c.c.:** 1, Bengtsson/Righard (Volkswagen). **Up to 1,600 c.c.:** 1, Andersson/Hellberg (Volvo). **Up to 2,000 c.c.:** 1, Trautman/Ogier (ID19); 2, Aalto/Wallin (ID19). **Over 2,000 c.c.:** 1, Aaltonen/Sintla (Mercedes).

Grand Touring

Up to 1,000 c.c.: 1, Erik Carlsson. **Coupe des Dames**
1, Ewy Rosqvist (Volvo).

Battles won on the track **BREED THE SAFEST TYRES** **FOR THE ROAD!**



In the big international Grand Prix and Sports Car events every year, the world's greatest drivers put their cars and tyres to the fiercest tests on earth. And what a tremendous testimonial the results are for Dunlop tyres!

Year by year, the majority of these events are won on Dunlop, in fact in 1959 three world championships for drivers and cars were won exclusively on Dunlop. In 1960 the same success story continues!



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Dunlop technicians attend every great motor race with their scientific instruments and feed back to Fort Dunlop a stream of information for study by the production experts. For, whether designing a world-beating racing tyre or a tyre for family motoring, the objects are broadly the same: (1) to make still tougher, longer-lasting treads and stronger sidewalls; (2) to improve tyre grip on wet roads and dry: in short, to produce the safest and most dependable tyres for the job they have to do. Year by year international motor racing proves that Dunlop tyres lead the world. Today the same world-beating breed is offered to you in Dunlop tyres made for *your* car.

LATEST DUNLOP SUCCESS!
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DUNLOP
RACE-PROVED FOR
TOP MILEAGE AND TOP SAFETY

THE 1960 Border "100", run over 35 laps of the 2.4356-mile Grand Prix circuit at East London on Monday, 11th July, was won by Syd Van Der Vyver in a Cooper-Alfa Romeo after a fine dice with Don Philp of Stellenbosch. In so doing, Syd clinched this year's South African Championship for himself with a total, to date, of 46 points. Don Philp, who is at present lying second with 27 points, can only raise his total to 43 and that means that he will have to win both of the remaining two events in the current series.

The entry list, which featured all of the Union's leading drivers, read as follows: S. Van Der Vyver (Cooper-Alfa Romeo); D. Philp (Cooper-Climax-Dart); L. D. Serrurier (Cooper-Alfa Romeo); A. Kotze (Lotus-Climax F2); G. E. Mennie (Cooper-Climax); G. Cannell (Cooper-Chev.); J. A. Shield (Cooper-Climax); D. S. Gous (Porsche Spyder); D. F. Jennings (Jennings-Porsche); W. Dunlop (Cooper-J.A.P. 1100); D. C. Wright (Lotus-Climax Eleven); C. Trundell (Austin-Riley); J. G. Hanning (Austin-Jaguar); W. B. G. Johnstone (Volvo S/S); J. Hartmann (Netuar S/S); J. Mason-Gordon (Protea-

Hartmann dropped right back to eighth and was replaced by Tony Kotze who had been sixth at the end of lap one. On lap three it was still Philp first, Van Der Vyver second, but on lap four Syd managed to edge past Don. His joy was short-lived, however, because Don re-passed him on lap five. Tony Kotze, holding to a steady third, was followed by Bill Jennings, Dave Wright and George Cannell. On lap six the first four positions were the same, but Cannell had passed Wright. On lap seven Syd passed Don for the second time and Cannell passed Jennings. On lap eight Cannell passed Kotze to take third place where he stayed for the rest of the race. On lap nine positions remained the same. By lap 10 the positions were: Van Der Vyver, Philp, Cannell, Kotze, Jennings and Johnstone.

Philp and Van Der Vyver were really going at it hammer and tongs, never more than 10 feet apart and at this stage had lapped the entire field. In fact, whereas these two were lapping in around 85-87 miles per hour, the third fastest lap, by Tony Kotze, was only 78.89 miles per hour.

On lap 11 Tony Kotze retired with no

headed Sports, Grand Touring and Touring.

Dawie Gous took an immediate lead from the Le Mans type start followed by Dave Wright and Ernest Pieterse. Positions changed fast during the first few laps and by lap six the first four were Gous, Wright, Jennings (Volvo Dart) and Chris Fergusson (Protea Triumph). No fewer than three cars had already dropped out, two Peugeots (one with a blown cylinder head gasket and the other with a dropped valve) and a Porsche driven by Dr. D. Roux which had broken its clutch.

About 20 minutes after the start, Gous spun off at Cox's corner and as a result fell right back. For some reason he never seemed to be able to really get moving again and although he eventually finished second he should have been able to win with comparative ease. At the end of the first half-hour the leader, Dave Wright, had covered 16 laps, 38.96 miles and was followed by Fergusson, Jennings and then Gous.

The Sprint Speciale was suffering from dropping oil pressure and Pieterse was forced to make a couple of pit stops before eventually retiring on his 26th lap.

At the end of the first hour Wright still led followed by Fergusson and then Gous, who had managed to pass Jennings.

During the next half hour positions remained unchanged although it appeared as if Fergusson was catching up on Wright. Nothing materialised out of this, however, and it was Fergusson himself who was eventually passed about a quarter of an hour before the end by Gous.

At the end of two hours Dave Wright was flagged home to a well deserved victory with Dawie Gous second, Chris Fergusson third, Bill Jennings fourth, R. Biggs (Dart Anglia) fifth and Willie Meissner (Dart) sixth. Distance covered, 146.136 miles.

FOOTNOTE

HAVING won the 1960 South African Championship, Van Der Vyver added another victory to his already long list by winning the City of Lourenco Marques Cup, a round-the-houses race in the heart of the city.

He took the lead on the third lap of the 30-lap race and led easily from then on. Alvaro Lopes from Angola drove his 300S Maserati into second place and Dawie Gous took an easy third. The under 1,500 c.c. class was naturally won by Van Der Vyver with Gous second and Frank Dyason of Pretoria in a Dart Alfa third. The over 1,500 c.c. class was won by Lopes with J. Gomes in a Jaguar XK 150S second and J. Alves in a Ferrari third.

A. R. HULL.

The 1960 Border "100"

Syd Van Der Vyver Clinches the 1960 South African Championship—Cooper Cars Take First Three Places

Triumph); F. Dyason (Dart-Alfa Romeo); I. Cameron-Young (Geary Sprung Special); J. Eckhoff (Dart Peugeot) and I. Doubell (Citroën S/S).

During the Union Day races a short while ago, both Serrurier's and Mennie's cars were badly damaged when they collided. Serrurier's car was rendered entirely *hors de combat* and as a result Mennie very sportingly offered him his car, but unfortunately for Doug's supporters a number of necessary parts for the rear suspension did not arrive in time and Doug ended up as a spectator. Jimmy Shield and Frank Dyason were also unable to appear, for reasons unknown.

Fastest lap in practice was set up by Philp in just over 1 min. 41 secs. The current lap record of 1 min. 38.25 secs. is held by Stirling Moss who set it up during the Grand Prix on 1st January in a Cooper-Borgward.

Syd Van Der Vyver was second fastest with 1 min. 43 secs. Bill Dunlop had the misfortune to burn a hole in a piston but fortunately this was repaired before the race started. Bruce Johnstone lost the use of his clutch but after some very rapid work, managed to get it ready in time, as did Tony Kotze who was plagued with overheating troubles.

Grid positions for the first 10 cars were as follows:

Cannell	Van Der Vyver	Philp
Gous	Jennings	
Hanning	Hartmann	Wright
Eckhoff	Doubell	

At the drop of the flag, Don Philp shot into the lead followed at a short distance by Van Der Vyver. At the end of lap one they came round in the same order, already some distance ahead of the rest of the field, which was led by Johann Hartmann, then Bill Dunlop and in fifth place, Bill Jennings. On lap two,

gears and Philp again took Van Der Vyver but on lap 13 Syd really put the pressure on, passed Don and at last managed to stay in front. As far as everyone was concerned, that was the end of the race as the first six places never changed from then on.

It is interesting to note that Syd lapped Cannell for the second time about 10 minutes before the end of the race, and on lap 31 lapped Jennings, who was lying fourth, for the third time.

Results

1, S. Van Der Vyver (Cooper-Alfa Romeo); 2, D. Philp (Cooper-Climax-Dart); 3, G. Cannell (Cooper-Chev.); 4, D. Jennings (Jennings-Porsche); 5, W. Johnstone (Volvo S/S); 6, D. Gous (Porsche Spyder); 7, D. Wright (Lotus-Climax Eleven); 8, J. Mason-Gordon (Protea-Triumph); 9, I. Cameron-Young (Geary Sprung Special); 10, J. Hartmann (Netuar S/S).

Retirements: C. Trundell (Austin-Riley); J. Eckhoff (Dart-Peugeot); A. Kotze (Lotus-Climax F2); I. Doubell (Citroën S/S) and J. Hanning (Austin-Jaguar).

THE FIRST SOUTH AFRICAN TOURIST TROPHY

Surprise Win for Dave Wright, Lotus XI

THE Border 100 was followed by the first South African Tourist Trophy, a two-hour event starting at half past four in the afternoon and carrying on into the darkness. Only one driver per car was allowed.

Outright favourite for the winner's laurels was Dawie Gous with the ex-Fraser-Jones Porsche Spyder, but it looked as if he was going to have a tough fight with Ernest Pieterse's Alfa Romeo Sprint Speciale, winner of the six hours race at Pietermaritzburg earlier this year, now fitted with the 1,500 c.c. engine from Doug Serrurier's Cooper-Alfa.

There were no fewer than 30 entries for this event, divided into categories

ANTI-KNOCK PETROL

MOBIL are marketing as from 19th August a new super Mobilgas with tetralene designed for complete anti-knock, particularly in the medium speed range during rapid acceleration.

DONKEYS' DAY OUT

AFTER the first day of practice at Oporto, club officials discovered that over 2,000 hay bales were missing. Possibly the local donkey population benefited.



Wins again at

B.A.R.C. FORMULA JUNIOR CHAMPIONSHIP

GOODWOOD, AUGUST 20th

* **1st T. TAYLOR**
(LOTUS-FORD 90.68 m.p.h.)

* **2nd J. CLARK**
(LOTUS-FORD)

* **3rd M. B. McKEE**
(LOTUS-FORD)

(Subject to official confirmation)

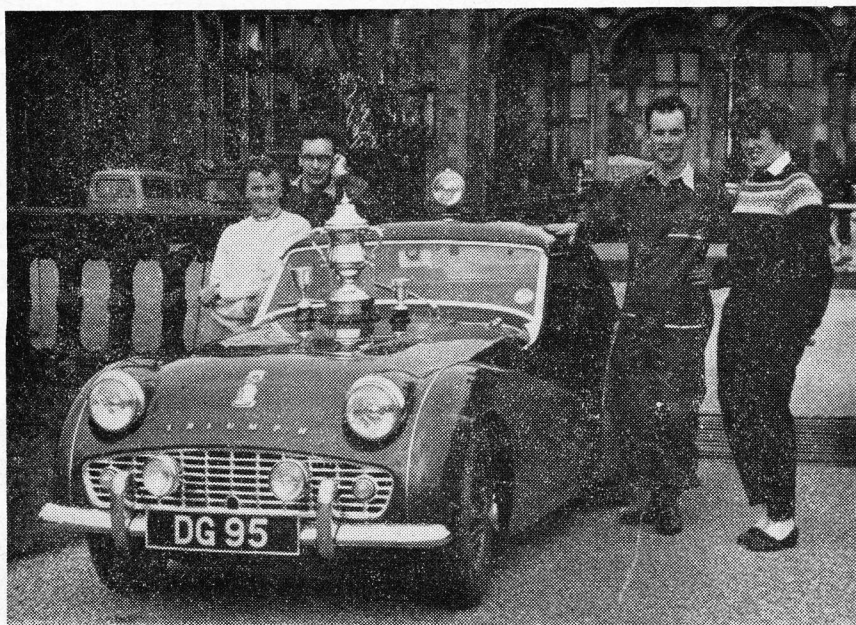
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Club News

By MICHAEL DURNIN

A RESTRICTED hill-climb will be held at Ragley Hall on 17th September by Sunbac. Invited clubs are B.A.R.C., B.R.S.C.C., B.O.C., Midland A.C., Hagley and D.L.C.C., Shenstone C.C., Midland M.E., North Midland M.C., Coventry and Warwickshire M.C. and regs. may be had from L. J. Tracey, 40 Danford Lane, Solihull, Warwickshire, and all entries must be received by 5th September. . . . The Midland sector of the **Land-Rover O.C.** will have a hill-climb and trial at Norton Manor, Presteigne, Radnorshire, on 10th-11th September. Regs. are available from L. H. Newman, 37 Gretna Road, Green Lane, Coventry. The same club are, incidentally, willing to act as recovery teams at trials and any clubs interested in availing themselves of this service are invited to write to E. C. F. Harding, Land-Rover O.C., Meteor Works, Solihull, Warwickshire. . . . **B.A.R.C.** (West Midlands) are to have a driving test meeting on 4th September at the Mitre Oak Hotel, Crossway Green, near Kidderminster. Further information from A. F. Millington, 30 Mitton Gardens, Stourport-on-Severn, Worcs. . . . Also on the 4th, the **Leicestershire C.C.** are to have a closed driving test meeting near Blaby. Details from Mrs. O. F. Williams, 1 Maytree Drive, Hinckley Road, Leicester Forest East, Leics. Entries close 1st September. . . . **Falcon M.C.** are to have a driving test meeting at Snetterton on 25th September and have invited B.A.R.C., East Anglian M.C., North London E.C.C., S.C.C. of Norfolk, Eastern Counties M.C., Herts A. and Ae.C., Snetterton M.R.C., S.O.D.C., M.C.C. and members of the B.T.R.D.A. competing for the Flather Star. Entries close 19th September and regs. are available from Mrs. Betty Tucker-Peake, 52b High Street, Stevenage, Herts. . . . The Godiva Trophy Rally will be run on 17th-18th September by the **Godiva C.C.**, and Birmingham Y.C.M.C., B.A.R.C., Coventry and Warwickshire M.C., Jaguar A.M.C., Leicestershire C.C., M.A.C., Morgan 4/4 C., Nuneaton M.C., Rugby M.C. and V.W.O.C. have been invited. The event will start at Coventry and finish, for breakfast, at Ludlow. Regs. from R. H. Brindley, Highcroft, St. Martins Road, Finham, near Coventry, who must have all entries before 12th September.



WINNERS of the Bolton-le-Moors national rally, Don Grimshaw (left) and Brian Melia, seen with Mrs. Anne Hall, Miss Van Domleo (who finished third overall), beside Don's TR3A and some silverware.

Coming Attractions

- 27th August. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent (F2, S, F.J.). Start, 2.30 p.m.
Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Start, noon.
B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 2 p.m.
28th August. Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester.
V.S.C.C. Hill-Climb, Prescott, near Cheltenham, Glos.
31st August-4th September. Liège-Rome-Liège Rally.
3rd September. Sunbac Race Meeting, Silverstone.
Brighton and Hove M.C. Speed Trials, Brighton. Start, 9.15 a.m.
4th September. European Grand Prix, Monza. M.G.C.C. Sprint, Brands Hatch. Start, 1 p.m.
Cambridge 50 C.C. Sprint, Witchford Airfield, near Ely. Start, 10 a.m.
8th-12th September. Viking Rally.
10th September. Jaguar D.C., Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start, 12.30 p.m.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.
B.R.S.C.C. Race Meeting, Rufforth, near York.
11th September. Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos.
Sunbeam-Talbot O.C. Sprint, North Weald, near Epping, Essex. Start, 1.30 p.m.

opinion polled the Bolton absolutely "tops". The route was devoid of rough stuff, the accent being on no let up and no easy sections! What surprised everyone was the number of spectators, obviously from local farms.

FRANCIS PENN.

Results

Best Performance: G. D. Grimshaw/B. Melia (TR), 6 penalties. **Second overall:** R. N. Richards/G. C. Davies (Riley), 6 penalties. **Third overall:** Mrs. A. Hall/Miss V. Domleo (Ford), 6 penalties. Although the first three crews tied with six penalties, the event was won on the principle of "farthest clean".
Class Winners: M. Pickersgill/M. Kempley (M.G.); A. W. Hobson/S. Wooley (Ford); B. Harper/R. Crellin (Morgan); J. Casewell/A. Austin (Austin).
Ladies' Award: Mrs. A. Hall/Miss V. Domleo (Ford).

Montgomery—continued.

not finish. Hansgen slowed two seconds per lap, lapping Penske on the way. Hansgen had finished 30 laps, Penske 29, Grossman 28, Fleming 28 and Pabst 28. But positions held no security in this hectic race.

Pabst overtook Fleming; and on lap 35 Penske's Porsche blew up on the first turn, depriving him of what had seemed a secure second place, but a broken crankshaft did not deter Penske who got out of his car and started pushing. Running second in Class E (Modified) on championship points and needing national points, he thought he might still place in his class by pushing his car across the finish line.

The race now became a procession with Hansgen running four laps ahead of Grossman who was a lap ahead of Pabst and Fleming. But again positions were not secure. While Hansgen was receiving the chequered flag, a tyre on the Scarab blew slowing Pabst enough for Fleming to pass into third place. Pabst received the chequered flag on a flat tyre and with only one gear left.

Many minutes passed before Penske pushed his Porsche across the line, but the 1.3-mile trek was fruitful. He finished fourth in his class.

NATIONAL BOLTON RALLY

THE Bolton-le-Moors national rally drew a capacity entry of 120 crews including most of the "big guns".

Starting from Spurstow in Cheshire at 11.30 p.m. on Saturday, 13th August, under fair weather conditions, competitors were faced with a 150-mile navigational route which had to be completed, and all cars were off the roads by 6.30 a.m.

The route ran through the Dee Valley to Llantysilio, westwards along the road guarding the shores of Lake Vyrnwy, then south of Llanfyllin to Pont Ewnant, over the top to Pennant, on to Mallwyd where (at check 8) several conductors appeared "out of lateness time" and were seen busily deciding among them-

selves just what portion of the route they could eliminate!

On again: south to Llanbrynmar where Bobbie Parkes put his Austin-Healey off the road, a manoeuvre which was immediately repeated by an unknown VW, both cars being helped back to the road by local farmers who appeared from literally nowhere (and this at three o'clock in the morning!).

The route then looped west to return via Staylittle, then on to minor roads to Llanigan, Llanerfyl and Llanwddyn over the Hirnant Pass, thence by "B" roads to the check at Llangollen.

From here, an easy main road section lead to the finish at Capesthorpe Hall near Macclesfield, where a check of

"THREE CLUBS" WISCOMBE HILL-CLIMB

WISCOMBE HILL was recently the scene of a well-organized effort by the combined West of England, Plymouth and Taunton clubs. The entry was large, and attracted all the usual Wiscombe names, as well as a number of potent newcomers. There were no untoward incidents during the day, the "revolvers" having learned the course the hard way during practice.

Class 1, for saloons, went to G. A. Turner's Triumph Herald, in 49.75, narrowly beating Syd Davey's forcibly driven Anglia. Among the bigger closed cars, E. P. Harris's Riley took its class in 50.90, looking extremely enterprising on the bends. In the modified saloons and small sports cars up to 1,000, Daniel Richmond notched another score with his Downtonized Austin 7, which fairly howled to the top in 44.27, beating Vaughan Hatton (who was making his first trip up Wiscombe) on a Sprite, who took 45.08. Pollard's green A40 Farina was very rapid, and George Turnbull handled a Renault Dauphine with verve. Classes 6 and 7 were combined, and went to N. Garbett's lovely scarlet Elite, which was smoothly silent in a potent 44.25. That regular "Wiscombe", Tom Pascoe, was equally smooth, and got up in 44.85.

Class 8 brought out the bigger boys, including some very potent machinery, M. H. Morris's lovely sounding Frazer-Nash did 40.20, moving very fast indeed up the early portion of the hill. Nearest to him was John Buncombe's equally crisp Ace with 42.06. The top saloon was Ian Cobb's thunderous R.G.S. Atalanta, which filled the narrow road and was impressive in 43.12.

Some really keen motoring took place in the next class, T. M. Horton being the first man to break 40 secs. during the day, with an echo rousing run in his Lotus-Climax. This got the crowd on their toes, and, sure enough, local man Wally Cuff got down to 38.83, a time which he recorded on both his runs. The excitement of this effort had hardly died away when David Good clocked 38.76 on his first run. With Arthur Owen's Cooper-Climax still to come things began to get a bit tense, and, sure enough, the red and white Cooper streaked up, tremendously fast through the Esses, to clock 37.80, which made BT and created a new record for the hill. As the racing cars got their second runs straight away, the excitement was still high when David Good came up



WINNER of the Ladies' Award at Wiscombe, Mrs. V. Richmond takes her big Allard through the Esses.

again, but his time of 38.20 just wasn't quite fast enough to beat the Jerseyman, who could rest on the laurels of his first run, and do 38.26, which put the seal on a most exciting battle.

Among the others, Ashley Cleave's remarkable Morris scored a class win with 42.32. Mrs. Richmond handled Peter Farquharson's hairy Allard with great aplomb to win the ladies' award, and Wally Cuff dealt with the 500s in no uncertain fashion.

After a well run meeting, in which 90 or so cars were dealt with in commendable fashion, there was a pleasant and informal prize giving, from which competitors, officials and spectators departed well satisfied with a good day's sport.

A. HOLLISTER.

Results

Best Time of Day and new Hill Record: A. Owen (Cooper-Climax), 37.80 s.

Saloons, up to 1,000 c.c.: 1, G. A. Turner (Herald), 49.75 s.; 2, C. R. Parsons (Austin), 50.06 s. Up to 1,300 c.c.: G. R. Bryant (Ford), 51.16 s. Over 1,300 c.c.: E. P. Harris (Riley), 50.90 s. Modified, up to 1,000 c.c.: 1, D. Richmond (Austin), 44.27 s.; 2, V. W. Hatton (Sprite), 45.08 s. Up to 1,600 c.c.: 1, N. Garbett (Lotus), 44.25 s.; 2, T. J. Pascoe (Porsche),

44.85 s. Over 1,600 c.c.: 1, M. H. Morris (Frazer-Nash), 40.20 s.; 2, J. Buncombe (A.C.), 42.06 s.

Modified Sports Cars, up to 1,300 c.c.: 1, T. M. Horton (Lotus), 39.20 s.; 2, D. Richmond (Lotus), 40.87 s. Over 1,300 c.c.: 1, S. J. Broad (Lotus-M.G.), 41.58 s.; 2, T. Farquharson (Allard), 43.64 s.

Specials, unlimited: 1, W. A. Cleave (Morris), 42.32 s.; 2, D. J. Bolam (Ford), 44.62 s.

Racing Cars, up to 500 c.c.: W. C. Cuff (Hell's Hammers), 40.22 s. Over 1,100 c.c.: A. Owen (Cooper), 37.80 s. 500-1,100 c.c.: D. R. Good (Cooper), 38.20 s.

Ladies' Award: Mrs. V. Richmond (Allard), 47.65 s.

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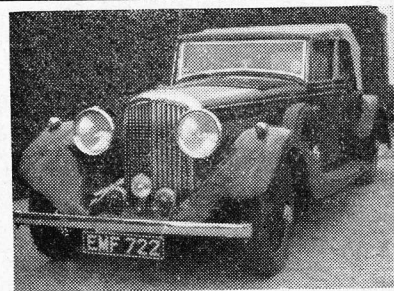
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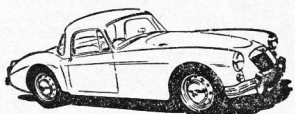
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AUSTIN-HEALEY 3000 1960. Nominal mileage, standard equipment with disc wheels. Opportunity to obtain unmarked car at well below list. £985

AUSTIN-HEALEY 3000. RUDDSPED 130 m.p.h. conversion with all the extras. Wire wheels, overdrive, heater, modified suspension, etc. Cost £1,400. Offered taxed and delivered at £1,285

PORSCHE 1600 1960. Nominal mileage unmarked car in silver/red. £1,785

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M.G.A. 1600, 1959. 1960 series, fixed head. Spotless in birch grey with red interior, one owner only, 8,000 miles, heater, disc brakes. £865

M.G.A., 1959. Two-seaters, choice two unmarked cars in pale green, both nominal mileage, one owner, heater, tonneau, X tyres, etc. from £815

M.G.A., 1958. Two-seater in blue, 16,000 miles only, radio, heater, tonneau, spots, etc. £785

M.G.A., 1958 model. Two-seater in red, fitted wire wheels, radio, heater, tonneau, etc. £695

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M.G. TF, 1954. Two-seaters. A choice of two exceptional cars in red or white, both fitted many extras, from ... £445

M.G. TD, 1953. Two-seater, exceptional in silver grey with red interior, one owner only £435

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1958 M.G.A. fixed-head coupé, ivory ... £695
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1960 M.G.A. 1600 hardtop, red, works mileage. £931.—Connaught Cars (1959), Ltd. (Telephone: Ripley, Sy, 3122).

1600 (1960) COUPÉ. Unmarked, bronze, heater, genuine 2,700 miles, taxed. Rudd-condition guarantee. £899. Terms, exchanges.—Rudd, Worthing 7773/4.

1959 M.G.A., radio, heater, 9,000 miles only, impeccable white. £675.—SHEphers Bush 8866.

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Classified Advertisements—continued

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Maserati 3500 GT. Unmarked midnight blue with natural brown leather interior. Specification includes disc brakes, Webers, twin plug head, twin overhead camshafts, etc. Perhaps the ultimate in high speed conveyance for two or four people. £3,895

Lancia 2500 GT Spyder. 1956. An exceptional and very attractive car in Italian red. De Dion rear end, Webers, floor change, radio, heater, and full length tonneau-cover, X tyres, etc. £1,395

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Alfa-Romeo 1900 Super Sprint. 1956. Incomparable condition in suede blue with desert grey top, Chrome Borrani wire wheels, Webers, radio, heater, X tyres, etc. Five speed gear box. £1,685

Alfa-Romeo Giulietta Sprint Veloce. 1957 series. A meticulously maintained and very fast example unmarked in Italian red with matching red interior. Floor change, heater. £1,395

Alfa-Romeo 1900 Super Sprint. 1954. Immaculate in forget-me-not blue. Coachwork by Touring of Milan. Chrome Borrani wire wheels, five-speed gearbox, radio, heater, X tyres. £1,365

Alfa-Romeo Giulietta Sprint. 1956 coupe in pillar box red, recently recolloured, with cream and red interior trim. New Pirellis all round, rear seats, heater, and recently reconditioned unit. An exceptional car. £1,165

Sunbeam Alpine 1959 2/4 seater. In jet black with red interior. Equipment includes hard top, wire wheels, overdrive, radio, heater, twin spot lamps and screen washers. £1,095

Maserati 2000 Farina Sport. 1954. An unusually good looking Grand Touring car, spotless in Burgundy red with black top and off white leather interior. Chrome Borrani wire wheels, Webers, floor change, etc. £985

Lotus Elite GT. 1958/59. An incomparable selection of four cars, attractively finished in B.R.G., white or lilac blue. One or two owners, and all nominal mileage only. Disc brakes, wire wheels, etc., and all cars in varying stages of engine tune. Competitively priced from £1,545

Peerless Phase I GT Saloon. 1958/59. Choice of two, one owner. Examples in Italian red or blue, both with pale grey interior, very low mileages. Both with disc brakes, de Dion, overdrive, heater, etc. From £985

Mercedes-Benz 220 SE. Fuel injection sports saloon. 1960. Immaculate in maroon with white pigskin interior. One owner only. Becker self-seeking radio, heater, mirrors, Swiss air horns; a superb example of this fabulous marque. £2,265

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COOPER Mk. VIII, Double Knock Norton, completely overhauled and absolutely faultless, immaculate. Some spares. Sell with or without engine.—Burke, 55 New Dover Road, Canterbury. Tel. 5293.

ELVA-CLIMAX, 1,098 c.c., late Archie Scott-Brown. This ex-works car was completely overhauled 1959. Weslake prepared head, de Dion rear axle, Alfin turbo brakes, M.G. gearbox, etc., good condition. £475. Exchanges considered. H.P. arranged.—Sports Car Centre, Ring Road, Lower Wortley, Leeds, 12.

E.R.A. 1½-LITRE s/c engine and pre-selector box in ex-Gerard tubular Cooper chassis, Z.F., Alfins R.5s, and spares, £450. E.R.A. 2-litre s/c engine in tubular chassis, i.f.s., Lister de Dion, Alfins brakes, etc., £450. 1953 Aston Martin DB2/4, B.R.G., good condition, £875. 1953 Jaguar XK 120 roadster, 30,000 miles, radio, heater, servo and front disc brakes, good condition, £595. Ford Special, R.A.C. Trials Formula, good condition, good tyres, £125. Jaguar D-type engine with dry sump, not run since reconditioned by Jaguar, offers. G.P. Connaught engine and chassis spares, including alloy wheels.—Berry, Bamford Old Hall, Bamford, Rochdale. Heywood 69329.

F.3. COOPER-BEART engine, Hume gearbox, excellent condition and appearance. Would make ideal Junior car. £300 o.n.o. Also Minor 1000 axle complete less backplates, £12. Delivered 150 miles radius.—John Taylor, "Brooklands", Golf Road, Mablethorpe, Lincolnshire.

1956 (Regd.) COOPER-CLIMAX 1100 E.W.A., front engine, 2-seater sports road and racing car. £350.

1958 LISTER-CLIMAX 1500 F.P.F., F2 racing car, hardly used, nearly new. Spares. Bargain. £1,000.

1959 (Oct.) LOTUS Elite G.T. saloon, 6,000 miles only, pastel blue, condition as new. Never raced, carefully used. £1,500.

1960 HUME COOPER-CLIMAX F2 racing car. Opportunity to acquire this thoroughbred, race-winning car at fraction of cost, engine, gearbox completely reconditioned, spares, etc. Details to genuine enquiries.

AUSTIN A35 engine, completely modified, Barwell head, used only once in F.I. car. £200.

IAN RABY supplies all makes of racing, sports cars. F.J., F2, F1—1100, 1500, 2-litre. Hire purchase. Exporting.—Empire Cars (Brighton), Ltd., 85 Preston Road, Brighton 21713.

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XXM 4. THIS famous and best preserved Le Mans Replica Frazer-Nash for sale, home or abroad. Complete history and bills. —Offers to John Tallis, Independent Motors, Ltd., Prior Park Road, Bath 3120.

500 C.C. NORTON-ENGINED CAR, complete many spares, trailer, excellent condition. £250.—Box 3624.

1960 YIMKIN F.J. British racing green. Raced at Brands Hatch, Snetterton, Goodwood and Silverstone. Price £600. Phone: BAYs-water 3704 or 3814 between 5-7 p.m.—C. R. Puzey, 55 Leinster Square, W.2.

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RENAULT Dauphine "Ruddspeed". Immaculate condition throughout, taxed year, excellent tyres. Bargain at £525.—Wright, 4 Hartfield Road, Bexhill. Tel.: Cooden 2150.

1955 RENAULT 750 saloon, in excellent condition with extras and performance modified engine. Fast and very economical, carefully maintained.—Box 3460.

RILEY

RILEY Sprite 2-seater, B.R.G., four-branch, Konis, sealed beams, etc., immaculate condition. £350.—78 Roxeth Green Avenue, South Harrow, Middx.

RILEY, 1953, 2½-litre, black, one owner, excellent condition. £360 o.n.o.—POPesgrove 3117.

(Continued overleaf)

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1954 Plus 4 4-seater. Vanguard engine. Cream, leather, heater, taxed. **£475**
1956 Plus 4 2-seater. Red, Vanguard engine, tonneau, luggage grid, heater, flashers, small mileage. **£525**
1957 Plus 4. TR3 engine, 2-seater. Colour blue. **£595**
1959 2-seater. July registration, green, immaculate condition. **£725**

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LOTUS SEVENTEEN. 1960 series ex-works fitted 1,100 c.c. Climax engine, wishbone rear suspension, lightweight body, mag wheels with Dunlop R.5s, brand new condition throughout, complete with many spares. **£1,045**

LOTUS NINE. Fitted with "Connaught" 1½ litre engine. De Dion and in-board brakes at rear, swing axles at front, first class condition throughout. **£595**

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LOTUS FIFTEEN. 1959. Finished in unmarked British Racing Green, fitted latest series twin cam 1,500 c.c. unit, fully overhauled, five speed gearbox, latest brakes, wheels, "Webers", whole car ready to race. **£1,265**

LOTUS ELEVEN Mk. II. ("Wishbone"). Fitted Climax 1,100 c.c. engine, disc brakes, De Dion, back axle twin plate clutch, close ratio gearbox, mag wheels. Finished in British Racing Green. **£795**

FACEL VEGA COUPE H.K. 500. Special equipment. First reg. June, 1960. Finished in ivory with red leather interior, fitted latest 6,229 c.c. V.8 engine, servo-assisted disc brakes, knock-on disc wheels, radio, heater, etc., Mileage under 3,000, new throughout. **£3,945**

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

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LANCIA AURELIA GRANTURISMO. One very fastidious owner, finished in eggshell blue, just resprayed and re-upholstered, fitted new Michelin "X" tyres, radio, heater and screen washers. **£1,595**

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

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

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AUSTIN HEALEY 100 and SPRITES. Prices from **£595**, all fitted heaters, etc.

M.G.A. 1,500 and 1,600. Sports and fixed head coupes. Choice of several from **£595**, all fitted radios, heaters, etc.

RILEY I.5. 1959. Fitted heater, screen washers, "Peco" tuning unit, wheel trims. One owner, low mileage, seat covers. Finished in green with green interior. **£795**

PORSCHE 1600 "Super" fixed head coupé. Reg. 1959. Fitted with every available works extra, including knock-on chrome-plated disc wheels, radio, heater, etc. Only one careful owner, very low mileage. Finished in ivory with black leather, as new throughout, also six months guarantee. **£1,595**

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TR. 3A, 1958. Red with black leather. Fitted overdrive, disc brakes, heater, etc. Splendid condition. £800

TR. 3, 1957. Red. Fitted overdrive, disc brakes, wire wheels, heater, Derrington twin exhaust, ram pipes. New hood, pistons and bearings, requires running in. A real beauty at £685

Sprite, 1959. De-luxe in white. Fitted with heater, radio, tonneau cover, new Michelin tyres. An exceptional, low mileage version with all the extras. £600

Sprite, 1959. In red. A very hot version. Downton stage III, H4 S.U.s, close ratio gears, Convair bonnet, twin exhaust, oil radiator, etc., etc. £750

Frazer Nash. Le Mans replica in green. Engine completely rebuilt with a new crankshaft, flywheel, clutch, bearings, carburetors, dynamo, starter, etc., etc. New carpets, king pins and upholstery trim. This car is prepared for racing and is in quite faultless and magnificent condition. £900

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1958 SINGER Gazelle, two-tone, 14,000 miles, one owner, taxed year, fitted heater, radio, link mats, screen washers, seat covers, servo assisted brakes, Reuter tilting seat, demisters, fog lamps, "X" tyres. Delightful car in superb condition. £695.—Box 3632.

SPECIALS

ALMOST completed Special, fitted with new XPEG 1,466 c.c. M.G. engine and gearbox. 1½ ins. SU carbs, and tubular exhaust manifold. Chrome molybdenum tubular chassis, independent front suspension, de Dion rear end by coil spring/damper units. E.N.V. 3.96 nose-piece, Lockheed 10 ins. brakes with Alfin tyre drums, inboard at rear, 15 ins. knock-off wire wheels with Road Speed tyres. Rack and pinion steering. All lights fitted but not wired. Ashley 1172 body and hardtop less sidescreens, Derrington trimmed light alloy seats, Exide heavy duty battery. Constructed from all new parts throughout and test run only. Only requires trimming, wiring, etc. Inspected by appointment. £390.—Box 3628.

ASHLEY 2/4-seater, professionally built, full interior trim, 4.7:1 c.w.p., h.c. head, spacers, 15 ins. wheels, R.5s, wood rim steering wheel, remote control, tonneau, full instruments, etc., 1960 reg., beautifully finished. £350 o.n.o. H.P. arranged.—Phone: Day, BR1xton 4034, call evenings, Mr. Roddie, 44b Water Lane, Brixton, S.W.2.

ATTRACTIVE A7, magnetic engine, remote-control gearchange, Bowden cables, cycle wings, new king-pins and bushes, new battery and lighting, three new tyres, well made aluminium open body, comfortable seats, acro screens, etc. Cost over £100. Excellent condition throughout. Must sell. Highest offer!—Cummins, CUNningham 0245, evenings.

ATTRACTIVE 2-seater, Ford-based, red, in excellent order throughout with lately recond. engine, gearbox and rear axle. Offered at bargain price, £230.—38 Manor Crescent, Hitchin, Herts. **FORD** Special, 1172, excellent condition, well shod, 4.7 c.w.p., twin SUs, four-branch, hood, etc. £125 o.n.o. for quick sale.—Phone: Epping 3458, 9.5 p.m.

ROCHDALE FORD, 1958, new boxed chassis, new engine, Aquaplane twin carb, manifold and exhaust, 4.7 c.w.p. May's suspension, new tyres, mileage 3,500. Any reasonable offers.—10 South Road, South Ockendon, Tel.: 2317.

"SPECIAL BUILDERS"—New Popular boxed chassis, Bowden ind. front suspension, new rear axle with 4.4:1 crown wheel and pinion, 15 ins. wheels with X tyres, complete braking system, fitted everything new or recon. Will sell together or break at a fraction of original cost. Also Convair fibreglass body with hardtop, very cheap.—39 Vicarage Lane, Gt. Baddow, Chelmsford, Essex.

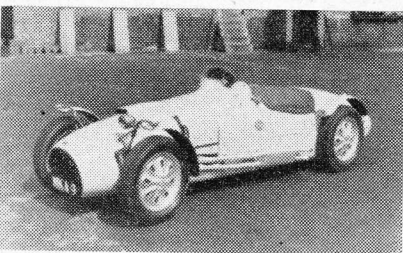
SPECIAL to beat all Specials. Fabulous appearance with equal performance. Photo on request.—Hutchings, Birchwood Grove Road, Burgess Hill, Sussex, 3697.

SUPERCHARGED A40 Emeryson special, Falcon racing body, road equipped. £400 o.n.o.—BATtersea 9972 till 5.30 p.m.

933 C.C. "SPEDEX" Alloy Special. Modified body, tonneau, Marchals, adjustable dampers, many spares. Fast and economical. Offers over £120.—Low Fell 75952 (Gateshead).

750 SPECIAL, developed unit, usual mods. Best offer secures.—GROsvenor 6583, mornings.

1958 FALCON Mk. II, boxed Popular chassis, full weather equipment, Healey 100/6 screen, 100E fitted 1959—6,500 mls., fully modified 4.7, c.r.'s, hydraulics and coils. 35 m.p.h., 85 plus. £350 o.n.o.—Swanley Junction 2443, evenings.



SPECIFICATION INCLUDES: Fiat engine with Gordini alloy head, 4 dry sump lubrication, rack and pinion steering, oil cooler, T.C. close ratio box, tubular frame, 4.1 axle, Alfin drums, I.F.S., Electron wheels, alloy body, twin S.U.s, four branch exhaust. Ideal for club racing.

THIS IMMACULATE VEHICLE READY TO RACE £350

Further details

J. W. BARROW LTD. Transport, Northwich, Cheshire Phone: Northwich 2200 & 2121

1957 FORD 10, fibreglass, special, tubular chassis, high specification, weather equipment, 100 per cent, finished. £260.—Pitchers, 152 Oxford Gardens, W.10.

1952 FORD 10 Special, professionally built, hood, etc., 4.7 back axle, close-ratio gears, excellent condition throughout. £195.—Armer, Bridge Street, Ambleside. Tel. 3284.

SPORTS CARS

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Sunbeam Alpine, 1959. 2/4-seater in white with red interior, 6,000 miles only, with disc brakes, radio, heater, overdrive, etc. ... £985

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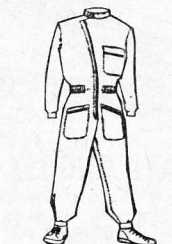
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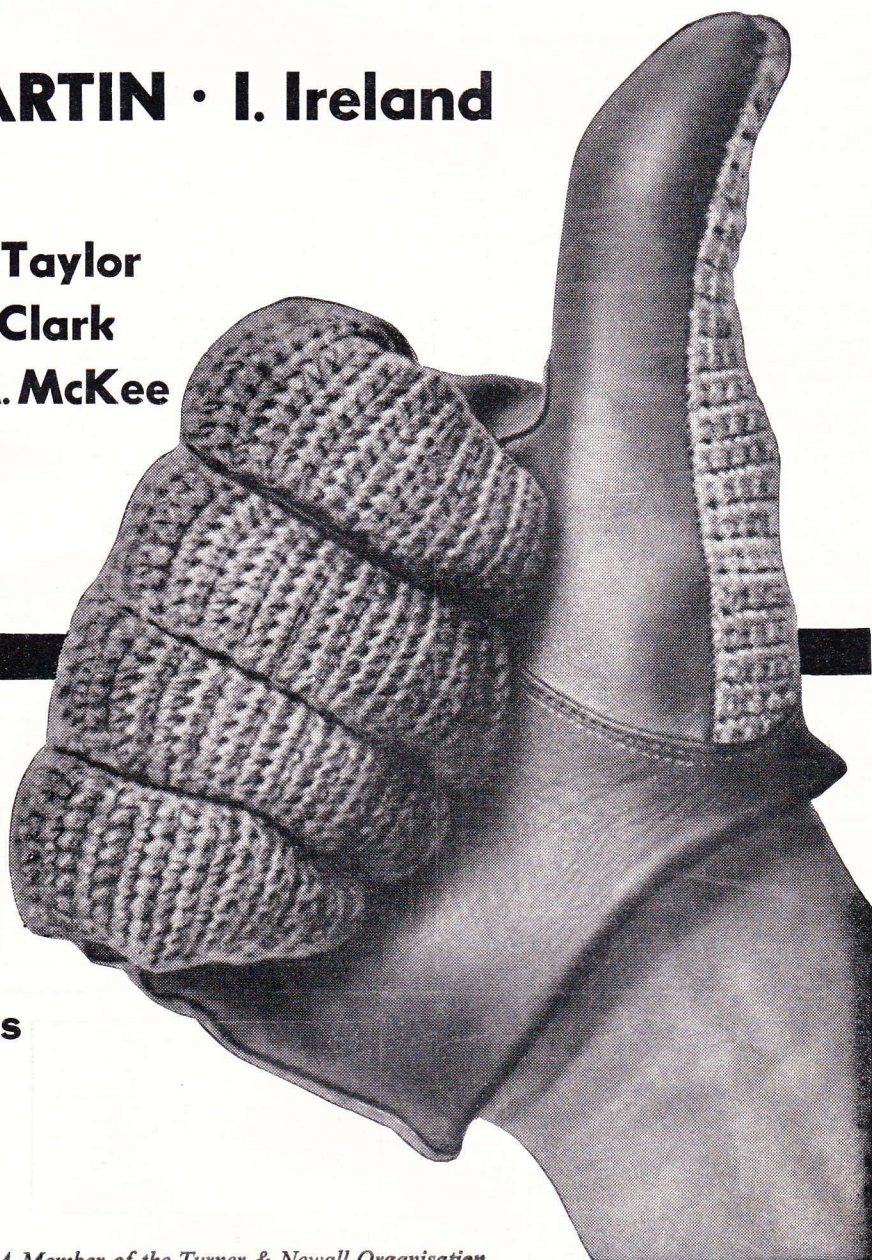
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