

Collectors' special

**RARE
AND
UNSEEN
PHOTOGRAPHS**

**FROM A
GOLDEN
DECADE
OF
MOTOR
RACING**

1960S IN FOCUS







WELCOME TO 1960s IN FOCUS



Viewed from the distance of half a century, the 1960s conjures a contradiction in our mind's eye. In motor racing as in wider society, it was undoubtedly a simpler time, but it was also a decade of transition from post-war austerity to brash, Technicolor commercialism. Motor sport was still fun, a lifestyle more than a profession enjoyed by a free-wheeling bunch of like-minded adventurers – and yet it was also serious. Deadly serious. The ultimate price was an accepted reality for racing drivers, from the grass roots to Formula 1, even if the seeds of the future safety revolution were sown during the decade's middle years.

Today, we look back and marvel at the characters, the cars, the circuits... the iconography of a golden age. The photography that captured this era is so rich, so instinctive – and so intimate. Straw bales, grass verges – and even barbed wire, in the case of Spa-Francorchamps – were all that separated the snappers from their subjects. Like The Beatles in Abbey Road, they were mining gold.

This collectors' special is dedicated to the art of the motor racing photographer. The images are drawn from the wonderful archive at LAT Photographic, the London agency founded by Michael Tee during the 1960s, which includes an estimated 13 and a half million images that chart motoring and motor racing history.

LAT is such a treasure trove, and like every great archive it has yet to give up all its secrets. Actually, that's something of an understatement. It's curated by a small band of dedicated enthusiasts who admit there's so much that remains uncharted – which is what inspired us to go digging.

Our search, aided by the prompts of archivist Kevin Wood, led us through heavily bound contact books, sheets of transparencies and boxes of glass plate negatives. It was surreal to find iconic images in their original context, but we skipped past these in a quest for the unfamiliar, the rare and unseen. Our brief was simple: to unearth wonderful photographs, whatever their subject, that capture the essence of a magical decade. We hope you enjoy the results.

Our thanks to Kevin, Tim Wright and the rest of the LAT team for their assistance in gathering this collection – and of course to Michael Tee and the other photographers who stood trackside half a century ago to capture an era motor racing fans will always cherish.

Damien Smith, Editor

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[1] A happy band of brothers pictured at Syracuse in 1965. From the left, Ian Raby, Bob Anderson, Innes Ireland, Jim Clark, John Surtees, Mike Spence and Mike Hailwood prepare to take part in the annual non-championship F1 showpiece, which Clark won in his Lotus 33. Public relations attachés and physios had at that stage yet to be invented...

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LAT
PHOTOGRAPHIC
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[1] Close-knit groups were a common feature in the festival of slipstreaming that broke out almost every time the public roads close to Reims were turned over to motor racing. This is from the 1961 French GP, with Jim Clark (Lotus 21) leading Giancarlo Baghetti (Ferrari 156) and Innes Ireland (Lotus 21). Baghetti went on to win, becoming the first driver so to do on his world championship GP debut. At the time of publication 54 years later, that feat had not been repeated.



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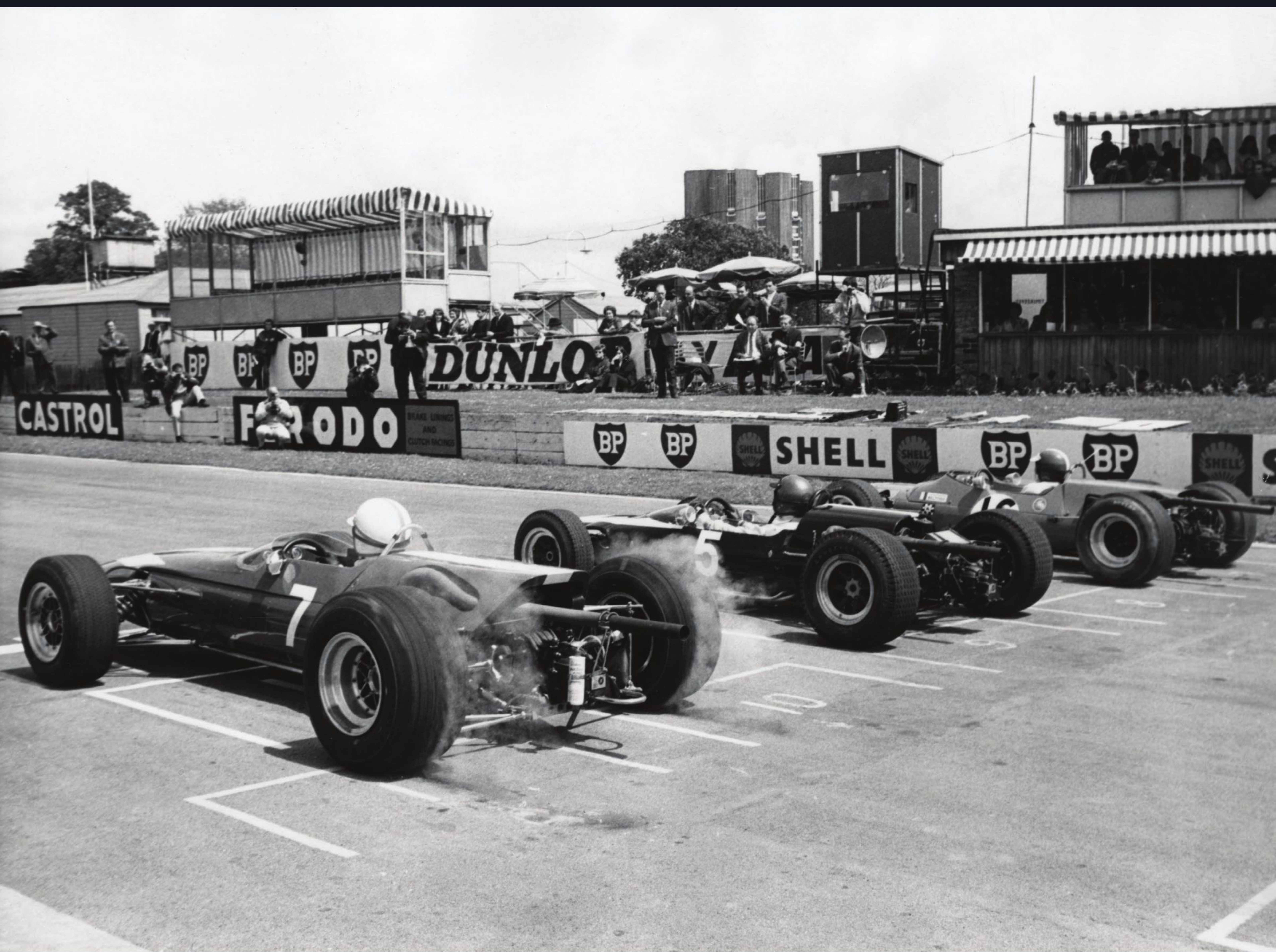
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[1] If you travel to Sicily to recapture the glories of the Targa Florio, be prepared for disappointment: though the hills remain, the famous Piccolo Madonie roads that hosted the greatest road race of all are, literally, sliding into disrepair. It's now barely navigable, and the chances of seeing a Ferrari 250GTO like the 1964 entry of Nicolosi and Zanardelli are slim. They made it home, in 12th place; you'll be lucky to manage a lap.

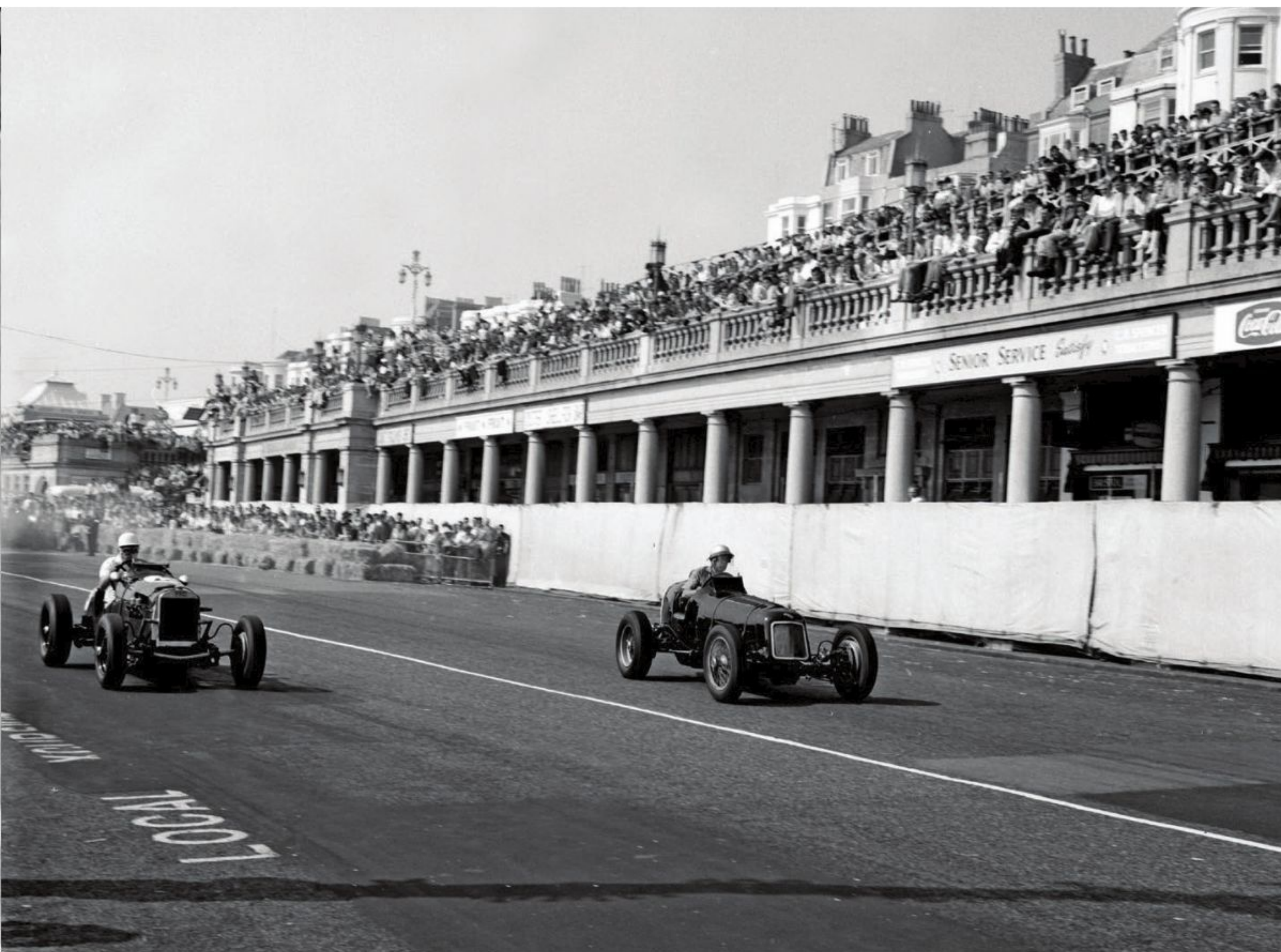
[2] Ferrari's practice of mixing and matching engines, chassis and body styles to suit particular events shows in the case of the Dino 196SPs, four chassis that started out with larger engines as 246 or 248 sports cars before being re-engined with the smaller V6. For the 1962 Sicilian event the usual spread of Maranello cars across the classes paid off, a Dino 246SP winning, chased home by Baghetti and Bandini in this 196SP. Good thing those stone pillars are there to protect the spectators...

[3] Who needs headlights on the Targa Florio? As long as the radiator is still functioning well enough to keep that glorious V12 cool, the odd excursion into one of those unforgiving stone walls lining the route needn't stop you. It's only sheet metal, after all. And the 250GTO of Nicolosi and Taramazzo completed the 1963 race in 13th place overall, just one of some 20 events Nicolosi did in his much-used vehicle.





[1] Circuit racing returned to England's capital in 2015, courtesy of an FIA Formula E fixture in Battersea Park, but was once a regular feature (albeit a few miles away, in Crystal Palace). This is from the 1967 London Trophy F2 meeting, with John Surtees (Lola, 7), Peter Gerhin (Cooper, 5) and Jean-Pierre Beltoise (Matra, 16) on the front row. The track closed late in 1972.



2	3
4	5

[2] Nestling in the hills north of Rome, Vallelunga morphed from equestrian venue to dirt oval and then became a fully-fledged racetrack. This is from the 1968 European F2 finale, with the Ferraris of race winner Tino Brambilla and Andrea de Adamich leading away. The circuit ran anti-clockwise at the time, but its polarity was later reversed.

[4] Ah, those seaside sounds – waves, children playing, gulls – and the scream of race engines. Madeira Drive, Brighton allows cars of all types to test themselves against the clock in the famous Speed Trials (though cars no longer run in pairs). If you need refreshment, Brighton & Hove MC's clubrooms are still in the adjacent arches.

[3] They didn't come tougher than the Liège-Sofia-Liège Rally, which boasted its own subtitle – *Marathon de la Route*. And a marathon it was; at its gruelling height it was four continuous days of driving to Bulgaria and back, 3500 miles, when any stop – even for fuel, let alone rest – counted against your time.

[5] In one of his own BT10s, Jack Brabham leads the 30th Grand Prix de Reims – the third round of the French Formula 2 Championship, which took place on July 5 1964. He's followed by team-mate Denis Hulme, Jim Clark's Ron Harris Racing Lotus 32 and the Winkelmann-entered BT10 of eventual winner Alan Rees.





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[1] By the 1960s the Coupe des Alpes, whose origins go back to the 1910 Alpine trials run in Austria, had grown into a major event, one every manufacturer and every budding rallyist wanted to contest. In anything from high-powered sports car to humble saloon, crews tried to hit near-impossible time targets while battling fearsome mountain passes and difficult weather – not to mention the risk of a closed level crossing. As tourist road traffic increased, Austria and Switzerland became more problematic, the event retracted to France and it eventually ceased in 1971, though today a historic revival is thriving.



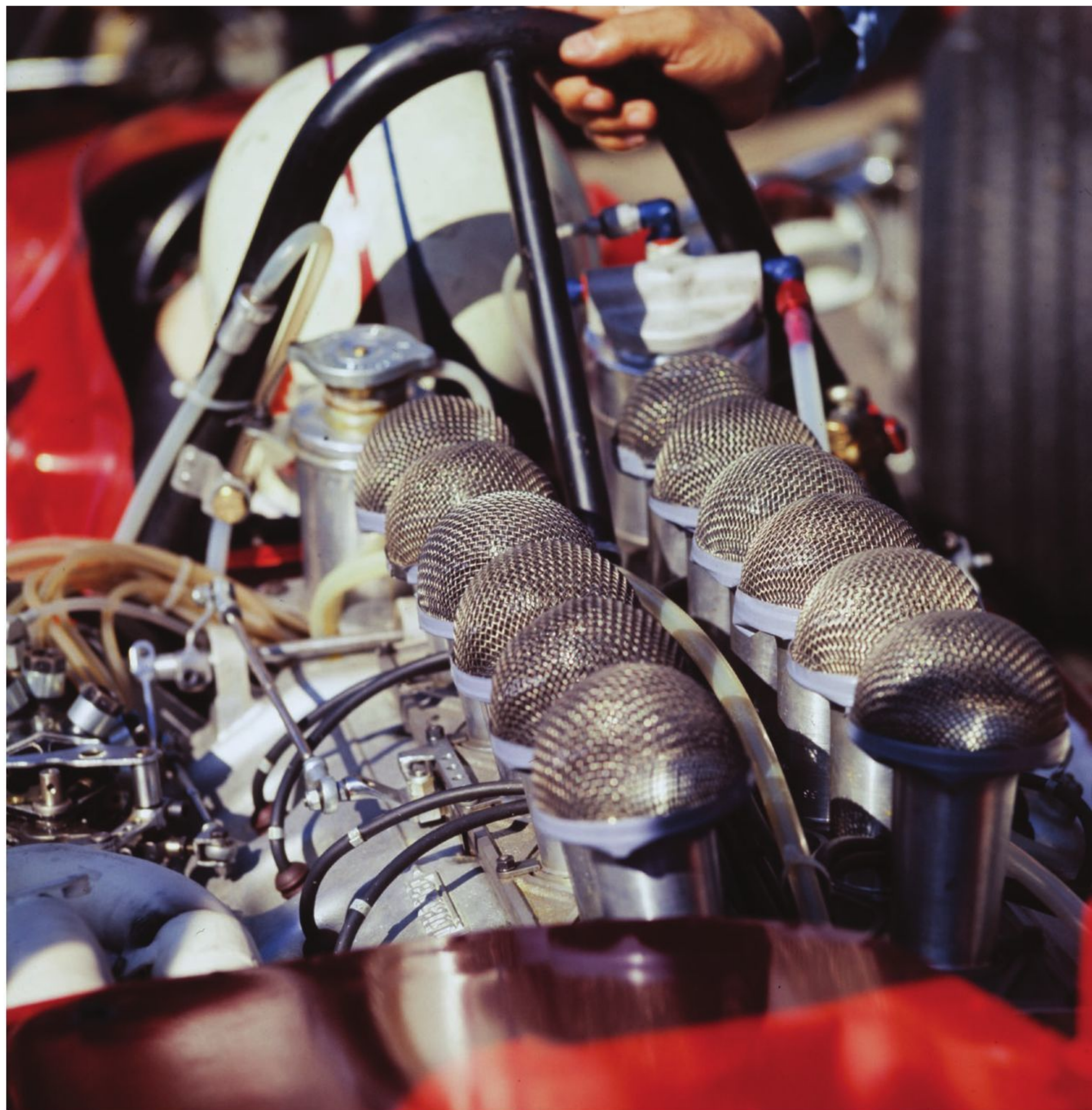
[1] Racer, writer, *bon viveur*... The records show that Innes Ireland won but a solitary world championship Grand Prix – America 1961, the first such success for Team Lotus – but he scored several victories against top-class opposition in non-championship F1 events, including the 1960 Glover Trophy at Goodwood.



2

[2] The audience's focus is on the star, the camera's focus on the audience. It's Monza 1965 and Jackie Stewart is celebrating the first of what would become a record-breaking tally of 27 world championship Grand Prix victories. On this day, Stewart beat BRM team-mate Graham Hill by 3.3sec, with Dan Gurney (Brabham) and Lorenzo Bandini (Ferrari) the only other drivers unlapped.



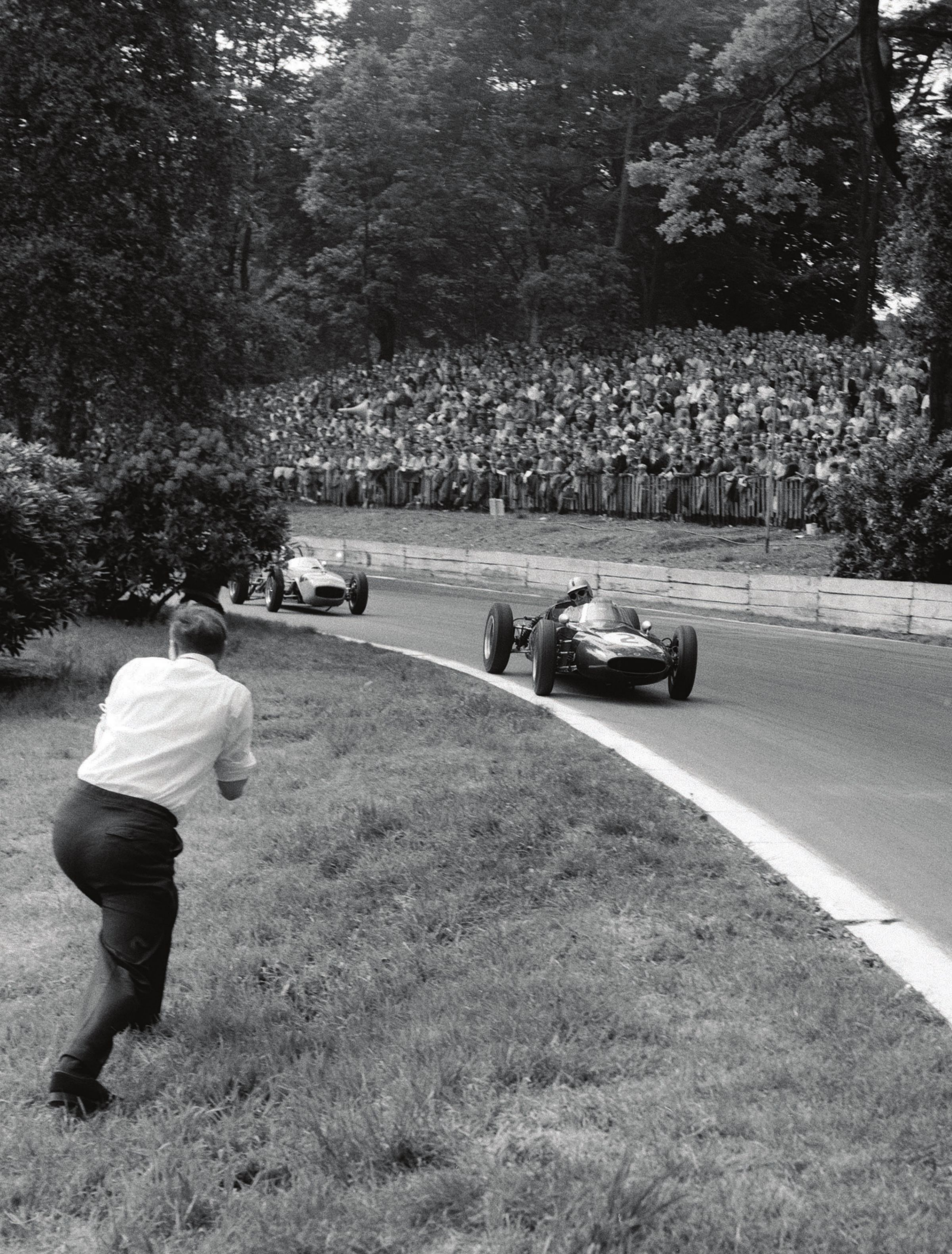


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[1] No telemetry banks, no secrecy screens, one or two mechanics per car, photographers permitted to take shots without an army of team personnel trying to stop them... Such was the sport's relaxed nature as drivers prepared to head out during the 1968 Spanish GP weekend at Jarama. Cooper drivers Lodovico Scarfiotti and Brian Redman head the queue.

[2] Twelve of the best? The business end of Chris Amon's Ferrari 312 at Zandvoort in 1969. The Kiwi finished the Dutch Grand Prix in third place, behind Jackie Stewart (Matra MS80) and Jo Siffert (Lotus 49), but that V12 proved unreliable and it would be his only F1 points finish of the season.





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[1] On one side a packed spectator bank underlines the popularity of motor racing in suburban London during the 1960s, on the other a photographer has the best view of all. It's the 1961 London Trophy, a non-championship F1 race, and winner Roy Salvadori (Cooper T53-Climax) is holding eventual runner-up Henry Taylor (Lotus 18) at bay. Tony Marsh (Lotus) and Shane Summers (Cooper) completed the top four.



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[1] Pre-stint contemplation for Innes Ireland at Le Mans in 1964, when he and Tony Maggs took a Maranello Concessionaires' Ferrari 250GT0 to sixth place. Ferraris filled five of the top six positions that year, with Nino Vaccarella and Jean Guichet winning in a factory-entered 275P. To the left, contemporary F3 star Jackie Stewart takes a keen interest.

[2] This is also from Le Mans in 1964, entrant Carroll Shelby standing to the left as Dan Gurney (centre) offers co-driver Bob Bondurant some words of encouragement. The pair took their Cobra Daytona to a class-winning fourth overall.







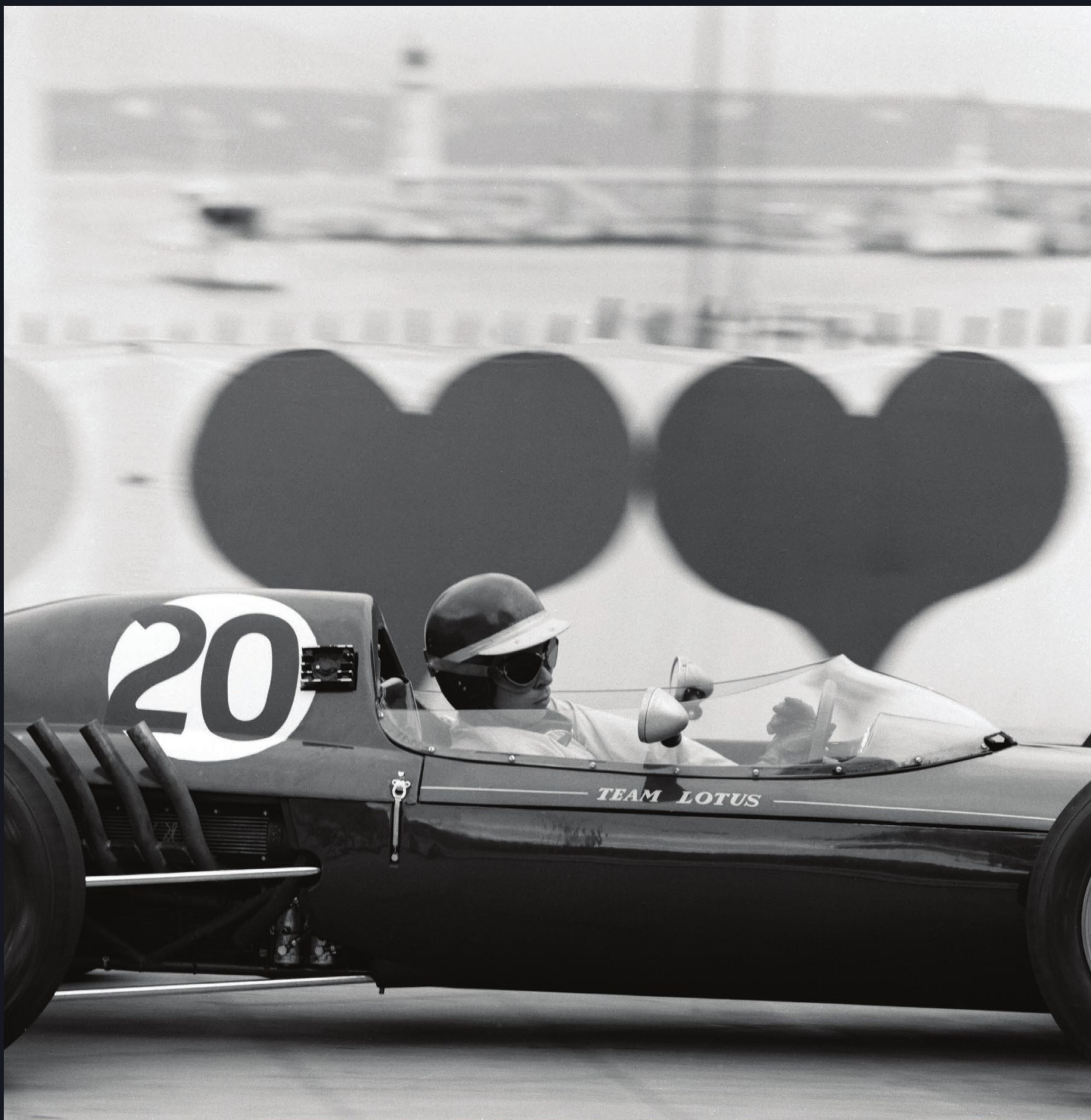
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[1] Dan Gurney nestles in the shadow of both pine trees and photographers as he rounds La Source during the 1963 Belgian Grand Prix. This was the American's first season as a factory Brabham driver and on this day took his BT7 to third place, behind Jim Clark's Lotus 25 and Bruce McLaren's Cooper T66. While Clark romped to the title, Gurney was fifth in the final standings.





[1] Concentration as an art form: Innes Ireland negotiates the Station Hairpin at Monaco in 1960. The Lotus 18 driver completed only 56 laps – little more than half the full distance – but was still classified ninth. There were three factory Lotuses in the field, the others driven by John Surtees and Alan Stacey, but it was the privateer Rob Walker Racing entry that triumphed, courtesy of Stirling Moss.



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[2] Despite the background motif, Jim Clark never really had a love affair with Monaco. The Scot is pictured in action during the 1962 Grand Prix, when he qualified on pole before retiring his Lotus with clutch trouble. For all his unquestionable speed, he never once graced the principality's podium. His best result at the track? Fourth, in 1964.

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[1] The sands of lap time... Formula 3 action from Zandvoort in 1965, with the Brabham BT16s of Trevor Blokdyk, Kurt Ahrens and Roy Pike leading the way. German Ahrens went on to win the *Autosport* & Dunlop Trophy race, with Blokdyk second and Pike's team-mate Chris Irwin third.









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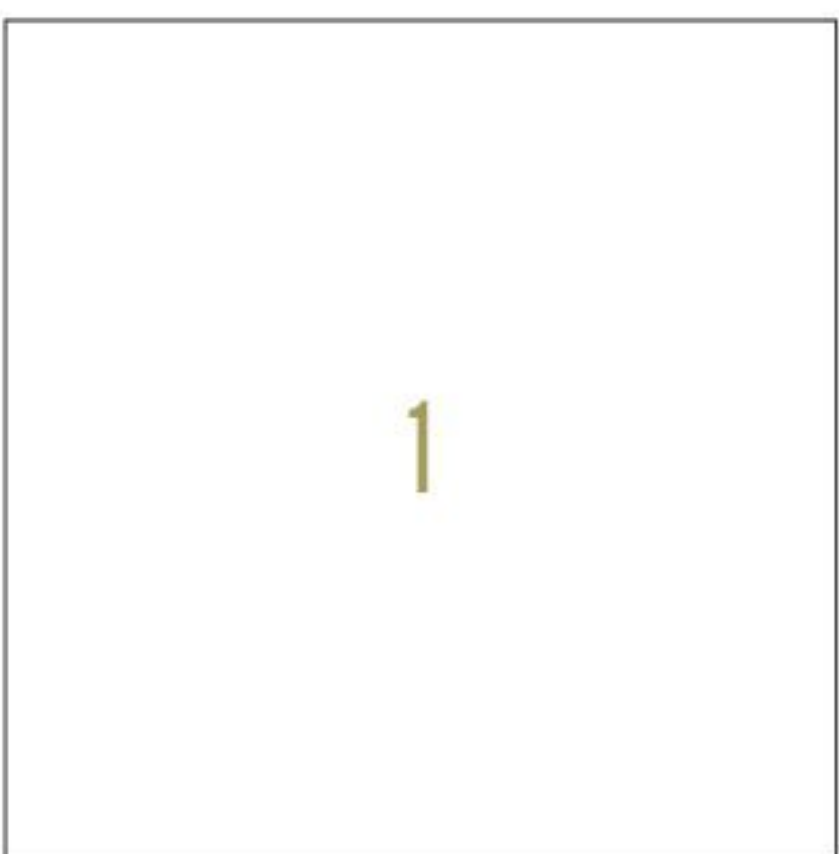
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[1] John Fitzpatrick (Mini) leads the way in the race for small-capacity (up to 1300cc) cars as the British Saloon Car Championship reaches Crystal Palace on May 18, 1964. He's followed by John Handley (who went on to win), Mike Young (Anglia) and John Rhodes. If you look closely, you'll spot somebody getting a free view from a first-floor window at Crystal Palace railway station...

[2] Gang warfare at Silverstone, 1968. *The Italian Job* had yet to make the Mini a global icon – that was released the following summer – but UK racers were familiar with its manoeuvrability. Escort driver Alan Peer finds himself in a Mini sandwich, with John Rhodes and Steve Neal fore and aft.

[3] Although Brighton is the only one to have survived until today, seaside speed trials were for a long time a popular entertainment. In earlier years these were often on the sands themselves but unpredictable surfaces meant they fell from favour. In 1963 West Lancashire MC closed off Southport's Marine Drive to run a 1km trial under the famous pier, watched by a huge crowd. Unlike Brighton's drag strip, the course had two right-angled bends, where a Mini proved handy though it couldn't match the winning Lotus 23.





[1] Le Mans has always brought together heavy-hitters from factory teams and small-engined optimists hoping for an Index of Performance prize – or at least an adventure. Here Clive Baker and Bill Bradley's special-bodied Austin-Healey Sprite exerts all its 1101cc pursuing Team Elite's Climax-powered Lotus in 1964. Its smooth nose and fastback design will have been useful for conjuring a few extra mph when they reached the Hunaudières straight.

[2] It wasn't only the British who tried to wrest the Le Mans Index of Performance from the succession of small-engined French machines that laid claim to it in the 1950s. Decided by juggling weight, fuel thirst and a target distance, the Index was a puzzling but prestigious efficiency award that gave tiddlers a reason to be there. For 1961 Italy's Carlo Abarth built four Fiat-powered spaceframe coupés, and the team topped the Index chart for much of the race, until mechanical woes knocked them back. A little-known Denny Hulme shared the 850 version that finished 14th; driven by Paul Condriker & Karl Foitek, number 55 was sidelined by an oil leak.

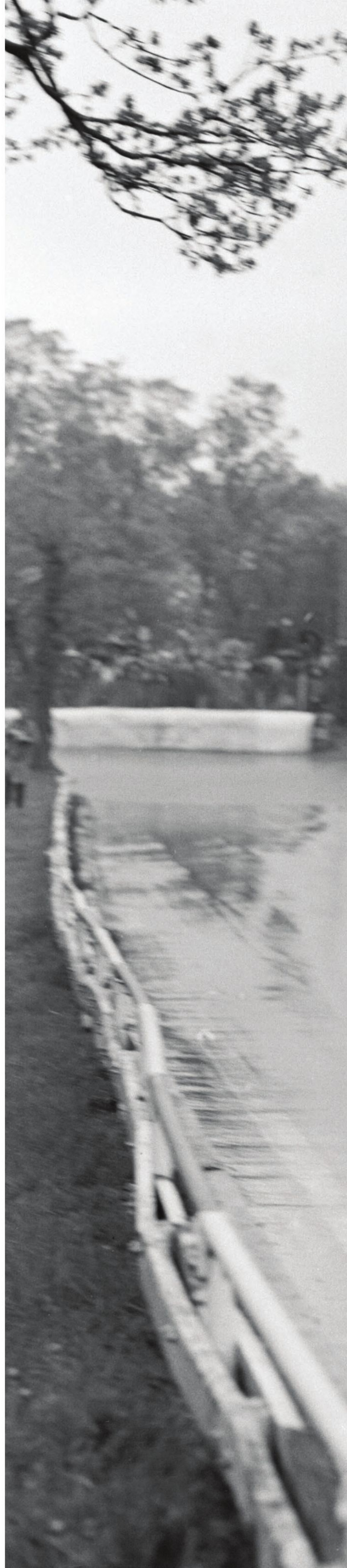


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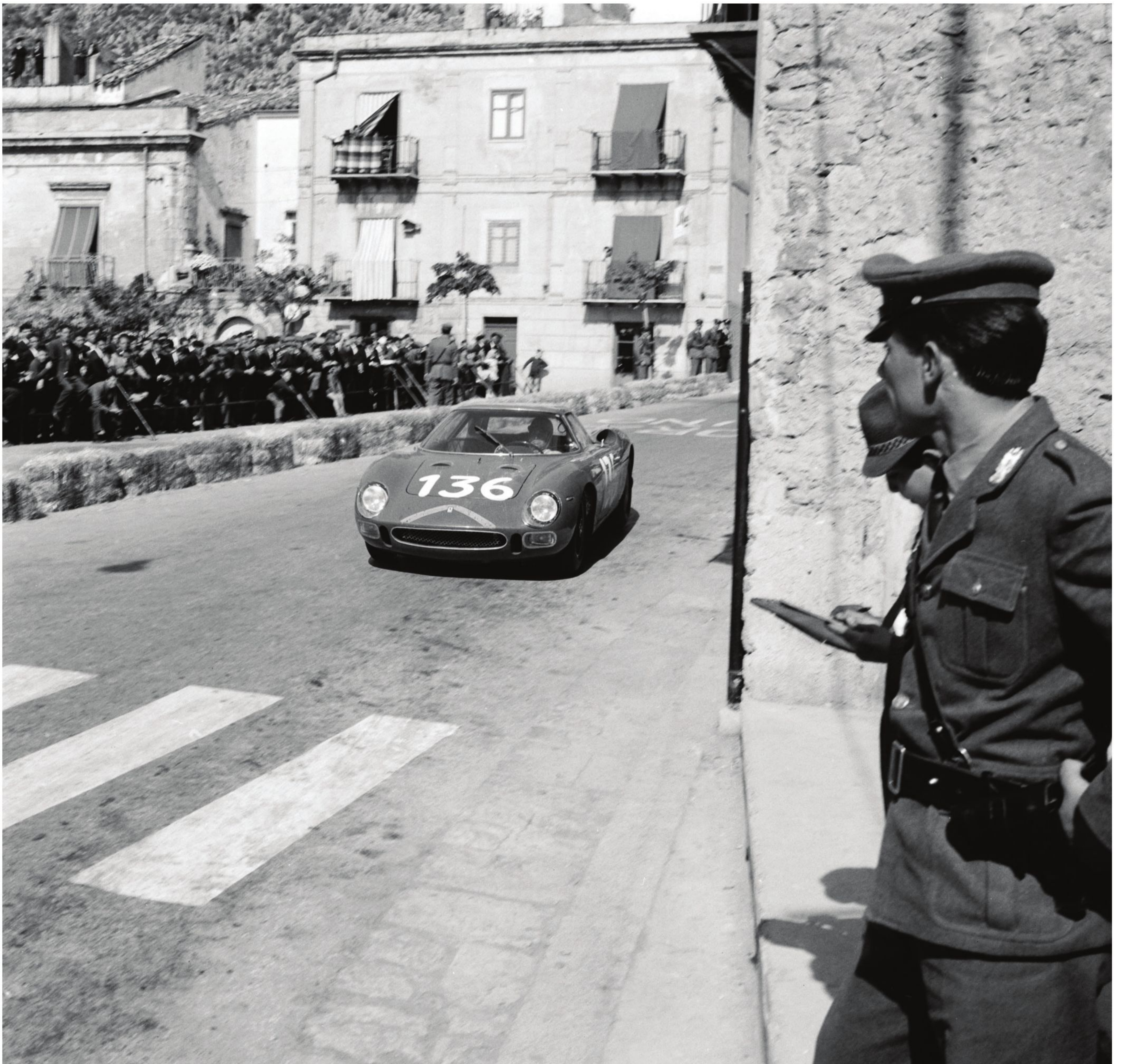
[1] Ferrari 1512s in action during the 1965 Mexican Grand Prix. Local hero Pedro Rodriguez runs ahead of Lorenzo Bandini as they head for seventh and eighth places – the only finishers not to score points. This was a landmark event in many ways as it yielded the first Formula 1 victories for Richie Ginther, the Honda Motor Company and Goodyear tyres.

[2] People talk about the good old days, but the weather didn't always match... Jacky Ickx won the inaugural European F2 title in 1967 and his Matra here leads a group through the spray at Mallory Park's non-championship Guards International Trophy. John Surtees (Lola T100, following) won the 75-lap final, with Ickx fourth.









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[1] No prizes for guessing where the Tulip Rally was based... but as the topography here suggests, Holland's oldest such event travelled far beyond its borders. First organised in 1949, it ran as a contemporary event until 1991, after which the historic community stepped in. These Porsche 356s are from 1960, when René Trautmann and Guy Verrier took outright victory in their Citroën ID19.

[2] "It's all right, Sarge, I don't mind working the Targa Florio weekend. I'll look after that pedestrian crossing, shall I?" In Sicily even the police loved the Targa. By 1965 sports-prototypes dominated, though Enzo Ferrari sneaked his 250LM – this one driven to 14th by Nicodemi and Lessona – into the GT class. A Ferrari P2 would carry local headteacher Nino Vaccarella to victory and eternal local hero status.

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[1] Graham Hill confers with Colin Chapman during a bitter-sweet 1968 for Lotus. The team lost talisman Jim Clark at Hockenheim in April, but five weeks later Hill won the Spanish GP – the first of three victories that would help him secure a second world title.

[2] Lotus pit conference in East London, ahead of the 1965 South African Grand Prix. Jim Clark remains at the helm of his Lotus 33, while team-mate Mike Spence has partially stripped off and Colin Chapman seems distracted by whatever might be going on just behind. Clark beat John Surtees by half a minute in the race, while Spence finished fourth.









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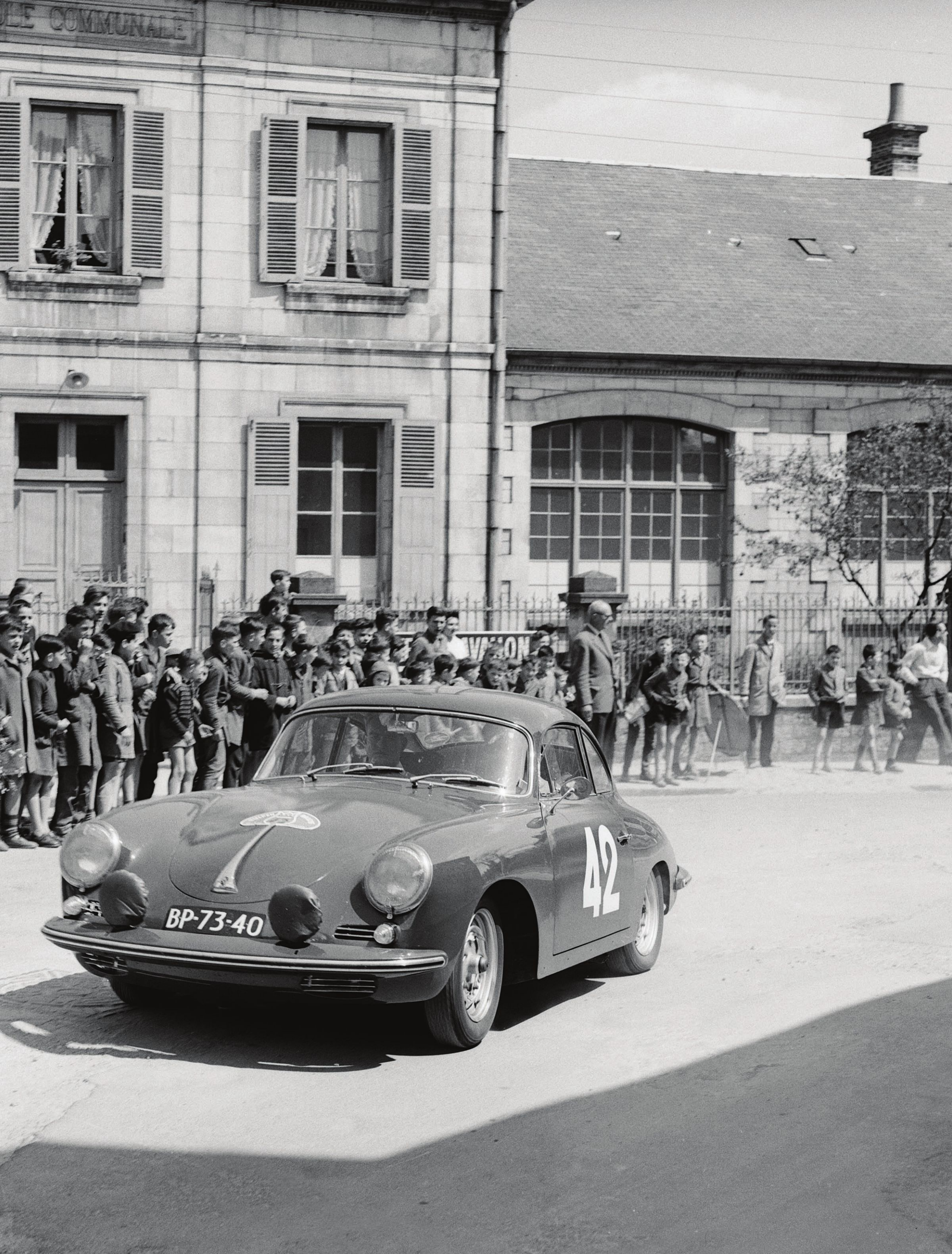
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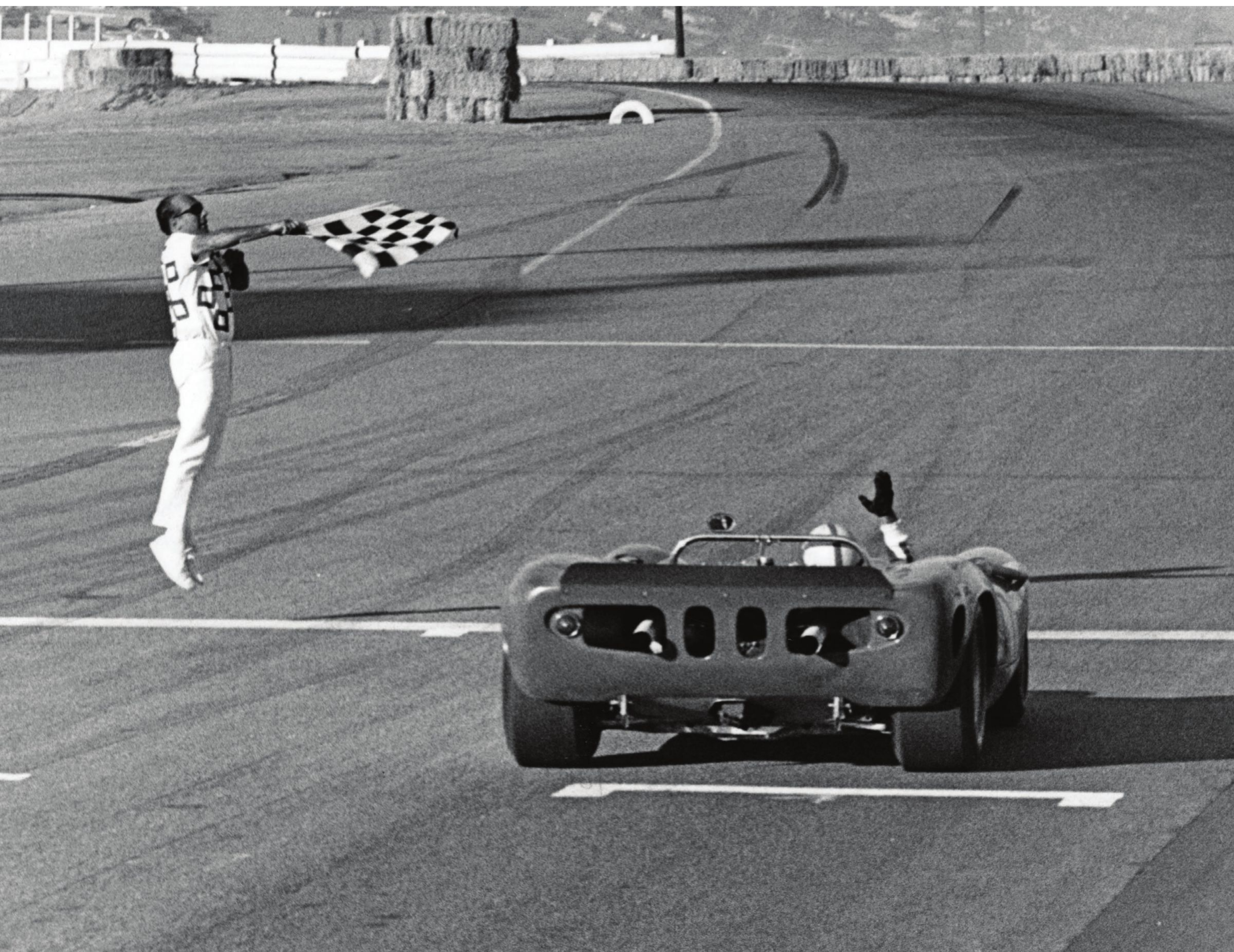
[1] The phrase “she corners as if on rails” was rarely more apposite than during races on Portugal’s Boavista circuit, where Grand Prix cars slid and bucked over slippery tram tracks and uneven cobblestones in downtown Porto (with or without its opening ‘O’). This stretch is safely marked off by haybales, where Phil Hill is parking his Dino 246 Ferrari after trouble during the 1960 GP, but elsewhere the treacherous rails were always ready to catch the unwary. Note optimistic extra bales around the iron cable posts...

[2] All roads lead to Monaco: the Simca Aronde of Francis Hounau/Lucien Rigal ambles across a sleepy level crossing during the 1962 Monte Carlo Rally. Having started from Lisbon (as opposed to Athens, Glasgow, Paris, Oslo, Frankfurt, Warsaw or, slightly simpler, Monte Carlo), they went on to finish 150th overall and 22nd in class.

[1] "And after lunch, kids, it will be maths followed by double rallying..." Long before burning fossil fuels became a crime, the passage of a rally through your village was something to savour, and these children are well placed for a great view of a Porsche 356 (even then a popular choice on the stages) during the 1960 Tulip Rally.







[1] After collecting a string of world titles on two wheels and four during the 1950s and early '60s, John Surtees went on to strike a rich seam of form in the United States. Driving his self-entered Lola T70, he scored three victories during the inaugural Can-Am season in 1966 – at Mont-Tremblant, Riverside (pictured) and Las Vegas – en route to yet another championship success.



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[2] Given the profusion of aerodynamic variations on Jim Hall's innovative Chaparral cars throughout the 1960s, it would be easy to think the Midland, Texas, plant was turning out multiple chassis. In fact the team kept modifying its few cars with different schemes for generating extra grip – witness this adjustable rear spoiler on Hall's winning car at Mosport, the 2C variant of the GRP-chassised Chaparral 2A. Like DRS, but freely controllable, it traded drag for cornering grip. It was introduced in late 1965, the year Hall's cars won 16 USRRC races. Note the unadorned body of Bruce McLaren's following M1A.

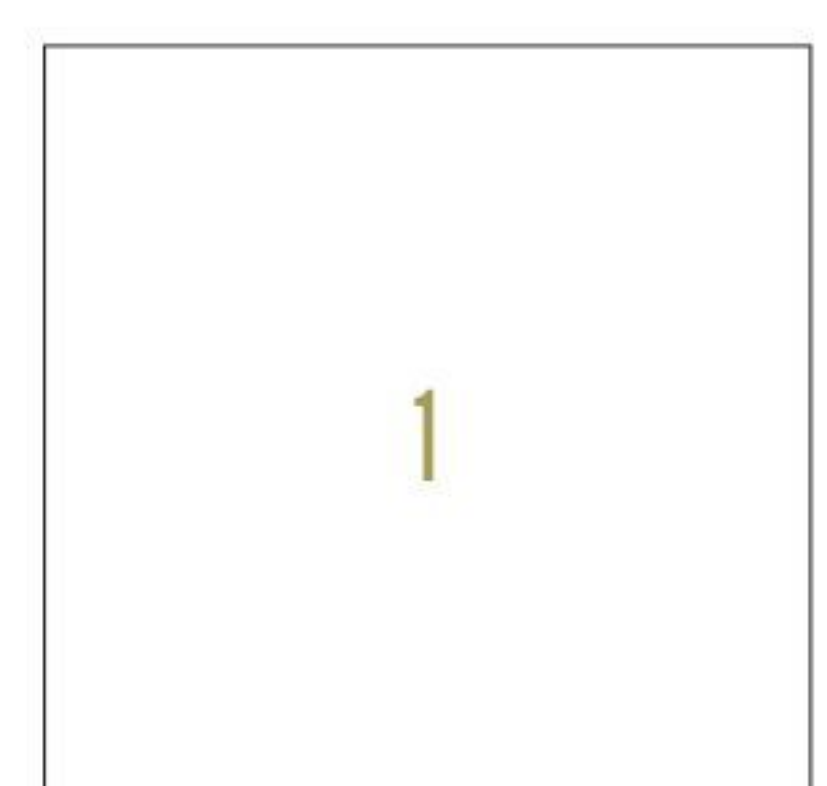




[1] Weighing up the opposition: Phil Hill contemplates the Lotus 18 of rookie rival John Surtees at Monaco in 1960. Hill took his Ferrari 246 to third place – as last of the unlapped runners – behind Stirling Moss (Lotus 18-Climax) and the similarly powered Cooper T53 of Bruce McLaren. Now imagine a Ferrari driver being allowed this kind of access to Lewis Hamilton's Mercedes in 2015...

[2] Hitting cars with hammers isn't often worthwhile, except in the case of wheel spinners. Following Ferrari's SWB lead, Aston Martin tried hard to make its DB4 more competitive among the GTs first by shortening it into the 4GT, then with Zagato's curvaceous coachwork – which was no lighter but looked great. Team owner John Ogier bought two for his Essex Racing Stable, registered them 1 VEV and 2 VEV and entered Jim Clark in the 1961 TT at Goodwood in the latter. It took 65sec to refuel and fit fresh tyres, one of four stops in the three-hour event. Neither Aston could catch the short-wheelbase Ferraris, Roy Salvadori finishing third in 1 VEV with Clark next up.

[3] Ever one to get his hands dirty when required, BRM number one Graham Hill tightens a wheel during the 1964 International Trophy meeting at Silverstone (the UK's fourth non-championship event in the space of six weeks, after similar races at Snetterton, Goodwood and Aintree). Hill was classified second after a photo finish, but was credited with the same race time as winner Jack Brabham.





[1] There were two major Formula 2 fixtures at Oulton Park in 1965, Denis Hulme winning the first for Brabham and John Surtees taking his Lola T60 to victory in September. It proved a less successful day for Surtees' fellow motorcycle racing graduate Bob Anderson, who retired his DW-entered Brabham after only a few laps. The Englishman found a comfortable spot to watch the race evolve, mind.



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[2] Tourist Trophy time, Goodwood 1961. Even the best races can be tiring to watch, despite the twin benefits of a photographer's armband and a prime seat on the lush Sussex sward... Almost ignored in the background, Stirling Moss prepares to pounce on Peter Jopp's Lotus Elite while heading for his seventh TT victory in the second of Rob Walker's 250SWB Ferraris, decked in the entrant's trademark dark blue with white noseband. The organising British Automobile Racing Club was so sure Moss would pull off another TT win that it had baked a cake with seven candles in it.



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[1] Jean-Pierre Beltoise winds on the opposite lock during the 1969 Spanish GP weekend at Montjuïc Park. The Frenchman took his Matra MS80 to third place, behind team-mate Jackie Stewart and Bruce McLaren's eponymous M7C. Those spindly wings were subsequently banned, following failures that caused Lotus drivers Graham Hill and Jochen Rindt to crash in Spain.

[2] That all-in-one engine and transmission package Alex Issigonis designed for that symbol of the cool Sixties, the Mini, was an ideal candidate for slotting into the rear of a new chassis to create a mid-engined minnow such as the Deep-Sanderson 301. Built by Lawrence Tune, you could buy this glassfibre coupé as a kit if you couldn't stretch to a 911. Chris Lawrence entered one at Le Mans in 1963 with a mighty 997cc of Downton-tuned power: after 20 hours Graeme Lawrence and Chris Spender were leading the Index of Performance, until the ACO disqualified them for falling behind the distance curve at midnight.



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[1] It looks like a drive through upstate New York, but Innes Ireland is here firmly in control at Watkins Glen. He's on his way to giving Team Lotus its first world championship Grand Prix success (although Stirling Moss had won four times for the marque in privately entered cars). It would be a triumphant swansong for Ireland, who was not retained for the 1962 season.





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[1] Compare this early 1960s Spa scene with the homogenised backdrops at modern Formula 1 venues. Fuel advertising? Shell, BP and Esso are all in there. Tyres? Englebert is the only manufacturer with a trackside hoarding, but no attempt has been made to mask rival Dunlop's truck. That trackside gulley looks a nice place for a stroll, too.







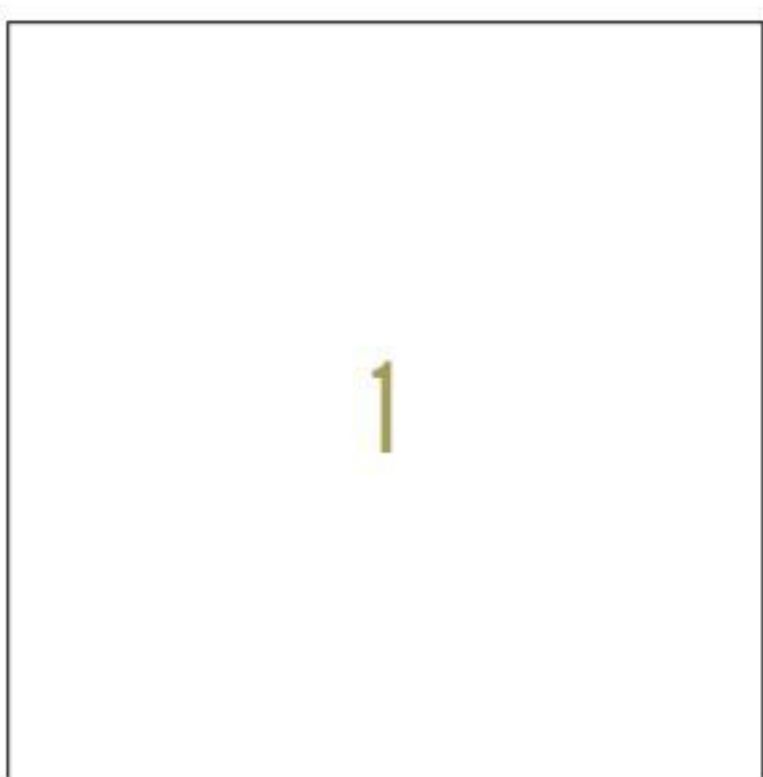
[1] All going to plan. Team chief John Cooper gives Jack Brabham some encouragement at Zandvoort as the Australian heads for his first world championship success of 1960, with Innes Ireland giving chase. It commenced a sequence of five straight Grand Prix victories that helped to cement Brabham's second consecutive title success.



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[2] Team Lotus boss Colin Chapman in the pits with driver Alan Stacey at Zandvoort in 1960. This was the sixth of only seven world championship Grands Prix the Essex driver contested. He failed to finish, after qualifying eighth, and sadly lost his life a fortnight later when he crashed his Lotus 18 during the Belgian GP at Spa.





[1] Mass diversity as the smaller classes filter into Eau Rouge during the opening stages of the 1966 Spa 24 Hours. Minis, Renault 8s and Alfa Romeos strike a familiar pose, but at the head of the queue is a Glas 1304 TS. During the course of this year, the German manufacturer was taken over by BMW.

[2] Camping has always been popular with Spa-Francorchamps spectators, despite the inherent risk of saturation. Nowadays, suitable facilities are laid out in surrounding woodland and fields. In 1967, however, you could pitch your tent – and park your car – within a stone's throw of the action. Photographers could get quite close, too.





[1] The Ford Escort's effectiveness as a competition tool was ever more apparent by the late 1960s. Frank Gardner used one for much of the season on his way to winning the 1968 British Saloon Car Championship. One year on, John Hine defends from a locked-up Mike Crabtree at Oulton Park.

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[1] On the surface this is a charming photo of Monza's royal park in its pomp, yet the image is ripe with poignant overtones. It shows Jim Clark's Lotus swamped by Ferrari 156s during the early moments of the 1961 Italian GP. On lap two, Clark and title contender Wolfgang von Trips collided: the German driver and 14 spectators died in the ensuing accident.









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[1] French enthusiasts momentarily abandon their picnics to watch the BMC-powered Tyrrell Cooper T72s of Jackie Stewart and Warwick Banks lead the F3 field away at Reims. Stewart went on to win, one of many victories that helped establish him in the single-seater mainstream. A few rows back, several midfielders are making slightly less fluid progress.

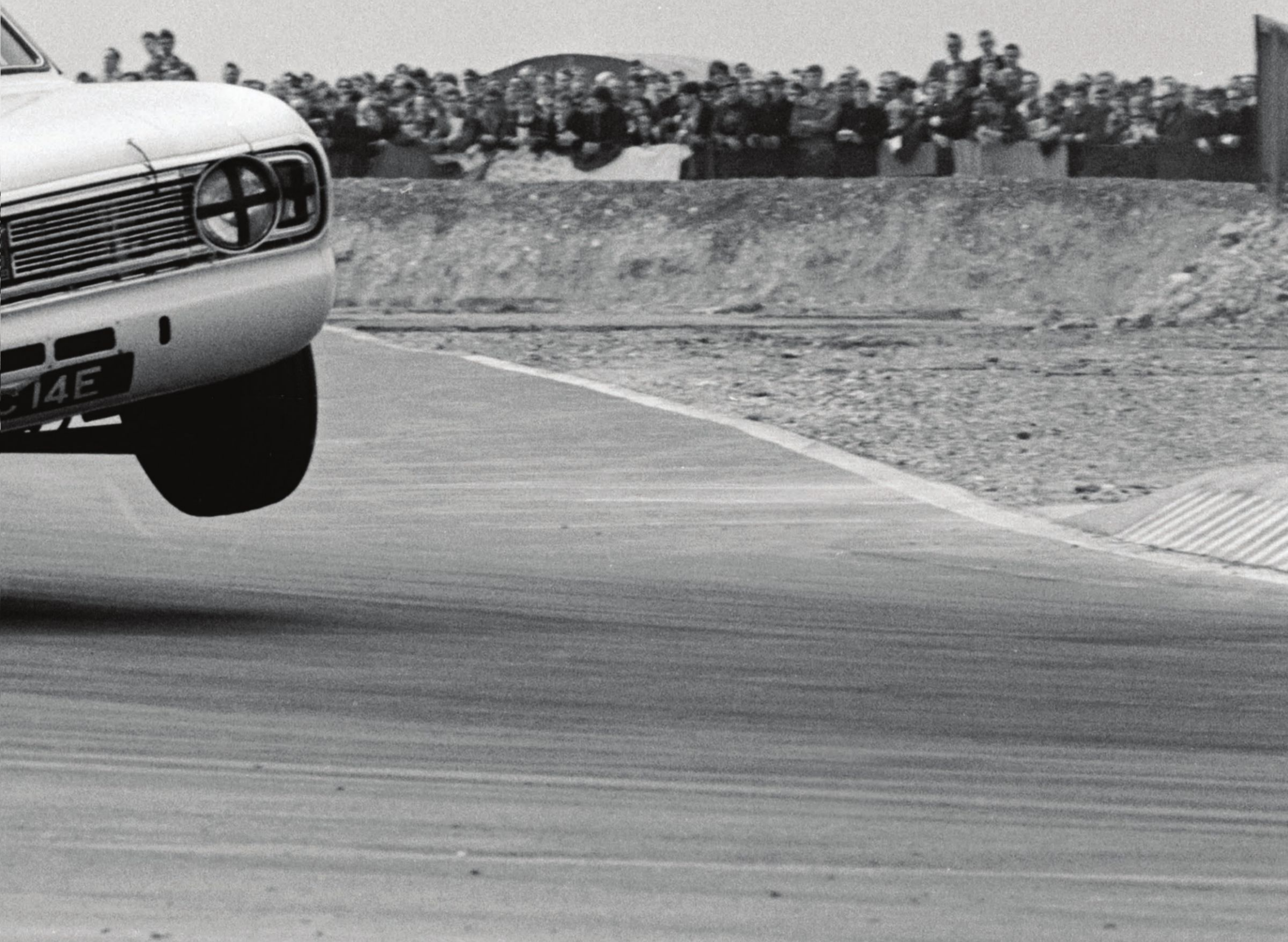


[1] Aintree hosted the British Grand Prix for the fifth and final time in 1962. Earlier that year, it had also attracted a top-class field for the non-championship Aintree 200. The driver nearest the camera (27) is serial backmarker Günther Seiffert (Lotus 18), but somewhere in that haze of tyre smoke are such as Clark, Brabham, McLaren, Surtees, Ireland and a couple of Hills. Clark won while Seiffert was classified 12th, 13 laps in arrears.

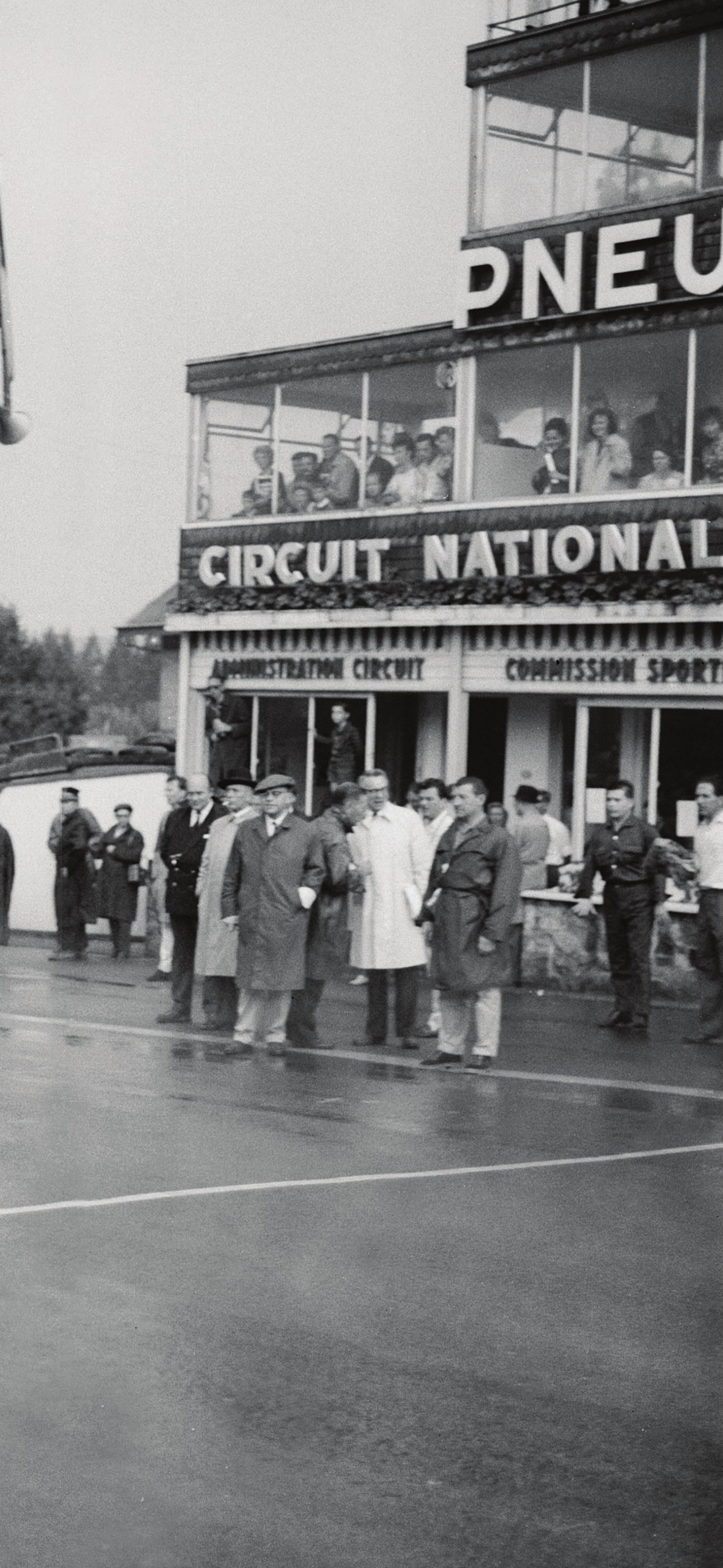




[1] April 15, 1968, Thruxton. Brian Muir won the second round of the British Saloon Car Championship in a Ford Falcon. Eventual champion Frank Gardner was a class-winning third in his Alan Mann Racing-run Lotus Cortina Mk2. And Brian Robinson entertained the crowds *en route* to fourth in one of AG Dean Racing's Mk2 Cortinas.







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[1] Carel Godin de Beaufort (Porsche 718) scores a rare world championship point, taking the flag in sixth place at the end of the 1963 Belgian GP. The Dutchman was the last classified finisher, two laps behind winner Jim Clark. The Scot apart, only Bruce McLaren completed the full race distance... and he was almost five minutes behind the winner.





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[1] The open windows imply that the cutting-edge Grovewood Suite is probably packed with VIP guests. A pity for them, then, that *Motor Sport* described the 1964 Brands Hatch Easter meeting as follows: "The BRSCC's programme consisted of nine races, mostly for small sports-racing cars, GTs and small saloons. The main race, for the Oxfam Trophy, was not very exciting..."



[1] Jochen Rindt (Brabham BT10) takes the inside line, with Peter Arundell (Lotus 32) and Richie Ginther (Lola T55) to his left. This was the third round of the 1964 French F2 Trophy, at Reims. Alan Rees and Jack Brabham secured a Brabham 1-2, with Mike Spence and Jim Clark third and fourth for Lotus.





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[1] *Ski de fond* aficionados find their route to the souvenir shop momentarily blocked by the passing Ford Zephyr of David Corbett and Peter Rolfe – a simple scene from 1962, when just reaching Monte Carlo was every bit as much an adventure as competing in the rally itself.

[2] Having started from Glasgow, the Ford Zephyr of John Kirkham and Ray Gradwell presses on through the snow during the 1960 Monte Carlo Rally. The Rover P4 in the background is not competing but is being used by a member of the press, getting a little closer to the action than might be permitted nowadays.

[3] Premise: rally cars are compact and necessarily agile. Conclusion: not always... Edward Gahan and Henry Shillaber entered this 2.9-litre Wolseley for the 1960 Monte Carlo Rally. History does not record whether the car retained its original polished wood dash, but we suspect it might have done...

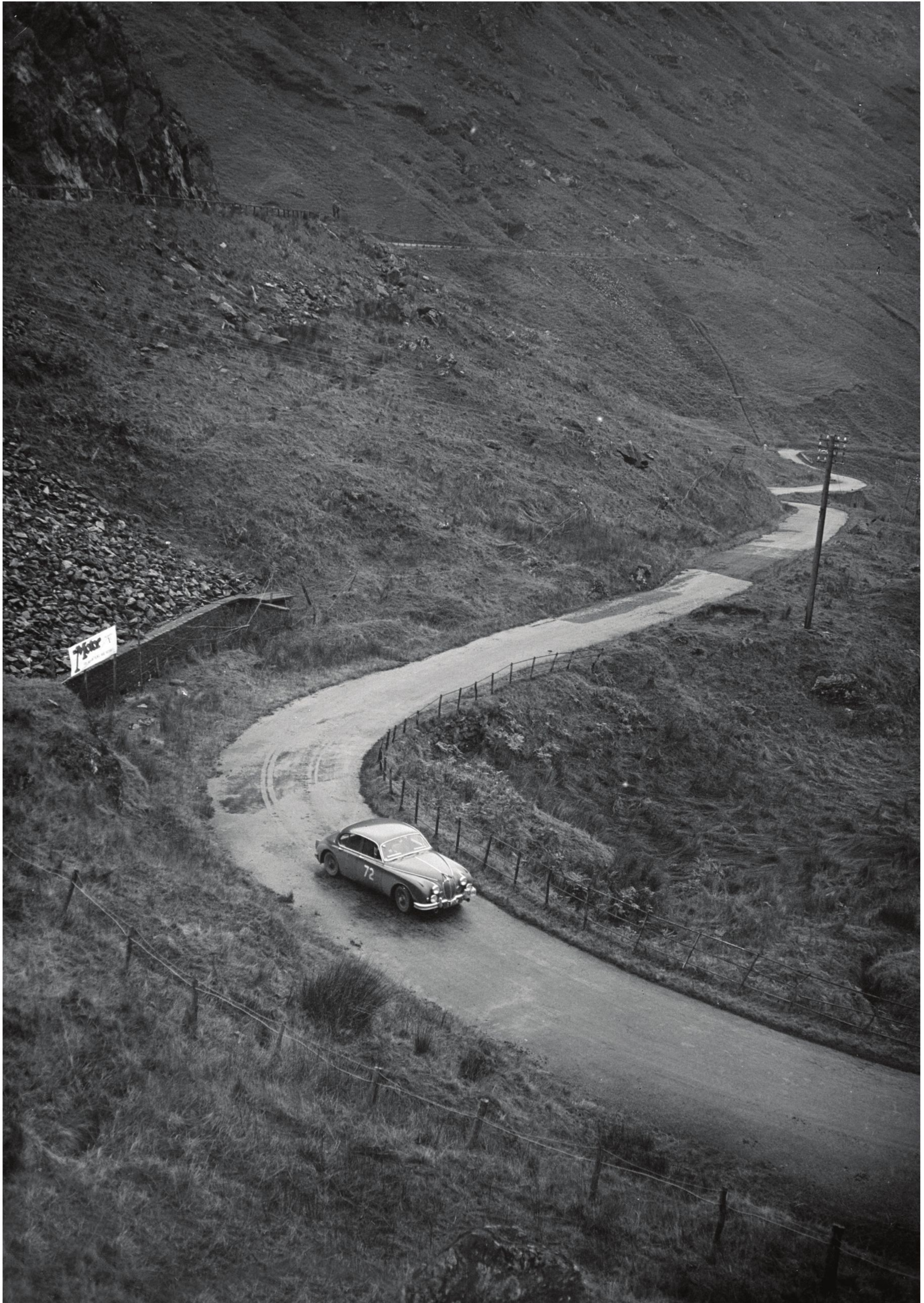






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[1] When trackside furniture really was trackside furniture... Dan Gurney focuses on the road ahead rather than the buildings, telegraph poles, trees and barbed wire that once formed Spa's immediate perimeter. Gurney ran dry during the closing moments of the 1964 Belgian GP and several rivals also hit last-minute problems, leaving Jim Clark to pick up the pieces. Clark then ground to a halt, out of fuel, on his cooling-down lap. He stopped near Gurney, who was classified sixth.





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[1] Thank heavens for progress. When a new route was built higher up the craggy flanks of Glen Croe, Argyll, to the saddle known as Rest and Be Thankful, it released the original military road (first built in 1749) for its proper purpose – competition motoring. Always a fearsome challenge for early motorists, it was thereafter a dramatic hillclimb and a stage on endless rallies. It's a hard climb – and even tougher today, as the surface has deteriorated radically since this MkII Jaguar tackled it.

[2] An Auto Union doing a hillclimb? No, not Rosemeyer in a V16 on the Grössglockner but a DKW with a grander name contesting the 1961 Acropolis Rally. Pushing a mighty 51bhp through its front wheels, the two-stroke triple was hardly a natural for a mountainous trial like the Greek event, but in the 1960s long-distance rallies were more about endurance and navigation than sheer speed.





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[1] It was probably mentioned during the pre-race briefing at the 1967 Oulton Park Gold Cup: "You can leave the pits as soon as the light turns green *and* the bloke in the brown suit begins waving frantically." Graham Hill went on to finish third for Lotus, behind Jack Brabham and Jackie Stewart.

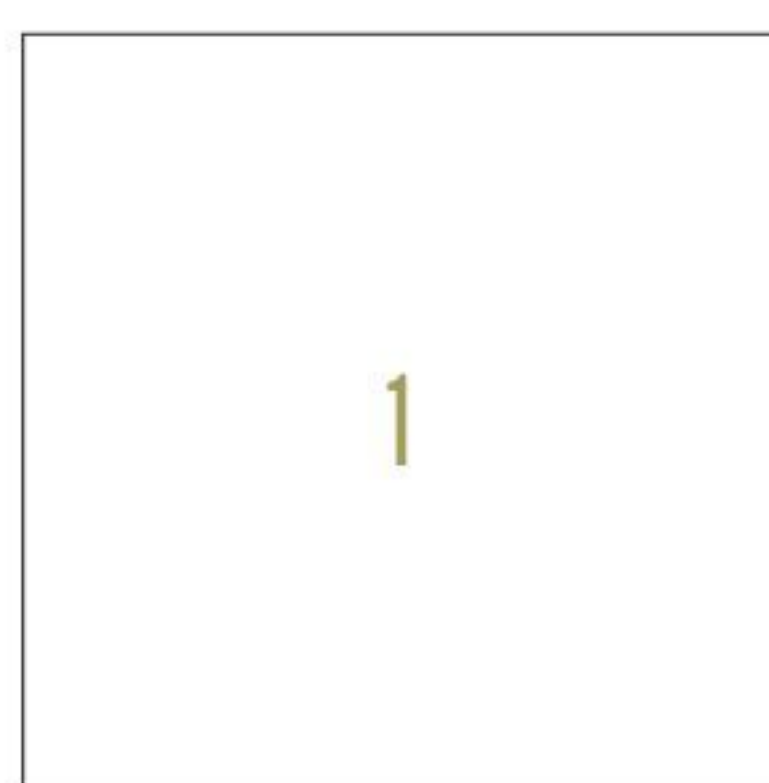




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[1] The Reims pit complex remains one of Europe's most familiar racing landmarks... even though the circuit closed more than 40 years ago. The buildings remain, albeit partially consumed by nature. Here's how they looked in their pomp, during the 1967 Reims 12 Hours (won by the Écurie Ford France MkII of close friends Guy Ligier and Jo Schlesser).





[1] John Surtees confers with the Honda crew ahead of the 1968 Spanish Grand Prix. The Englishman qualified seventh in his V12-engined RA301, 0.9sec off Chris Amon's pole-winning Ferrari, but failed to finish. He wasn't alone. Winner Graham Hill was one of only five drivers classified. Jean-Pierre Beltoise took fifth, nine laps in arrears.

[2] Britain used to host several F1 races per annum, with non-championship events supplementing the Grand Prix. The 1967 Race of Champions featured three F1 contests in one weekend, with two 10-lap heats prior to a 40-lap final. John Surtees (Honda) finished second and third in the former, but retired from the feature race with throttle trouble.



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[1] In 1968, the European Touring Car Championship commenced at Monza, then moved on to Aspern (Austria) and Snetterton. This photo shows the Scuderia Mirabelle Fiat Abarth of Marsilio Pasotti/Ed Swart, which finished 11th overall and fifth in class. Only 28 cars started and the crack Autodelta Alfa Romeo team was absent, its transporter having been involved in an accident. Next stop? Belgrade...



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[1] Lotus Formula Junior racer Peter Arundell strikes a grimy pose in 1961. Originally from Essex, Arundell twice won the Monaco FJ race and took the British championship title in 1962. He made F1 appearances the following season, then was promoted full-time as Jim Clark's Lotus team-mate in 1964. His career lost momentum that summer, in the wake of a serious F2 accident at Reims, and his career's early promise was never fulfilled.



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4	5

[2] The world has become accustomed to helmets with sponsors' decals precisely arranged amid freshly polished sheen. Things weren't always so... There is nothing commercial about this charming portrait of a young Jo Siffert, just a splash of patriotism and a few scuffs that suggest his helmet might previously have been used.

[4] Surely the only Grand Prix winner born in Libya, Lorenzo Bandini possessed charm, good looks and style in abundance – witness the natty headwear, even while seated in his Ferrari 158 in the run-up to the 1964 Monaco GP. He'd finish last at the Principality, but this was the year of his lone GP victory, at Zeltweg three months on.

[3] Former bike racer Jean-Pierre Beltoise, pictured in 1969. The Frenchman's car career was almost cut short by a serious accident at Reims. Despite limited movement in his left arm, however, he made a successful return to the sport, won the 1968 European F2 title and scored his only GP victory at Monaco in 1972.

[5] What might Dan Gurney have achieved had he stayed with Brabham at the end of 1965? While his former employer went on to take back-to-back championship titles, the distinguished Californian established Anglo American Racers, entered his own Eagle chassis and won the 1967 Belgian GP in the gorgeous T16.



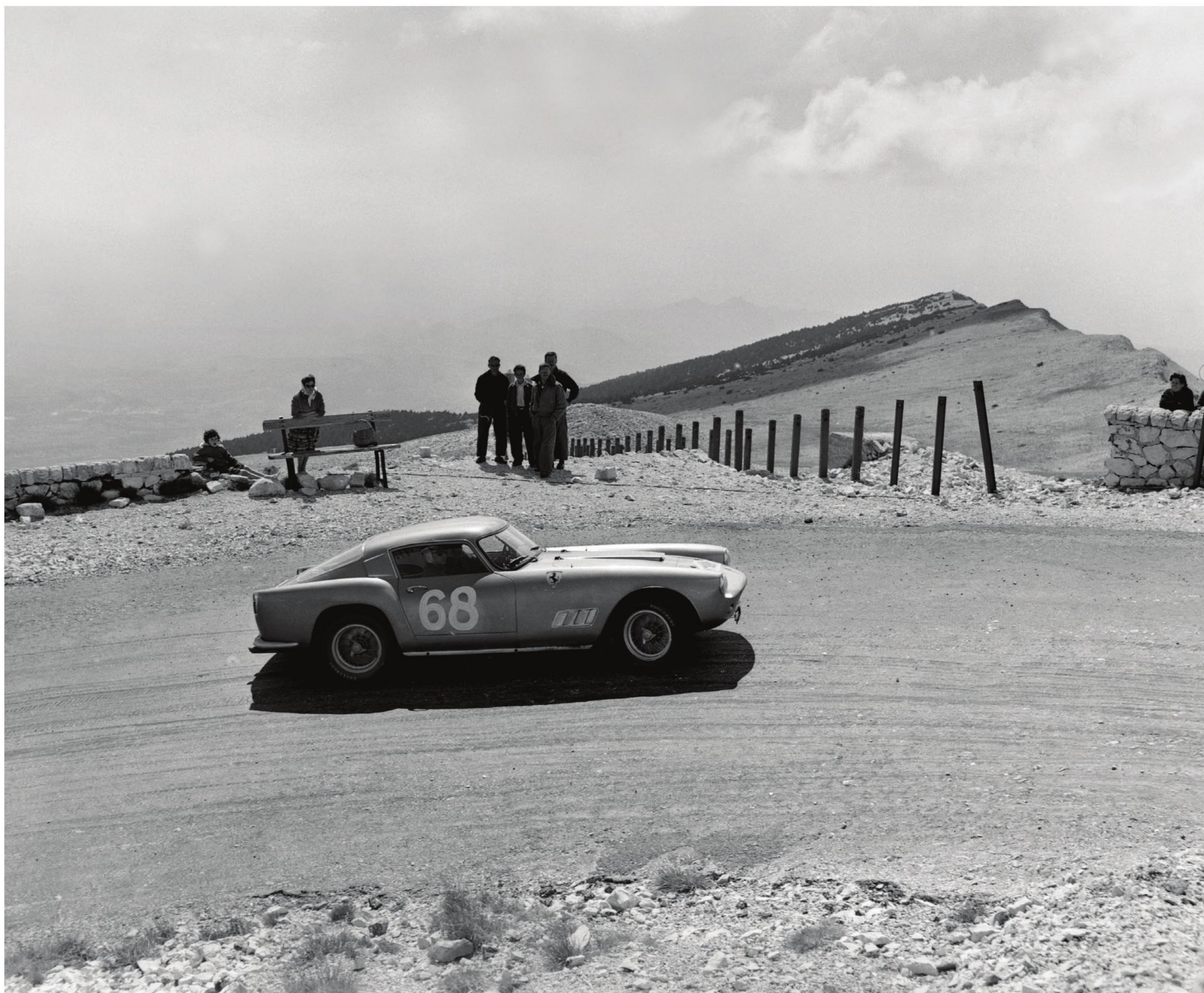


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[1] Several teams experimented with gas turbine-powered cars in the 1960s and this is the Howmet TX. Featuring a single-speed transmission (initially without reverse, although the authorities subsequently insisted that one should be fitted), it appeared in a selection of European and American races in 1968. It is pictured here in the BOAC 500 at Brands Hatch, where wastegate problems caused Dick Thompson to crash the car at Druids.

REGIONALE AUTOMOBILI SPORT
START - DÉPART
WEST





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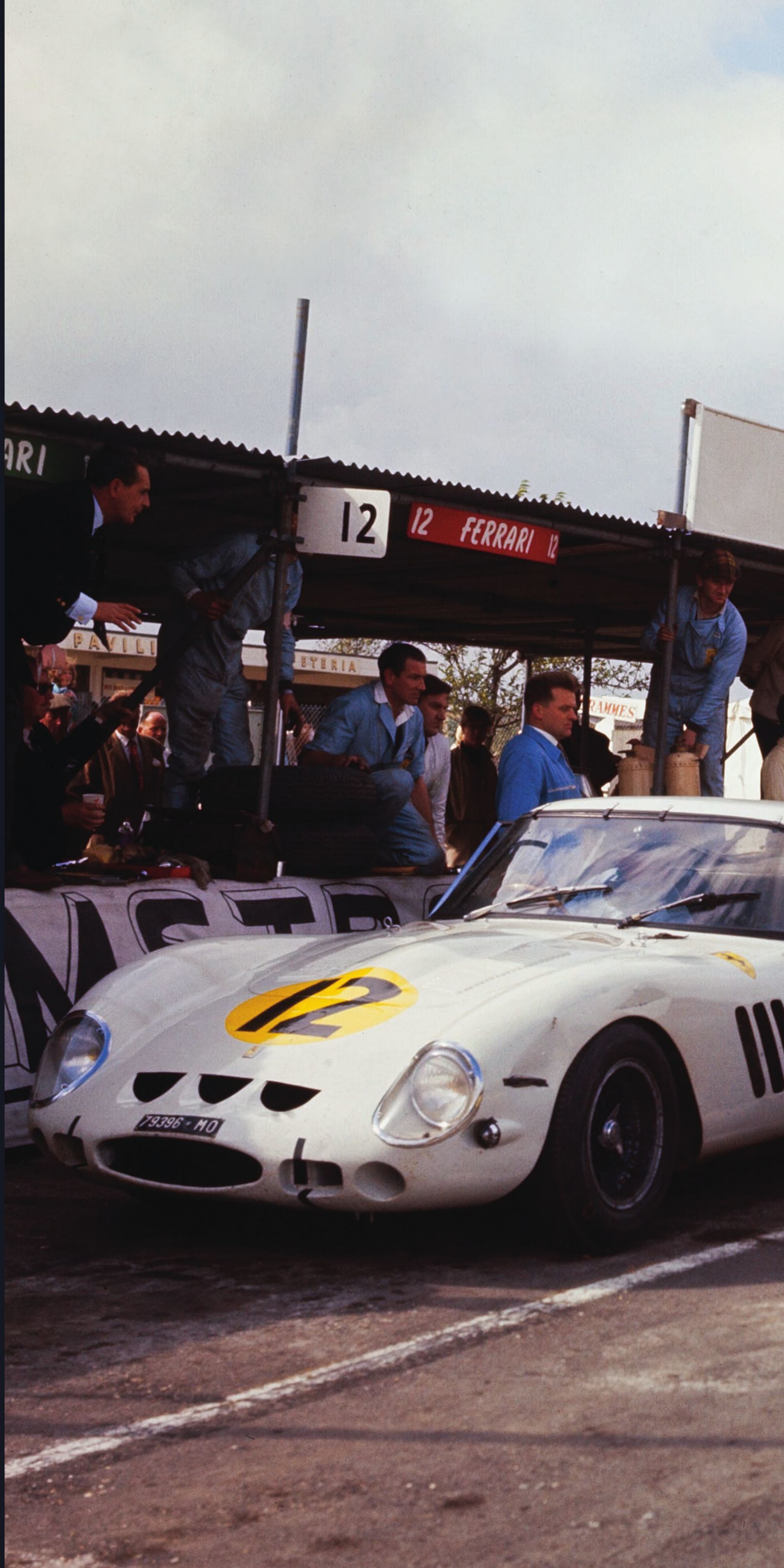
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[1] Typical Dutch scene... Or at least the scene as the Dutch-organised 1960 Tulip Rally hits the Mediterranean. A squad of Porsche 356s cools down on the prom by the tyre and service barges while a smartly attired lady marshal clocks them in. Further back, a lone Anglia is a reminder of how popular this event was with British crews – Healeys, Mini and MGAs also took part this year, though it was the French that celebrated victory thanks to René Trautmann and Guy Verrier (Citroën ID19).

[2] Tarmac wouldn't reach the crest of many European mountain passes for another couple of decades, so an event like the Alpine Rally was a constant scrabble for traction, either on snow and ice or on unmade, gravel-strewn roads. And while V12 Ferrari power might assist on the way up, a Tour de France is subject to the same laws of physics while sliding down the other side, often sideways above unprotected drops...

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[1] For many this was the great era of GT racing, when the legendary Ferrari 250GTO was a wonderful racing car rather than an investment trophy. Here Mike Parkes in the Maranello Concessionaires GTO refuels for his next stint in the 1963 Tourist Trophy while Roy Salvadori squeezes past in Tommy Atkins' famous Lightweight E-type Jaguar. Parkes took second behind team-mate Graham Hill's GTO while 'Salvo' came home third.









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[1] Eyes to the left: drivers tilt heads towards Bottom Bend – nowadays reprofiled and renamed Graham Hill Bend – during the 1965 British Eagle Trophy at Brands Hatch. Nominally this was an F2 race, although a few F3 cars made up the numbers. Jim Clark (Lotus 35) won from the works Brabhams of Denny Hulme and Jack Brabham.