

1961/62

Autocourse

Review
of International
Motor Sport



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REVIEW OF INTERNATIONAL MOTOR SPORT

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Looking Back

THE year 1961 was a testing time for international motor racing. It saw the introduction of a new capacity limit for formula one. At the same time the CSI made it known that this would be the last year of the sports racing car as a major constituent of the international racing scene. Two questions were waiting to be answered : would the new 1½-litre formula one provide the spectacle required to bring large crowds to international motor racing ; and would the grand touring category appeal as a substitute for the full-blown sports racing car that has gained such wide acceptance over the last dozen years ?

One year's racing is perhaps too short a time to come up with any unequivocal answers to these questions. But undoubtedly the major fears of dissentients to both the new categories have been allayed.

In comparison with the previous 2½-litre cars, the new 1½-litre machines suffer little in terms of eye- and ear-appeal. In sheer speed over a given course they have proved that they can cover all but the very fastest circuits as quick as, or quicker than the larger-engined cars. However, the success of the new formula — and success it has certainly enjoyed — lies in the closeness of the racing that it has produced. The purist may argue that the skill differential between drivers has been lessened and there is truth in this. Nevertheless, driver skill has still counted for much, as witness the epic drives of Stirling Moss at Monaco and Nurburg.

A more serious aspect of the close competition that has resulted from the levelling of driver skills lies in the increased hazard to driver and spectator. This was brought vividly to public attention by the tragic accident in the penultimate grande epreuve of the season when that great sportsman, Wolfgang von Trips, lost his life, together with fourteen spectators.

To our mind there is more than one lesson to be learned from this accident. Certainly there has been a tendency for close racing during this season, a tendency of which the paying public has shown its appreciation. Yet there appears to have been no way in which cars in the same team could be prevented from running in close order. We believe there may here be a lesson that team discipline could be imposed with very much more vigour in modern grand prix racing. In addition, of course, there is the usual necessity for a closer scrutiny of safety precautions on all the circuits of Europe. These precautions must not be implemented solely with a view to protecting the spectator at the expense of the driver. The latter understands full well that he is partaking in a dangerous sport : let no stone be left unturned to impress upon the members of the public that they are witnessing a dangerous sport. The only practicable method of making motor racing entirely safe for the spectator is to remove him so far from the scene of action that the whole essence of speed is lost. Already there are a number of circuits where just such a situation has developed. Statistically the chances of being killed while spectating at a motor race must be little more than at a football match, and probably a lot less than remaining at home. But the element of risk is there, and it must be brought home adequately to the racegoer.

We make no excuse for airing our views on the subject of accidents and motor racing. Undoubtedly it is one of the most vital influences on the future of the sport, and it is particularly significant in relation to the new formula one, because this was to

be the “ safety formula ” which would reduce accidents by lowering speeds and precluding the use of ultra-light chassis frames.

Sports car racing certainly had a hangover aspect during 1961. From the galaxy of famous marques that have partaken in this branch of the sport since the war — Talbot, Alfa-Romeo, Lancia, Gordini, Jaguar, Mercedes, Maserati, Aston Martin — only Ferrari and Porsche competed seriously, while private entrants raced versions of the last two makes mentioned with limited success.

But it may well be that the dearth of makes in the international sports racing car field stems from the provisions of Appendix C. Most of the manufacturers of the world’s sports cars are not prepared to invest large sums of money in producing the specialized sports racing car of the last decade. Almost as easy, in financial terms, to produce a grand prix car. As a few firms, over the years, have shown their willingness to budget for large expenditure on these specialist vehicles, the more restrained — and, perhaps, more commercially-minded — have left the field of battle.

The decision of the CSI to shift the emphasis to the GT category is calculated to bring these wandering lambs back to the fold of international competition. Our feeling is that, so long as the move is a wholehearted one, it will be successful. But if, as the latest decisions of the governing body indicate, there is a compromise solution whereby the sports racing car is allowed to compete—even, apparently, for the major awards — the GT cars will suffer in comparison and an unsatisfactory limbo between the two categories result.

Various races in 1961 proved that the GT car is capable of standing on its own four wheels in terms of spectator appeal. Our plea is that it should be allowed to do so. If there remains a demand for the sports racing category — and many constructors are building entirely new vehicles to these regulations — let that also stand on its own.

Looking Ahead

As we write in the last month of 1961, the prospects for formula one in 1962 look yet more encouraging. Britain is to field yet another team of cars, this time the Lolas of Eric Broadley with backing from the powerful Bowmaker-Yeoman team. The talents of this young designer were adequately demonstrated by the sweeping successes of his 1100cc sports cars. His flair for the unconventional could well prove a significant factor in future formula one car design.

The CSI has become an almost traditional Aunt Sally for the motoring press over the last few years. We feel that although some criticism is certainly justified, not enough credit is given to a body which, by and large, does a very difficult job most competently.

But on one aspect of formula one racing action is certainly required before next season begins: standardisation relating to the classification of finishers in grands prix. As has been pointed out in these columns, different organizers apply different rules to assess whom may be adjudged a finisher. At Monaco, for instance, the late Wolfgang von Trips was able to take fourth place and three championship points (which could have proved of vital importance) although his car crashed before the end of the race! At Rheims Phil Hill restarted his car by pushing (which has been made against the regulations *for the safety of the drivers*) and finished tenth. Similarly Salvadori was forced to push his car in the German grand prix, but was not disqualified.

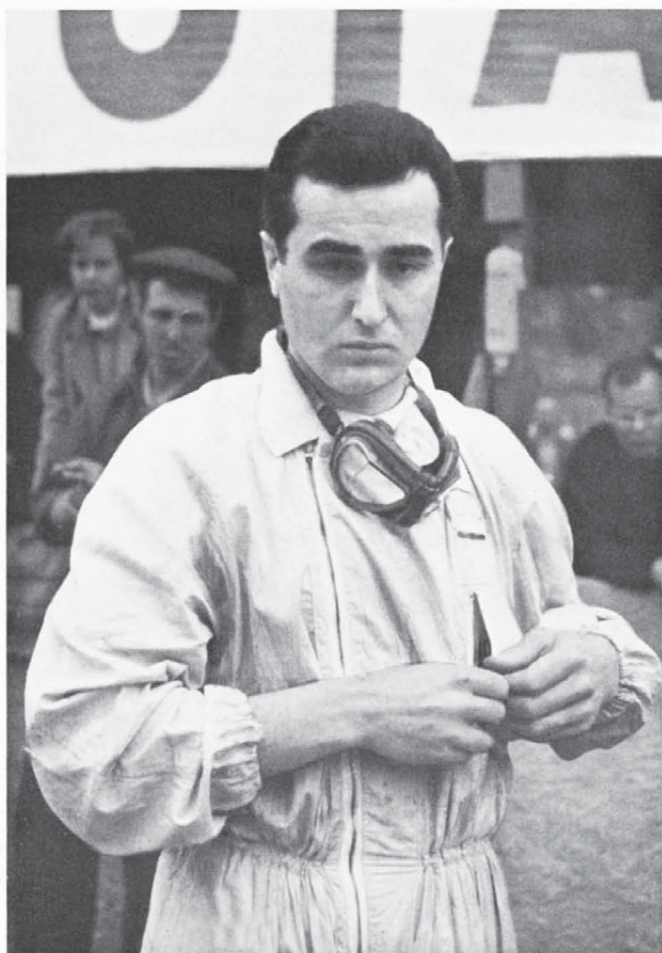
In view of the importance that now surrounds the World Championship, the not inconsiderable financial rewards that attend its winning, and the likelihood of close finishes in it, the necessity of unequivocal rules for the gaining of points needs no further stressing.

A portrait gallery of 33 formula one drivers with their international racing successes during 1961. Drivers are arranged in alphabetical order

Leading Drivers of 1961

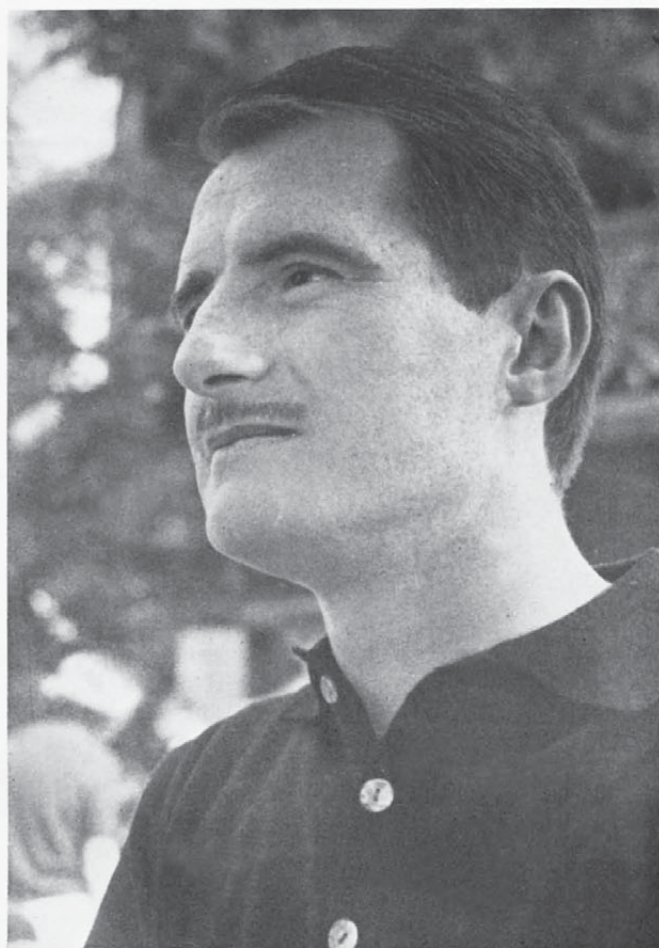


GIANCARLO BAGHETTI, Italy
World Championship :
French Grand Prix, 1st.
Non-championship formula one :
Syracuse Grand Prix, 1st.
Naples Grand Prix, 1st.
Sports Cars :
Sebring, 2nd.
Nurburgring 1000 km, 6th.



LORENZO BANDINI, Italy
World Championship :
British Grand Prix, 12th.
Italian Grand Prix, 8th.
Non-championship formula one :
Pau Grand Prix, 3rd.
Naples Grand Prix, 3rd.
Sports car :
Pescara Grand Prix, 1st.

CAREL GODIN DE BEAUFORT, ^HHolland
World Championship :
Dutch Grand Prix, 14th.
Belgium Grand Prix, 11th.
British Grand Prix, 16th.
German Grand Prix, 14th.
Italian Grand Prix, 7th.
Non-championship formula one :
Zeltweg, 6th.



LUCIEN BIANCHI, Belgium
Non-championship formula one:
Brussels Grand Prix, 4th



JOAKIM BONNIER, Sweden
 World Championship :
Dutch Grand Prix, 11th.
Belgian Grand Prix, 7th.
British Grand Prix, 5th.
United States Grand Prix, 6th.
 Non-championship formula one :
Pau Grand Prix, 2nd.
Syracuse Grand Prix, 3rd.
Solitude Grand Prix, 2nd.
Karlskoga, 2nd
Modena Grand Prix, 2nd.
Zeltweg, 3rd.
 Formula libre :
Teretonga International, 1st.
 Sports Car :
Targa Florio, 2nd.

JACK BRABHAM, Australia
 World Championship :
Dutch Grand Prix, 6th.
British Grand Prix, 4th.
 Non-championship formula one :
Brussels Grand Prix, 1st.
Aintree 200 1st.
Syracuse Grand Prix 4th.
Solitude Grand Prix, 5th.
Modena Grand Prix, 5th.
Zeltweg, 2nd.
Oulton Park Gold Cup, 2nd.
 Intercontinental and formula libre :
New Zealand Grand Prix, 1st.
Lady Wigram Trophy, 1st.
Lombank Trophy, 1st.
Silverstone International, 2nd.
Guards Trophy, 1st.
 Sports car :
Riverside, 1st.
Pacific Grand Prix, 3rd.



TONY BROOKS, Great Britain
World Championship :

*Dutch Grand Prix, 9th.
Belgian Grand Prix, 13th.
British Grand Prix, 9th.
Italian Grand Prix, 5th.
United States Grand Prix, 3rd.*

Non-championship formula one :

*Silver City Trophy, 3rd.
Modena Grand Prix, 6th.
Oulton Park Gold Cup, 4th.*

Intercontinental :

*Lavant Cup, 6th.
Silverstone International, 6th.*



IAN BURGESS, Great Britain

World Championship :

*French Grand Prix, 14th.
British Grand Prix, 14th.
German Grand Prix, 12th.*

Non-championship formula one :

*Naples Grand Prix, 4th.
Zeltweg, 5th.
Oulton Park Gold Cup, 6th.*

JIM CLARK, Great Britain

World Championship :

*Monaco Grand Prix, 10th.
Dutch Grand Prix, 3rd.
Belgian Grand Prix, 12th.
French Grand Prix, 3rd.
German Grand Prix 4th.
United States Grand Prix, 7th.*

Non-championship formula one :

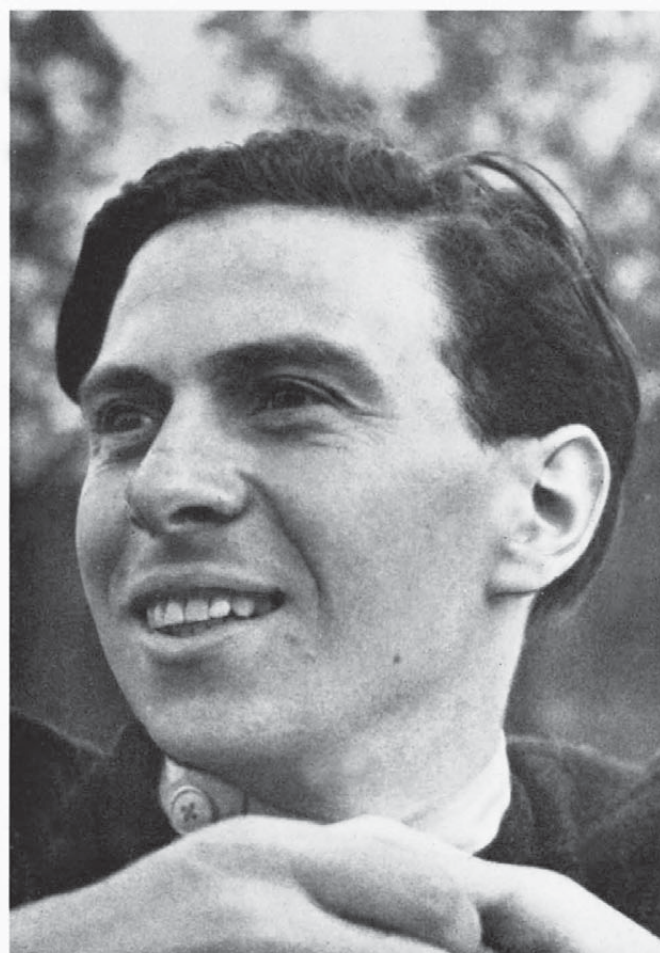
*Pau Grand Prix, 1st.
Syracuse Grand Prix, 6th.
Lombank Trophy, 4th.
Silver City Trophy, 2nd.
Modena Grand Prix, 4th.*

Intercontinental and formula libre :

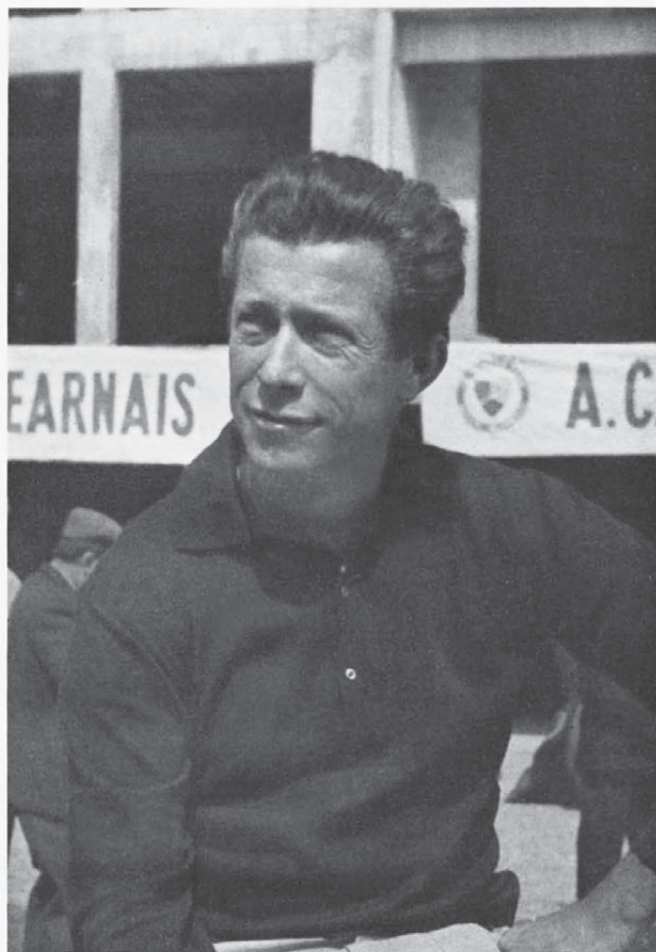
*New Zealand Grand Prix, 6th.
British Empire Trophy, 5th.
Guards Trophy, 2nd.*

Gran Turismo :

*Tourist Trophy, 4th.
Paris 1000 km, 6th.*



OLIVIER GENDEBIEN, Belgium
World Championship :
Belgian Grand Prix, 4th.
Sports car :
Sebring, 1st.
Targa Florio, 1st.
Nurburgring 1000 km, 3rd
Le Mans, 1st.
Mosport, 2nd.



MASTEN GREGORY, United States
of America.
World Championship :
Belgian Grand Prix, 10th.
French Grand Prix 12th.
British Grand Prix 11th.
Non-championship formula one :
Aintree 200, 5th.
Oulton Park Gold Cup, 5th.
Sports car :
Nurburgring 1000 km, 1st.
Le Mans, 5th.



DAN GURNEY, United States of America.

World Championship :

- Monaco Grand Prix, 5th.*
- Dutch Grand Prix, 10th.*
- Belgian Grand Prix, 6th.*
- French Grand Prix, 2nd*
- British Grand Prix, 7th.*
- German Grand Prix, 7th.*
- Italian Grand Prix, 2nd*
- United States Grand Prix, 2nd.*

Non-championship formula one :

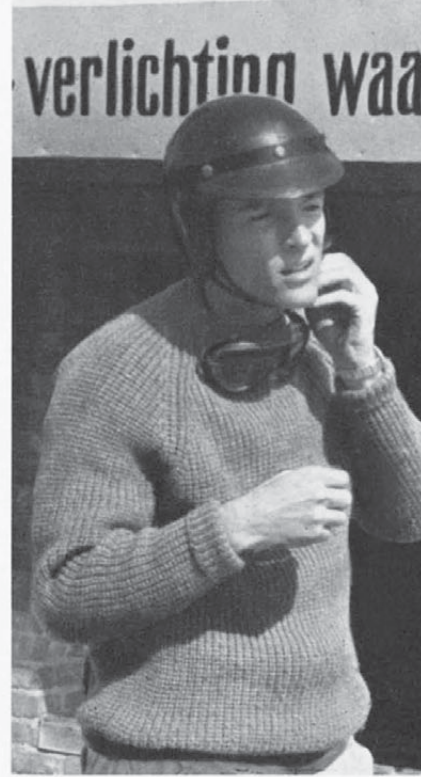
- Syracuse Grand Prix, 2nd.*
- Silver City Trophy, 5th.*
- Solitude Grand Prix, 3rd.*
- Modena Grand Prix, 3rd.*

Sports car :

- Targa Florio, 2nd.*
- Pacific Grand Prix, 2nd.*

Formula libre :

- Ballarat, 2nd.*



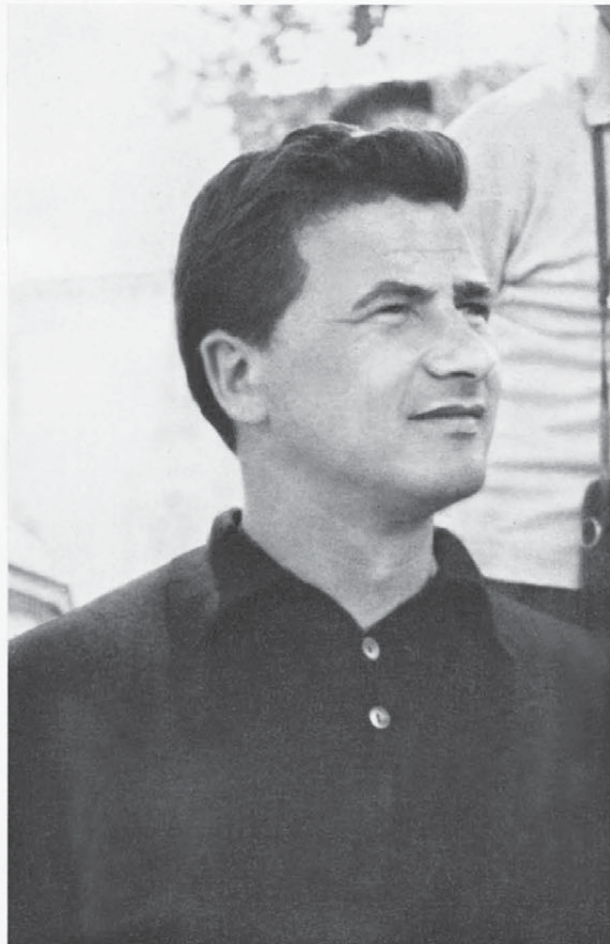
RITCHIE GINTHER, United States of America.

World Championship :

- Monaco Grand Prix, 2nd.*
- Dutch Grand Prix, 5th.*
- Belgian Grand Prix, 3rd.*
- British Grand Prix, 3rd.*
- German Grand Prix, 8th.*

Sports Cars :

- Sebring, 2nd.*
- Nurburgring 1000 km, 3rd.*



HANS HERRMANN, Germany

World Championship :

- Monaco Grand Prix, 9th.*
- Dutch Grand Prix, 15th.*
- German Grand Prix, 13th.*

Non-championship formula one :

- Solitude Grand Prix, 6th.*

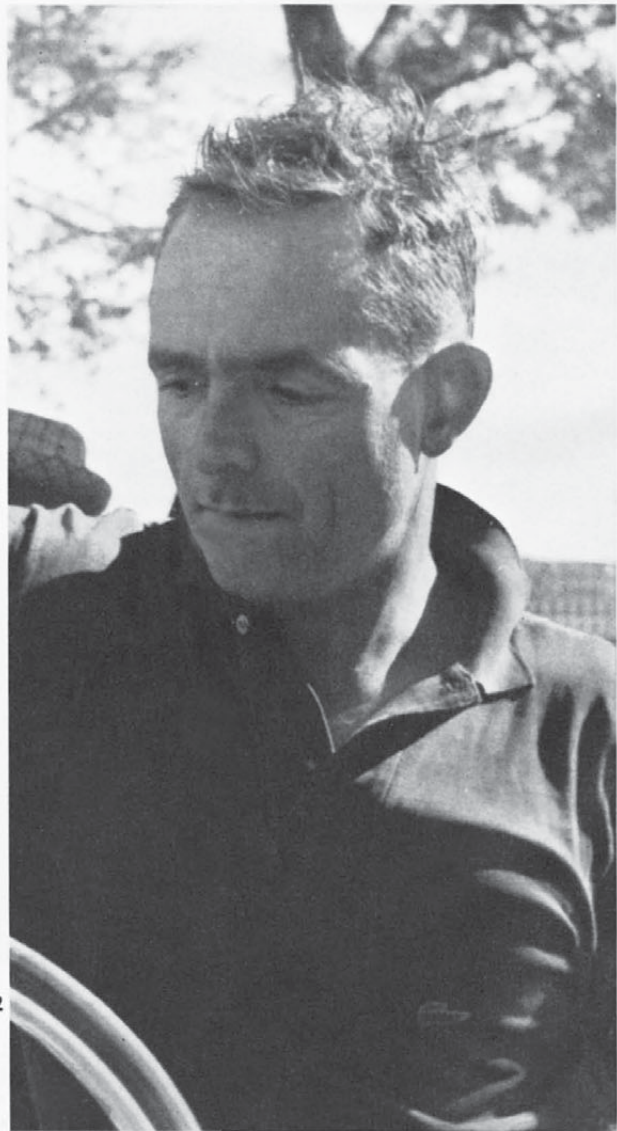
Sports car :

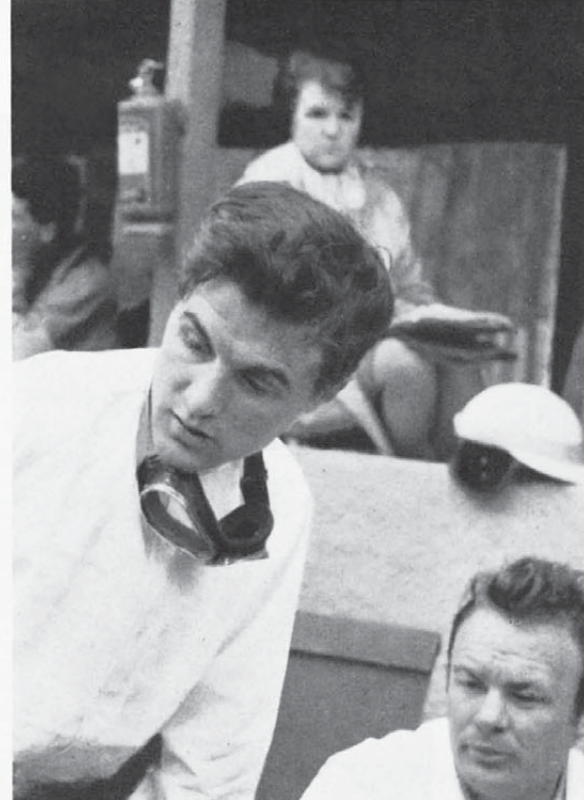
- Targa Florio, 4th.*



GRAHAM HILL, Great Britain.
World Championship :
Dutch Grand Prix, 8th.
French Grand Prix, 6th.
United States Grand Prix, 5th.
Non-championship formula one :
Goodwood 100, 2nd.
Aintree 200, 3rd.
Intercontinental and formula libre :
New Zealand Grand Prix, 3rd.
Lavant Cup, 3rd.
British Empire Trophy, 3rd.
Guards Trophy, 3rd.
Ballarat, 1st.
Gran turismo :
Tourist Trophy, 6th.

PHIL HILL, United States of America
World Championship :
Monaco Grand Prix, 3rd.
Dutch Grand Prix, 2nd.
Belgian Grand Prix, 1st.
French Grand Prix, 9th.
British Grand Prix, 2nd.
German Grand Prix, 3rd.
Italian Grand Prix, 1st.
Sports car :
Sebring, 1st.
Le Mans, 1st.





JACK LEWIS, Great Britain
 World Championship :
Belgian Grand Prix, 9th.
German Grand Prix, 9th.
Italian Grand Prix, 4th.
 Non-championship formula one :
Pau Grand Prix, 5th.
Aintree 200, 6th.

INNES IRELAND, Great Britain
 World Championship :

- French Grand Prix, 4th.*
- British Grand Prix, 10th.*
- United States Grand Prix, 1st.*

Non-championship formula one :

- Goodwood 100, 5th.*
- Brussels Grand Prix, 6th.*
- Solitude Grand Prix, 1st.*
- Zeltweg, 1st.*

Formula libre :

- Warwick Farm, 2nd.*

Gran Turismo :

- Tourist Trophy, 5th.*
- Paris 1000 km, 6th.*

BRUCE McLAREN, New Zealand
 World Championship :

- Monaco Grand Prix, 6th.*
- Dutch Grand Prix, 12th.*
- French Grand Prix, 5th.*
- British Grand Prix, 8th.*
- German Grand Prix, 6th.*
- Italian Grand Prix, 3rd.*
- United States Grand Prix, 4th.*

Non-championship formula one :

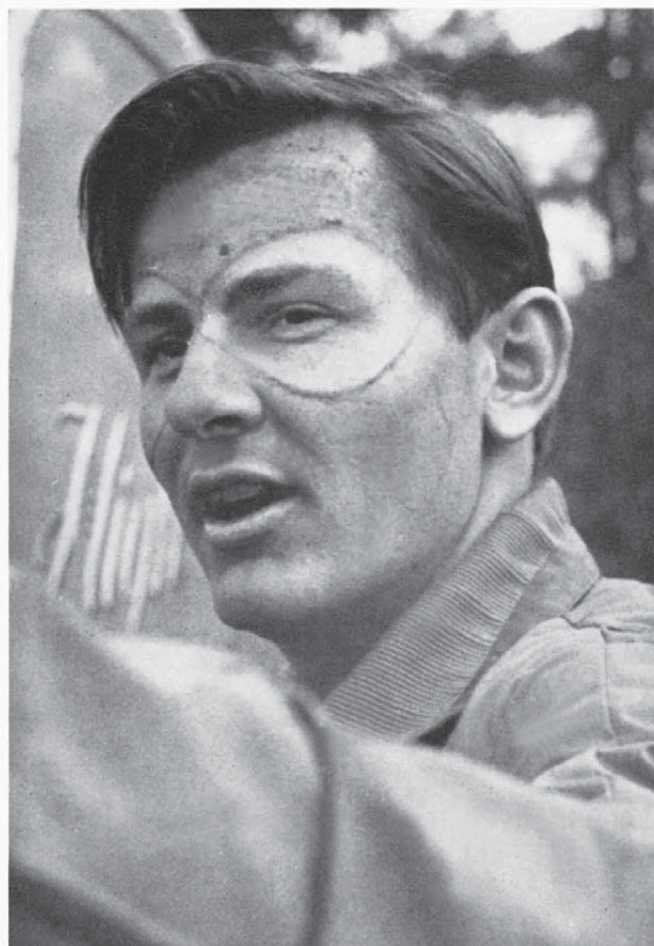
- Brussels Grand Prix, 2nd.*
- Aintree 200 2nd.*
- Solitude Grand Prix 4th.*
- Oulton Park Gold Cup, 3rd.*

Intercontinental and formula libre :

- New Zealand Grand Prix, 2nd.*
- Lady Wigram Trophy, 4th.*
- Lavant Cup, 2nd.*
- British Empire Trophy, 4th.*
- Guards Trophy, 4th.*

Sports car :

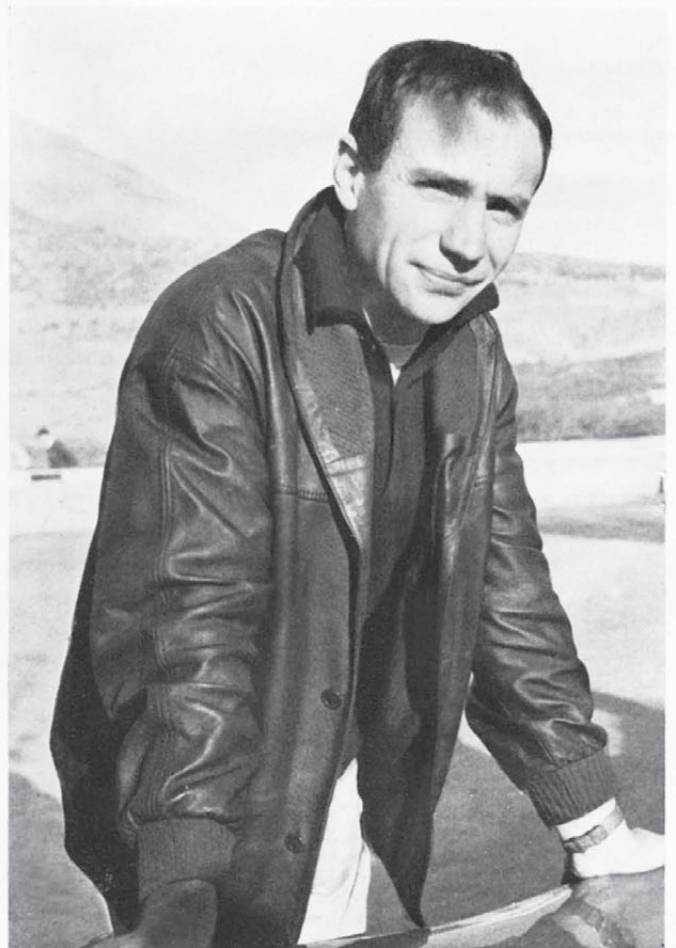
- Riverside, 2nd.*
- Pacific Grand Prix, 4th.*





TONY MAGGS, South Africa
World Championship :
British Grand Prix, 13th.
German Grand Prix, 11th.
Formula junior :
First in seven national and international races.

WILLY MAIRESSE, Belgium
Sports Car and gran turismo :
Sebring, 2nd.
Nurburgring 1000 km, 6th.
Rouen Grand Prix, 2nd.
Le Mans, 2nd.
Paris 1000 km, 2nd.

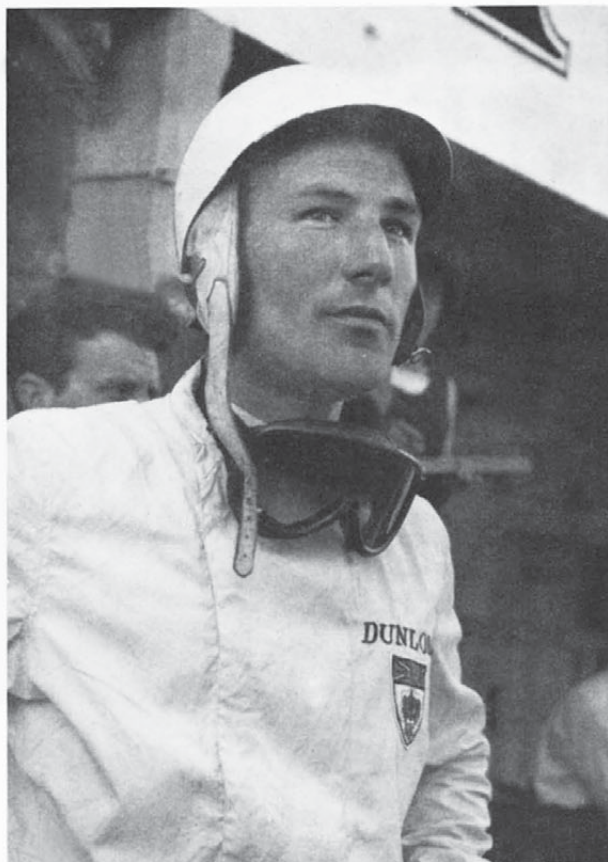


TONY MARSH, Great Britain
 World Championship :
German Grand Prix, 15th.
 Non-championship formula one :
Brussels Grand Prix, 3rd.
Silver City Trophy, 6th.



MICHAEL MAY, Switzerland
 World Championship :
French Grand Prix, 11th.

STIRLING MOSS, Great Britain
 World Championship :
Monaco Grand Prix, 1st.
Dutch Grand Prix, 4th.
Belgian Grand Prix, 8th.
German Grand Prix, 1st.
 Non-championship formula one :
Goodwood 100, 4th.
Silver City Trophy, 1st.
Vienna Grand Prix, 1st.
Karlskoga, 1st.
Copenhagen Grand Prix, 1st.
Modena Grand Prix, 1st.
Oulton Park Gold Cup, 1st.
 Intercontinental and formula libre :
Lady Wigram Trophy, 2nd.
Warwick Farm, 1st.
Lavant Cup, 1st.
Silverstone International, 1st.
British Empire Trophy, 1st.
 Sports car and Gran Turismo :
Mosport, 1st.
Tourist Trophy, 1st.
Canadian Grand Prix, 3rd.
Pacific Grand Prix, 1st.





MASSIMO NATILI, ITALY



RICARDO RODRIGUEZ,
Mexico.
Sports car and gran turismo :
Sebring, 3rd.
Nurburgring 1000 km, 2nd.
Paris 1000 km, 1st.
Canadian Grand Prix, 2nd.

TIM PARNELL, Great Britain
World Championship :
Italian Grand Prix, 10th.
Non-championship
formula one :
Lombank Trophy, 5th.
Copenhagen Grand Prix, 5th.
Karlskoga, 5th.



ROY SALVADORI, Great Britain
World Championship :

French Grand Prix, 8th.
British Grand Prix, 6th.
German Grand Prix, 10th.
Italian Grand Prix, 6th.

Non-championship formula one :

Goodwood 100, 3rd.
Lombank Trophy, 3rd.
Syracuse Grand Prix, 5th.
Silver City Trophy, 4th.
Karlskoga, 4th.
Copenhagen Grand Prix, 3rd.

Intercontinental and formula libre :

Teretonga International, 2nd.
Longford Trophy, 1st.
Lavant Cup 5th.
Silverstone International, 3rd.
British Empire Trophy, 6th.
Guards Trophy, 5th.

Gran turismo :

Tourist Trophy, 3rd.



WOLFGANG SEIDEL, Germany

World Championship :

British Grand Prix, 17th.

Non-championship formula one :

Fairfield 100, 3rd.

Vienna Grand Prix, 2nd.

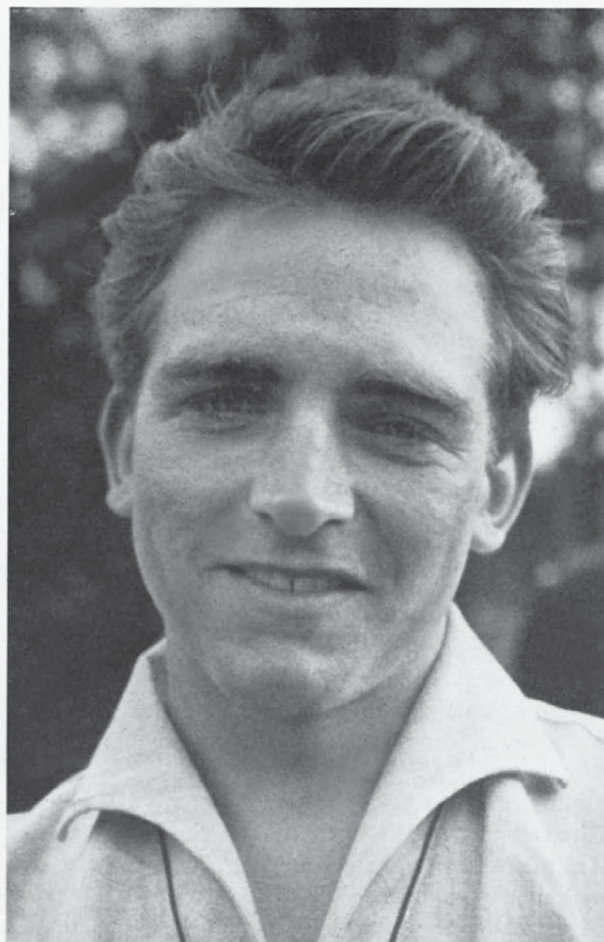


JOHN SURTEES, Great Britain
World Championship :
Dutch Grand Prix, 7th.
Belgian Grand Prix, 5th.
German Grand Prix, 5th.
Non-championship formula one :
Goodwood 100, 1st.
Lombank Trophy, 1st.
Aintree 200, 4th.
Karlskoga, 3rd.
Intercontinental :
Lavant Cup, 4th.
Silverstone International, 5th.
British Empire Trophy, 2nd.



HENRY TAYLOR, Great Britain
World Championship :
French Grand Prix, 10th.
Italian Grand Prix, 11th.
Non-championship formula one :
Lombank Trophy, 2nd.
Goodwood 100, 6th.
Copenhagen Grand Prix, 4th.
Intercontinental :
Silverstone International, 4th.

TREVOR TAYLOR
World Championship :
Dutch Grand Prix, 13th.
Formula junior :
*First in eleven national and international
events.*



MAURICE TRINTIGNANT, France
World Championship :
Monaco Grand Prix, 7th.
French Grand Prix, 13th.
Italian Grand Prix, 9th.
Sports car and gran turismo :
Targa Florio, 4th.
Nurburgring 1000 km, 5th.
Paris 1000 km, 3rd.

Tester to the Prancing Horse

Ritchie Ginther is interviewed by Jerry Sloniger

RITCHIE GINTHER, the race driver, cannot be separated from the dedicated Ferrari tester who says flatly "I wanted to do testing and was very happy to get the job," when his Maranello duties are mentioned. He admits, "I inherited the job of test driver," and adds seriously "it has been very important to me in racing." In two years of direct race/test work he has established a very special niche in the Italian scheme of racing, moving from a non-contract driver who did well from the first to a vital part of the red competition machine.

It was never a simple matter of getting in and testing. As Ritchie notes, the Ferrari mechanics are individuals. "They have a lot of pride, and feel that a driver is a driver and a mechanic a mechanic. This could be a handicap because a lot of times I like to get in and do something myself, to understand it better. We have had some changes now and everything goes along fine."

Living in Maranello with wife Jackie and Puck, their strong-minded dachshund, Ritchie is always handy, although his between race duties aren't arranged on any set schedule. "I go over two or three times a day," he comments. "If there's anything they want all they have to do is have the gate keeper come across. The hotel is right across from the factory."

The Ginther-Ferrari rapport has been eased considerably through the months with increasing confidence on both sides, but a simple thing like learning the language has made a big difference too. Ritchie says, "I picked up the Italian to pass my thoughts on over here. Never had any foreign language at school in Santa Monica (California)." As he says, "all of the mechanics speak only Italian. Anything done with them or the engineers has to be done in Italian."

This vital link in the test programme grew one step at a time. Ritchie remembers, "I knew a key Italian word and somebody knew a key English word. With a bunch of hand signals we got the point over. Most of my vocabulary is technical, no question. Conversation-wise I'm very limited." He grinned and added, "Jackie has quite a few books on grammar, language and that. She studies a lot." The life of a test driver's wife is obviously filled with hotel rooms and suitcases. Ritchie admits, "we're getting used to hotel living but we don't like it. We're both very homesick for California, even if we are learning how to pack bags."

There is a definite routine to testing, as separate from racing. Ritchie is careful to explain his part like this. "I do all the testing before the cars are sent to a race to see if they are right." He digressed a moment to make a point that all the Ferrari

men test their own cars as well and continued. "The only thing we can tell on that sort of test, of course, is whether the gearbox, clutch, engine and so forth work properly. It's a routine at Modena, our test track. I take the cars that are going to a race out for about ten laps apiece and then tell them of any little problems."

This is the every-day side of Ferrari reliability and the side Ritchie Ginther prefers to discuss. He is careful to point out the differences a circuit can make, saying, "our test track at Modena is unique of course. What makes a car go fast there doesn't have to work anywhere else." But the personality of the cars can be judged.

Ritchie says, "if I have experienced something and it has registered strongly enough I can come in and say the toe-in isn't proper or something like that. Once you get used to our cars you can tell easily when one shock isn't equal. Right or left particularly. Fore and aft is more difficult. This is of great importance to me in racing and of great importance to them too."

Actually he didn't drop into factory testing for the first time last season after joining the factory team. Ritchie worked previously with the California Ferrari outlet and spent some time in Italy on their problems. He remembers, "one time when I came over they didn't have a test driver and I did quite a bit on sport cars for them." He prefers the full race and test routine to the business end, although the California job did help him think in metric terms and to know Ferraris intimately. As he says, "I can picture 10 mm as easily as 125 thousandths."

The wiry American's background in mechanics is a mixture of natural curiosity and practical schooling. He says, "I had no formal engineering training, apart from taking all the mechanical shops I could in school. I took machine shop and auto shop and mechanical drawing and things like that. Right after school I went to work for Douglas Aircraft in tool and die and you have to read blueprints and understand why things are done a certain way — not just how. You learn a lot about materials for instance."

From there, and in between riding and driving stints, Ritchie did two years in the service which included the Aircraft and Engine Mechanics school. He notes, "I learned a tremendous amount. Things you accept but don't go into. All this has aided me all through this project." Thus is a test driver who can handle the cars at race speeds started. As Ritchie says, "being just a test driver wouldn't interest me but being part of an engineering staff and testing does."

The race interest came naturally from being around the cars.



Ritchie Ginther carried his testing to the field of battle when he qualified the experimental rear-engined Ferrari for the 1960 Monaco Grand Prix

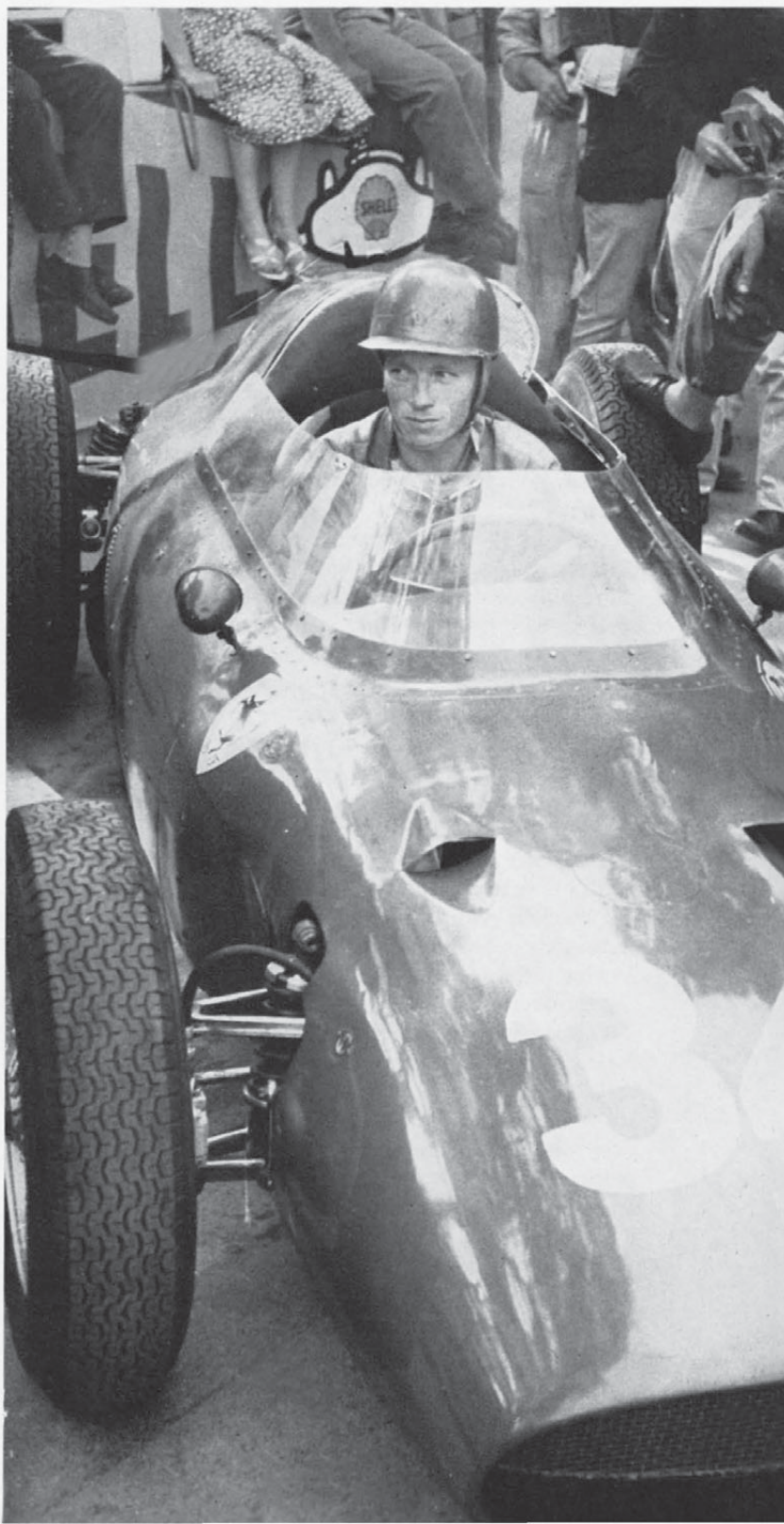
Phil Hill lived down the block in California and was a schoolmate of Ritchie's brother. Ritchie rode with him in a Pan Americana race "and helped him work on his car, or cars, driving over all the different canyon roads along the west coast." Incidentally, Ritchie grins and adds, "I'm not an old car fan like Phil. I can appreciate them and look at them but I don't have any desire to start a collection or restore them. I have helped him with his but not a whole lot."

His own racing began fairly tentatively in 1951 at the now-defunct Pebble Beach run. Then came military service. Ritchie remembers, "I didn't start racing again myself until 1954 or 1955. That was an Austin Healey. From there I went to Porsche and from Porsches to Ferraris where I've been ever since. In between I raced some Astons." The climb as a driver parallels many Americans who have found their way to Europe. In Ritchie's words, "I came to Le Mans in 1957 to drive a two-litre Chinetti entry and was in Sebring the first time in 1957 as well, driving a two-litre with Howard Hively. Chinetti was definitely a part of my coming here, like Phil and probably every American who came to Europe."

Thus the path to testing led via racing. With each event his value to the team as a trial driver became stronger, though he will not say so himself. Ritchie did say, "I definitely intended to do the testing this year (1961). It was my job from the first. I mean, many drivers dislike the idea of having to test. They consider it a bother and are more interested in racing itself. Whereas I have a lot of mechanical interest and it was a good opportunity to learn the cars. I am familiar with the refinements."

Such a discussion always comes back to that language barrier. Ritchie admits, "sometimes I get frustrated enough to pick up the tools and try to do it myself, when I can get to the car. When I just can't get the point across." As the season progressed he was allowed to "get to the car" more and more often, as he and the engineers of Ferrari found common ground in ideas and — just as important — in language. They both know what a "piccolo" change means now. Ritchie says, "we understand each other. If the engineer says there'll be a little bit of difference that's what I'm looking for. If he says this might not work at all but try it I'm just out on my own, being very careful."

The test programme benefits because "we work well together now," as he says. "They're not afraid to tell me what the change is because we understand each other. They know that if my lap times are good it's working and if they aren't good something isn't working. They don't feel I'm influenced by the knowledge of what we've done."



TESTER TO THE PRANCING HORSE

This carries over to racing but not always and entirely to the benefit of fast laps by Ginther. Asked if he was very conscious of his dials during a race Ritchie answered promptly, "yes, too conscious of them, really, because in testing you have to watch them all the time and it becomes a habit. During a race it only distracts from your job. Take Rheims. There has been a lot of talk about oil pressures but I was aware mine was down from the start of the race and it concerned me. I dropped my revs right from the start. I took 500 off the red line and eventually another 500.

"Once I moved into the lead the writing was on the wall. The pressure was going down lap by lap and I was sure I wouldn't finish. I stopped primarily because there was a drastic fault in the engine and I didn't want to destroy it. As it happened I managed not to by shutting off quickly enough. I hate to see anything broken."

This love of fine machinery explains his strong views on the form Grand Prix racing must take for him. Specifically he has positive views on driving to lead the race or driving to finish. "There's no question about it," he insists, "I drive to finish. Maybe that's not the proper attitude, I don't know, but I do it. There are two ways of driving, no question. You can drive to finish, which to me is very important, or you can drive to lead and stand a chance of not finishing which I don't endorse." Thinking a minute, he added, "I always drive to win. That's the whole essence of racing; if you can win by going faster yourself rather than by abusing the machine."

The word "odds" appears in any discussion Ritchie holds on racing. He emphatically doesn't mean racing luck but rather the percentages for and against the machinery coming through with flying colours. And he brooks no opinion that the chance lies with the machine. He obviously lays the praise or blamesquarely on the driver—and does his job accordingly. This too is a facet of the test driver.

"If something happens to your car when you're driving to the limit," he explains, "it can just happen and that's that. But I can't endorse abusing the car to stay in front. Take Ferraris. They are damn strong cars, probably stronger than any others that are really competitive. And I want to lead, but if I have to over-rev to do it I just won't. The odds against the machine finishing are long enough and they fall off completely when you take it out on the car. If you start moving the red line up another 500, for instance, that's going fast the wrong way."

This is a basic reason for his love of testing, and the reason for his perplexed look when asked why some drivers don't like it. "It's hard to say. Maybe some don't have any mechanical knowledge whatsoever. Maybe some are racing selfishly. They only want to race for the glory and not for the true accomplishment." He added again, "It's very difficult to say," and apparently filed the question mentally to consider later. Ritchie does that.

He is very sure he wouldn't like the old Auto Union system where the drivers weren't allowed an opinion. "Not unless there was some interim person with the responsibility for getting the car right on the track." He explains, "you can

take all the machines and processes you want and set a car up properly on the gauges but it doesn't mean it will be proper on the race track. There's no question it makes a difference when a team has a Chapman or an Uhlenhaut. A capable designer who can take the car on the track is the ideal situation."

Speaking of the Ferraris in particular Ritchie admits, "up to this point we definitely had a distinct advantage in Formula I and no need to bring on anything more. There were oil troubles with the wide angle motor when we started, from the flat design. It was a problem that hadn't existed before because the oil didn't drain out of the flat vee and cam boxes. It was solved by work on the channels and scavage pumps." This is one of the fields where he steers clear of specific answers. Heating problems fall into the same category. Ferrari's tester notes, "they sometimes run hot but we aren't getting into overheating at all." Incidentally, one car seemed hotter at Rheims than would be good for it, but it turned out to be a faulty gauge.

Specific temperatures or pressures are not a Ginther subject for discussion. Ritchie can quote them without reference sheets but he states frankly, "I don't think temperatures and such are of any interest to the general public." His reasoning goes like this: "I am completely free at the factory. I can go into any department I please, including experimental, only because I never said anything to anybody. The temperatures or pressures, for instance, can't do any other builder any good but the point is, once the factory starts seeing that I am telling people about their cars it becomes more difficult for me."

Being able to follow a "mod." from conception to the track is more than part of his job to Ritchie, it is the basis for his driving style and he is understandably reluctant to change that. "If I don't understand the reason for a change it's very difficult to test it. We had that problem in the past, where I didn't know and they weren't getting full benefit of a test drive. Now I make a point to be right at the beginning and follow through drawing, casting, machining, assembly — right down the line."

Admitting that the opposition was lighter than expected, Ritchie added, "actually we found our cars were pretty versatile. Take Aintree. We practiced in the dry and raced in the wet but the change was pretty much a matter of tyres. We have very little chance to test in the wet at Modena. It started to rain one day, for instance, and we were going to pack it up. You don't like to get all wet testing, but to me it was very important to take advantage of the spell to see how the problem showed itself there."

Digressing, in answer to a question, Ritchie agreed, "there must be such a thing as a rain driver, I'm sure. I think any good driver should be able to do both. Everybody asks me if I'm a rain driver and I say no, because I don't like it. But still, it rains during races and you have to drive so there's only one thing to do."

As for style, he admits "I am a study-driver in a sense. That's another advantage of testing. You can try different lines in the turns and look at your lap times to see what difference it made. You discover a lot of tricks in testing to make a car go faster without going any faster yourself or frightening yourself

TESTER TO THE PRANCING HORSE

or something. This is another phase where testing helped me. It's all knowledge." Applying that knowledge proves his confidence. He very frankly likes monopostos better, "and it's a shame because I like them to the extent that I can only drive them well. Our new sports car (rear-engined) is so much better that I enjoy it very much but generally speaking I don't care for sports car racing over here."

The reason is his independence. "I like the responsibility of driving the car myself. In a sports car race you are driving with somebody and maybe they're doing a good job up in the first three places or something. If you go out and crash you've not only dropped yourself out but ruined all the work your co-driver has done as well."

Ritchie is very conscious of the limits a new driver faces. Learning the cars from testing is only part of his work, and he considers racing very much a job of work. He can tell you honestly that he didn't have the self-confidence at a given race to go faster, and add with equal candour, "I think it's built up considerably this year. Take Spa. I went thinking I was a novice driver. I wanted to keep this thought in mind and concentrate on learning the circuit very well. It is a dangerous circuit but I approached that race with a very good mental

attitude. Now I feel I know the circuit a little, although not intimately." He is very aware of the limits, another grant from testing. As Ritchie says, "I always leave safety margins everywhere in testing. You are trying new things or cars back from a race that haven't been rebuilt, only inspected. You have to leave that margin." He didn't say so, but it exists in his racing as well.

Like racing, testing is a matter of approach. Ritchie approaches both realistically. "Most testing is just trial and error," he admits, "which is why I never say 'do such and such.' You indicate the directions, that's all."

Ritchie's direction in racing is already sign-posted. Choosing his words very carefully he explains, "I do not feel that as a driver I am a public figure though this is not true of all drivers. I would rather not be one. I enjoy racing for myself. It's like testing. You try a lot of things that don't work and everybody wants to know what it was you tried. If it didn't work why tell anybody and if it does why let them all know?" In other words, it's a careful, planned business of doing better with a feeling for the machinery.

Or, as Jackie Ginther commented after Monte Carlo, "he's a lot easier to live with when he does a good job out there."

At Monaco for the 1961 Grand Prix Ginther took the wheel of the new 120° V6 Ferrari and was the spearhead of the Italian cars' pursuit of Moss



P99

the ultimate
test of the
Ferguson formula

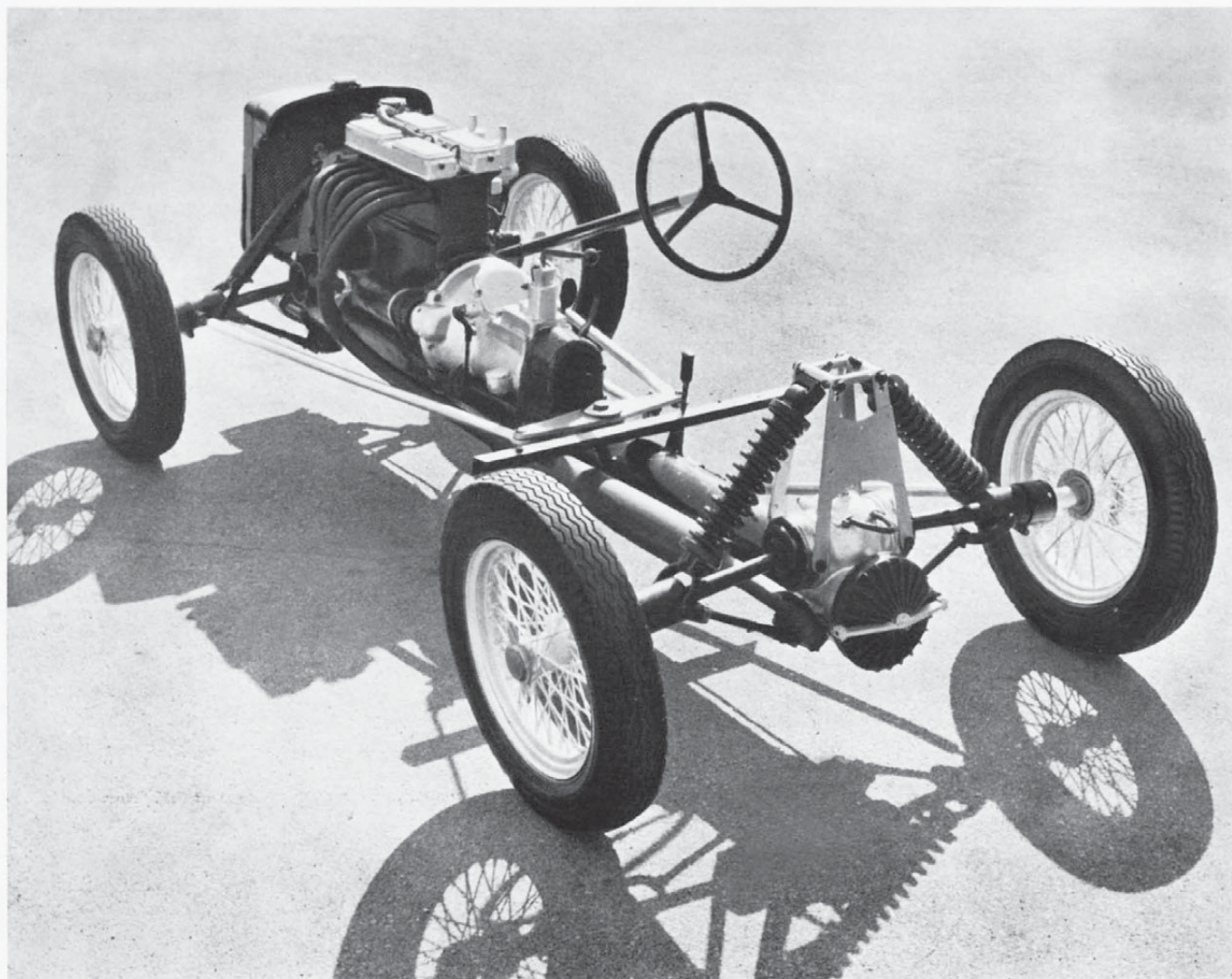
N. F. Newsome
Director, Harry
Ferguson Research Ltd

The Crab seen from the rear, showing disc parking brake and low-pivot swing axle suspension. This prototype was the first post-war car to be designed with this brake. All these early prototypes used worm drive

WITH the success of the Ferguson P.99 on the race-track at Oulton Park on September 23, 1961, the wheel to which the Harry Ferguson Research team have been putting their collective shoulder so strenuously and for so long has turned full circle. The Ferguson Formula, which evolved from the Fred Dixon and Tony Rolt recipe for a racing car and was transformed under the inspiration of Harry Ferguson into a principle for road vehicles of all kinds, has confounded the sceptics and proved all that has been claimed for it in the most exacting experimental test possible — in a Formula 1 Grand Prix car on one of the most testing circuits in the world.

Conceived originally as the means of enabling a racing driver to get the utmost advantage from a high power-to-weight ratio vehicle with the least danger to himself, other drivers and the public — the same objective as must be that of designers of all passenger cars — the Ferguson formula has first proved itself to the world on the race-track, although in the intervening quarter of a century research and experiment have been mainly devoted to the technical development and practical lay-out of a medium-sized “full saloon,” or estate car, designed for world markets.

The Ferguson 4wd racing car is, in fact, only the latest



of many experimental vehicles incorporating the inventions and designs evolved by Harry Ferguson Research Ltd. These have all been based from the first on the conviction that the safest and most efficient way to drive a wheeled vehicle is to transmit traction and braking power equally to all wheels.

It all began long before the last war when Harry Ferguson, already a veteran of motor-cycle and motor trials and racing (as well as aircraft design and flying) used to discuss with Fred Dixon, famous racing motorist and no mean engineer, the principles of the ideal racing car — a car which would be safe when cornering fast or braking heavily in all conditions.

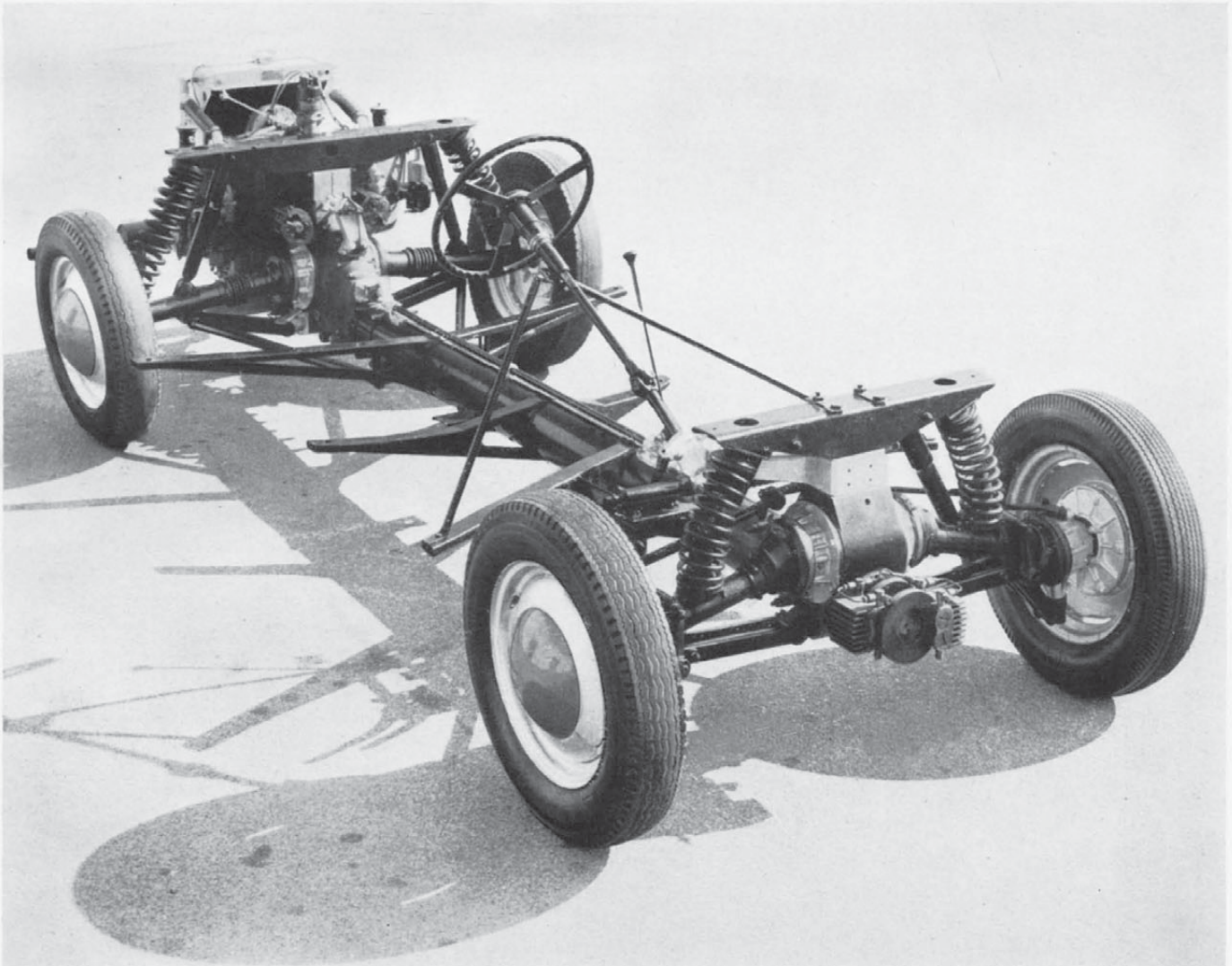
“The Crab”

In those days Harry Ferguson was engrossed in perfecting his revolutionary tractor design and he was not a man to disperse his energies, but Dixon started to work on a design for the type of car which he wanted to race and one with which he hoped eventually to establish the world land speed record. From the very start the conception was based on four-wheel-drive, four-wheel independent suspension and completely equalised braking. It also, in the early days, included four-wheel steering — which was to prove impracticable and,

compared with the rest of the basic lay-out, was unimportant. It was on account of this feature that an early prototype came to be known as “the Crab.”

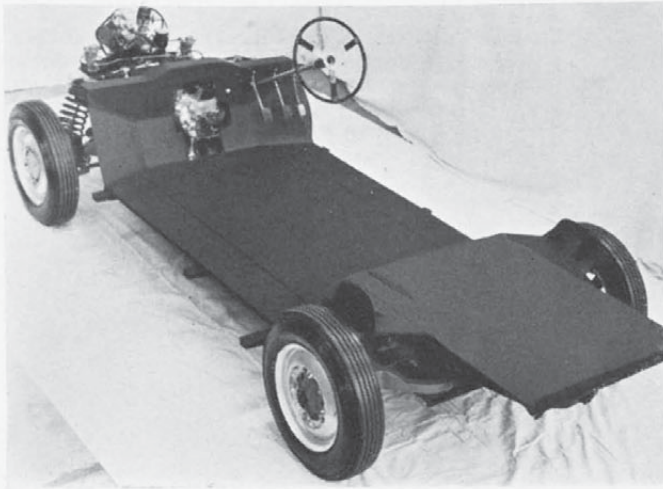
In the later 'thirties Dixon was joined by A.P.R. Rolt, then just starting his career as a racing motorist. Together they worked on the design of the new-principle racing car until the Second World War put a temporary stop to the project. When the war ended they took the work up where they had left off, but, in 1948, encouraged by Mr. Ferguson, who had returned from America to arrange for the manufacture of his immensely successful tractor in this country, they progressed far beyond the limited conception of a racing car and were planning the design

The 1952 prototype. The unconventional “Scotch Yoke” engine is now at the rear. The steering has become conventional with rack and pinion actuation, but the single tubular chassis member and the single disc brake remain (the latter now hydraulically operated)



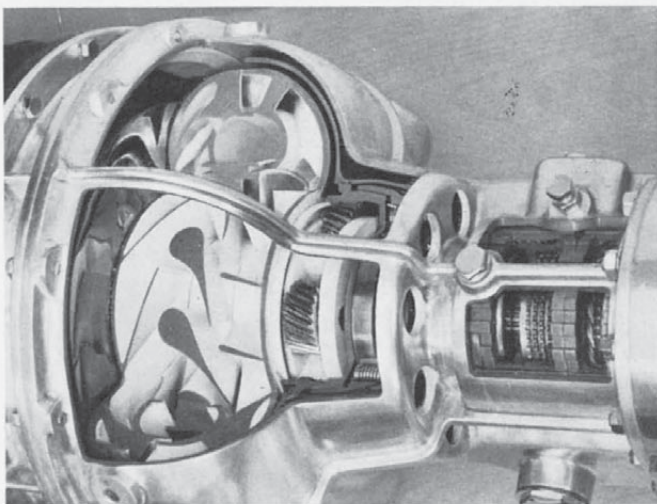


The 1954 prototype with all-glass-fibre station wagon body, the back of which foreshadowed styling adopted by some popular models several years later. The engine is now at the front, carried by a sub-frame detachable from the narrow, ladder-construction platform frame which has replaced the simple tubular chassis member. The photograph was taken at Mr. Ferguson's home at Stow-on-the-Wold



The 1954 prototype chassis with the engine, at this stage a Jowett flat four, again in front. No automatic transmission yet, and coil springs retained for front suspension

The heart of the revolutionary, step-less, jerk-less automatic fluid transmission, designed by Count Giri de Teramala. This sectional model shows the vanes, in the unique shape of which lies the secret of the converter's amazing efficiency and economy, and the epicyclic Plus gear on the input side of the propeller



of a very advanced popular saloon model for high volume sales at home and abroad. The accent was still on safety with high performance.

Because the designs for a passenger car derived directly from the early racing car conception and were, in turn, to be publicly demonstrated first on the race-track, it is worth while recalling them.

High on the list of objectives were "100% wheel-grip on all surfaces" and "stability, cornering and braking superior to the best modern sports car." This was to be achieved by driving all wheels and using a single disc brake — the first successful application of the disc to motor-car brakes — operating on the transmission and, therefore, bound to act equally on all wheels and, so, to minimise the risk of skidding. An additional advantage of this braking system was that it reduced unsprung weight to a minimum by getting rid of the heavy brake drums or discs on the wheels, and eliminated torque reaction on them, making it possible to lighten the connections between the wheels and the frame.

Mr. Ferguson Takes Over

By 1950 it was apparent to Dixon and Rolt that they needed more time, more brains, more equipment and more manpower to bring their project to fruition. This meant more money. The answer was Harry Ferguson, who, with his farm machinery interests enjoying worldwide success, was looking for fresh fields to conquer. He decided to take over the active direction of the project and to provide whatever financial resources might be needed.

The advent of Mr. Ferguson infused into the project not merely much-needed finance but the qualities of courageous leadership, inspiration, immense tenacity, inventive ingenuity and ability to recognise the value of other people's inventions which had already carried him from obscurity to fame and fortune. He insisted that while the type of passenger car on which the team had been working for four years would serve as an experimental prototype, the principles of the design must apply to any vehicle from the largest lorry to the smallest runabout — including the racing car which he always had in mind.

Dixon and Rolt were now able to re-assess carefully their original designs and while retaining what was found to be still sound and feasible, to develop new ideas to those which were not.

They had been joined, just before Mr. Ferguson took over, by a brilliant engineer, Claude Hill, who had left his post of Technical Director at Aston Martin to devote himself to this new project, which had both fired his imagination and won his faith. He had a great contribution to make.

There followed some drastic changes in design, and new features which added up to a mammoth programme of research which it took eight years and a good deal more than a million pounds to carry out.

The Hardest Nut to Crack

The biggest problem facing the team was still the one which was at the core of the entire Ferguson Formula: how to obtain genuine four-wheel drive at all times and in all conditions without the drawbacks which ruled out, for

general use, any existing four-wheel drive system. They had to solve it, for on its solution depended the other central features of anti-skid braking and low unsprung weight. Only with four-wheel drive could locking of individual wheels or pairs of wheels be prevented and the brakes be set inboard to operate on the axle shafts.

Mr. Ferguson summed up the basic invention required with characteristic simplicity. He wanted, he said, "a diff. which will diff when it ought to diff and will not diff when it ought not to diff."

This involved a fundamental break-through. Unless it could be achieved the Ferguson Formula would be still-born. It was achieved by Claude Hill and that made it possible for him and the team to do all the rest.

With the Ferguson 4wd system it is impossible to lock rear wheels only or front wheels only, or one, or three wheels, even with conventional brakes. A rear or front wheel skid through braking was therefore ruled out. But it was possible to lock all four wheels. Mr. Ferguson would not rest till even this possibility was eliminated. Eventually the problem was solved by the adoption of the Dunlop Maxaret Anti-Skid Unit, applied in a very simple and economical manner to the brake servo system.

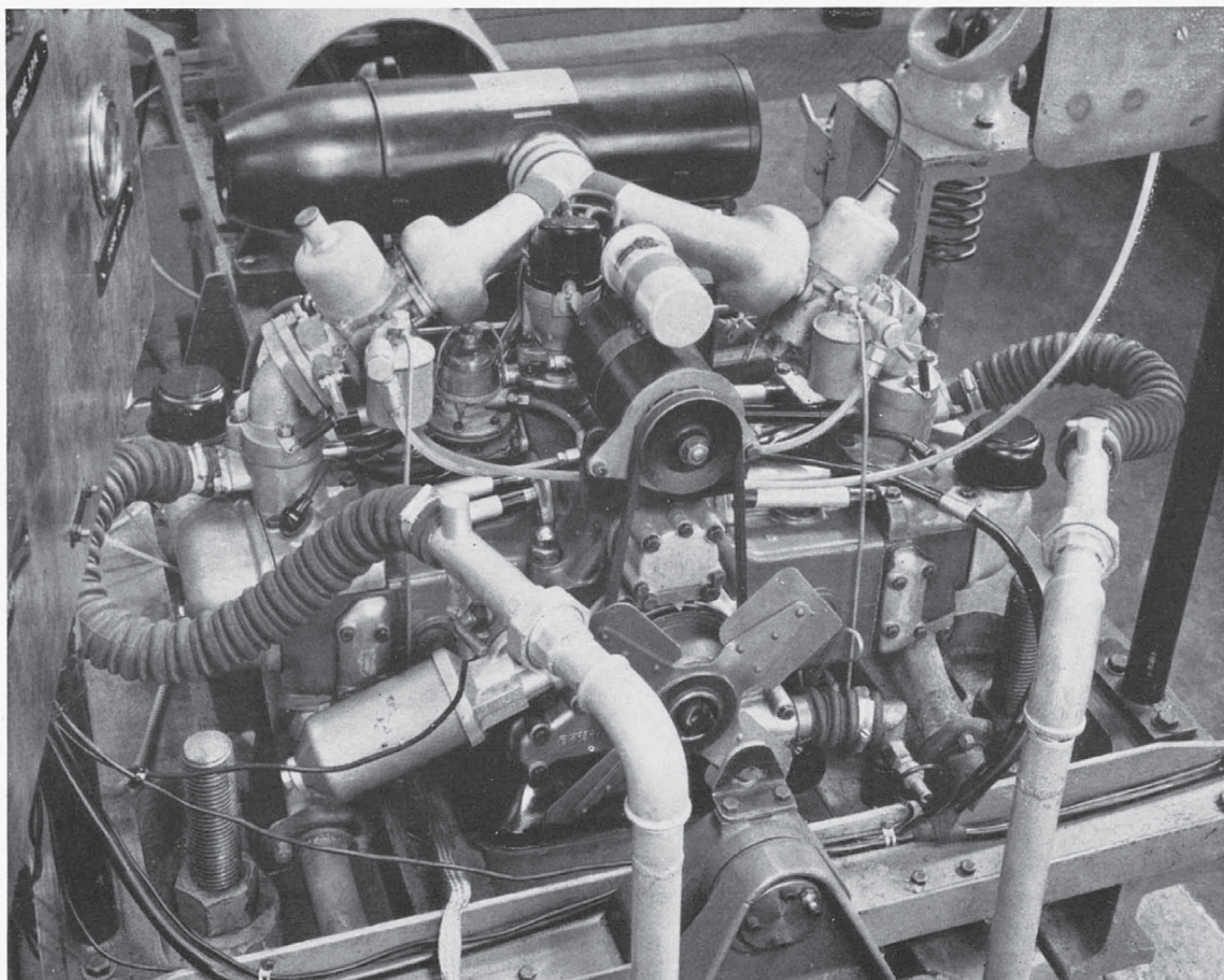
Back to the Racing Car

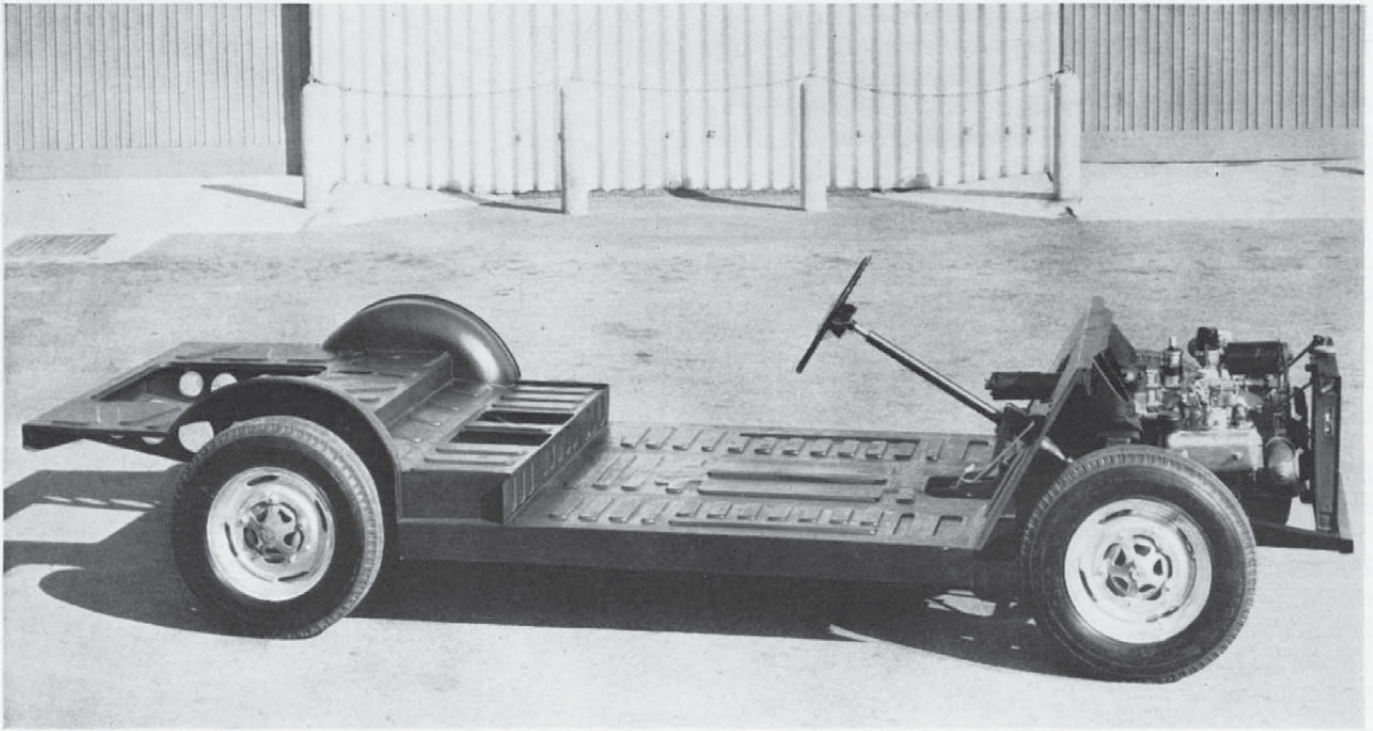
With the 4wd automatically-controlled centre differ-

ential, the anti-skid braking and the suspension all well-proved in passenger car prototypes, it was decided in September, 1960, to build a vehicle to the Grand Prix Formula One specification to test these features under the stress of racing, while work continued on the Ferguson engine and the Ferguson-Teramala hydraulic drive, not yet developed for the high r.p.m. needed in a Grand Prix car. It was the last decision made by Mr. Ferguson before his tragic death on October 25, 1960.

Between September 1960 and March 1961 the P.99 was designed and built at the Ferguson Research works just outside Coventry. Apart from the features already

Close-up of the Ferguson flat-four 2.2-litre engine, which is extremely suitable for adaptation to fuel injection or to diesel conversion





A revolution in road vehicle design. The Ferguson chassis principle as applied to a 2.2-litre size to take a station wagon body

The Ferguson chassis (2.2-litre version) fitted with a station wagon body designed by Michelotti and built in Italy to Ferguson specifications. Elegance combined with utility, the emphasis being on passenger and luggage space, good ground clearance, maximum visibility and minimum weight





First public appearance, at Silverstone, July 8, 1961. Tony Rolt warms up the Ferguson during practice

mentioned it had a 5-speed gearbox designed by Ferguson in consultation with Signor Colotti and a new Ferguson-designed type of rack-and-pinion steering.

The first indication of success was when the car was weighed as it came out of the assembly shop. The general belief that 4wd must mean excessive weight was proved to be groundless. It weighed no more than most of the 2wd Formula One cars and less than some. Equal division of torque between all four wheels had made it possible to reduce the weight of mechanical parts — obviously more numerous in some cases than in conventional cars — very considerably but with complete safety, as was to be proved.

The next bogey, that the extra differentials and gearing were bound to cause unacceptable friction and power losses, was laid in the first secret tests by Tony Rolt, Jack Fairman and Stirling Moss at Goodwood early in April. The third major objection raised by experts, that 4wd involved characteristics which would not only lose time on corners but might actually be difficult to handle, was also found to have no substance. While the P.99, on account of the very features which made it exceptionally stable and safe, inevitably requires a different driving technique, it was clear from the start that, with adjustments of the suspension and with practice by the driver, the extra safety for which the car had been designed could be preserved not only without sacrifice of speed but, in fact, with faster cornering, since it was possible to brake later before a bend, and transmit more power earlier in a bend. This was spectacularly proved in wet conditions, but the advantages were also found to be almost as marked on a dry track.

In fact, the first tests confirmed fully the correctness of both the basic theory behind the Ferguson designs generally and the design of the racing car in which they had been first fully demonstrated.

Overall Symmetry

The design of Project 99 was based on the concept of 'overall symmetry' as a starting point, but with a slight

inherent understeer characteristic to ensure straight line stability at high speeds. This led to a very slight forward weight bias, but in all other respects the aim to divide the work as equally as possible between the four tyres was preserved. To this end the suspension geometry was designed to give near equal roll stiffness and nearly equal camber change — (i.e. a horizontal roll axis) front and rear; and the only small variations were introduced to deal with the minor differences in load between full and empty tanks (e.g., the rear negative camber increase on bump is slightly greater at the rear than at the front). The same tyre and rim sizes and much the same pressures were used all round.

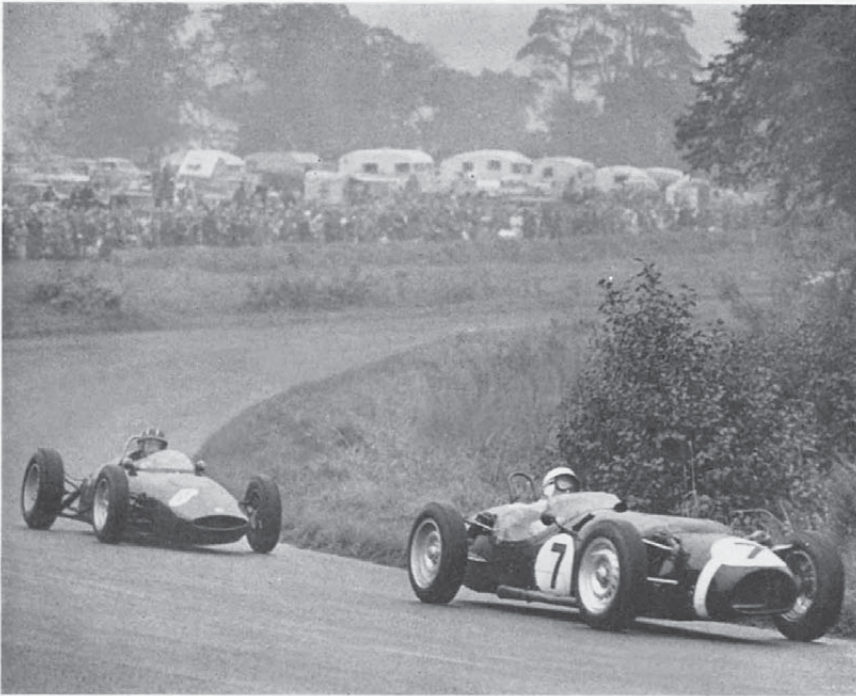
Practical experience bore out the validity of this theoretical approach and the few compromises which had to be made were aimed at helping the driver to 'acclimatize' by giving him a response pattern as near as possible to rear-engine, rear-drive.

Both Jack Fairman and Stirling Moss were remarkably free from any incipient spins in the very wet conditions at Aintree whereas nearly all the conventional rear-drive cars spun at least once during the race or practice periods.

With the Ferguson, so-called 4wd handling problems have been completely absent on fast bends. There is no "ducking-in" tendency at all, and the drivers can in fact 'back-off' more than they would dare to do in a rear-drive car.

Perhaps the most significant experience with the P.99 so far is that the advantages of 4wd still apply even on *high* co-efficient surfaces. The most important point of the Aintree run was that under *near-dry* conditions Moss was lapping as fast as the Ferraris in spite of their far greater power. At Oulton Park, in competition with cars of the same power, the advantages of 4wd in dry or wet conditions alike were conclusively demonstrated.

A major factor in all this is, of course, the braking, and much of Moss's gain over other cars can be attributed to this and to low unsprung weight. In relation to the future of passenger cars, which are, of course, the main Ferguson interest, this is the greatest single justification

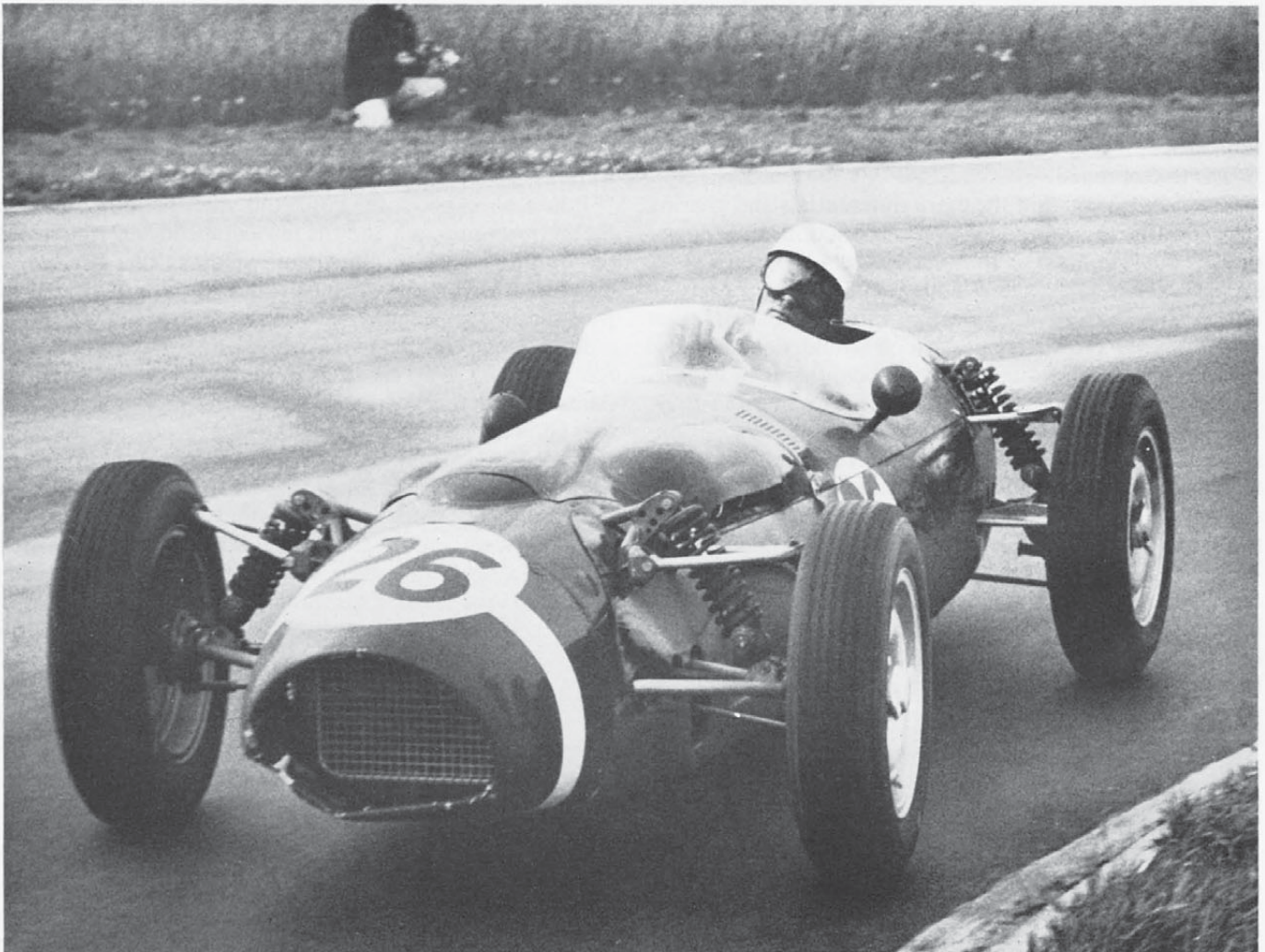


Photos courtesy Autocar

Ferguson P99 in competition

Stirling Moss just after overtaking Graham Hill on the fifth lap of the Gold Cup race at Oulton Park

Another view of Stirling Moss, driving the Ferguson in the Aintree Grand Prix.

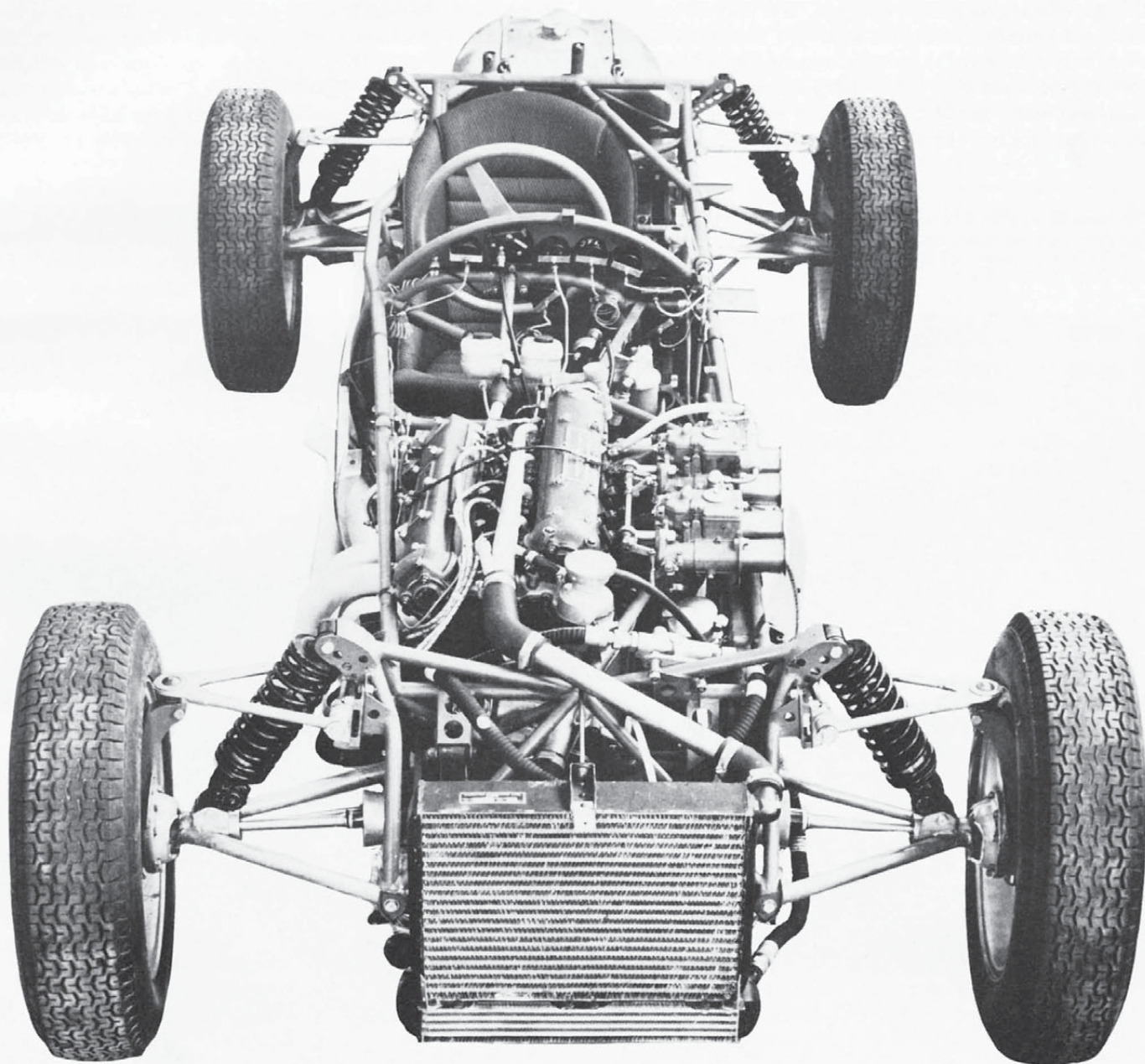


for 4wd with controlled centre differential and centralized 'Maxaret' system.

Very important also, however, is the evidence of the remarkable economy in wear-and-tear achieved by the Ferguson Formula. Although running on tyres of only 500 × 15 inch section the average wear was markedly less than on the 'conventional' racing cars, and the tyre temperatures have been on average 10-15% lower. On stripping the car down after Oulton Park and crack-testing all parts, it was found that it could have gone straight into another race without replacing any parts. There was not even a trace of an oil leak.

The Ferguson engineers, however, are not by any means resting on their laurels and believe that there is more to come in both the handling and braking departments. Testing will go on until next season, when the results may be seen in a Ferguson G.P. car with the new Coventry Climax V-8 engine.

The Ferguson P99 stripped of bodywork. Since this picture was taken there have been some modifications including the alteration of the front hub carriers



19th Monaco Grand Prix

Raced at Monte Carlo, May 14, 1961

W. D. Gavin

MONTE CARLO has a fascination all its own, and the annual Grand Prix on this unique circuit through the streets of the Principality is always one of the highlights of the motor sporting year. Few motor races have been anticipated with more conjecture than the 1961 Monaco Grand Prix. The first World Championship event run to the 1½-litre formula, it was to be the testing ground not only of the latest designs of the world's major racing marques, but also of the much discussed formula itself. And, as always, enthusiasts from all over the world flocked to Monte Carlo, making a Monegasque something of a rarity and assembling almost as many Ferraris and other exotic vehicles within a few square miles as there would be in the rest of Europe.

A notable improvement to the circuit lay in the erection of steel barricades around the outside of most corners, which gave the crowd further protection. It also quickly proved less damaging to cars that got out of control than immediate contact with the very solid buildings.

Thursday, May 11 : A warm sun shone from a clear sky as 2 pm drew near and the formula one cars were driven or towed to the pits in the middle of the Quai Albert Premier, giving the public their first view of the new cars. Ferrari had entered three cars for Phil Hill, Wolfgang von Trips, and Ritchie Ginther. All were the Tipo F1/61 cars, Ginther's sporting the new motor with its two banks of three cylinders disposed at an angle of 120° ; the other two cars had the long-developed

The scene at the gasworks hairpin a few seconds after the start. The cars are in substantially the order in which they left the grid, Ginther from the centre of the front row having out-accelerated Moss and Clark from the line



Dino 146 motor in which the angle is only 60°. The chassis of these latter two cars were identical, while Ginther's was different at the rear in order to accommodate the nearly flat engine. The perspex carburettor bulges seen on last year's F2 car and Baghetti's car at Syracuse had been abandoned in favour of gauze, a single centrally-positioned one for the three dual-choke Webers of the 60° cars, and two smaller ones for the 120° engine which has two specially designed three-piece Weber carburettors.

Coopers fielded two 1961 cars for the first time, these machines being slightly smaller in external dimensions than last year's and fitted for the first time with Climax FPF Mk 2 engines. These engines (there were eight in all at Monte Carlo) are similar to the earlier 1½-litre units externally, but the crankcase and cylinder head are based on the developments made to the 2½-litre engine. The improvement in peak power output is negligible but there is more power lower down in the range and the engine is more robust, making it a worthwhile interim development before the Climax V8 appears. Latest modification, which went strangely unnoticed by rival teams, was the inclusion of six speeds in the Cooper gearbox, which has also been lightened. An American Stewart Warner electric fuel pump was fitted to McLaren's car, while Brabham had the normal type but driven by a belt and pulley from the front of the crankshaft instead of from the camshaft.

Just a few minutes before practice was due to start Team Lotus made their late but impressive entry with two new cars of little more than formula junior dimensions. Chapman, Costin, and team had cleverly contrived a 1½-litre formula one car with a small aerodynamic body which included everything but the wheels and extra long exhaust pipe which characterises the Climax Mk 2 engine which is mounted vertically in this case using a Lotus designed sump. ZF had designed and built a new gearbox to Lotus specifications, having either four or five speeds in addition to reverse. The lever moves in a gate on the right side of the cockpit, but the gear positions were the reverse of the normal arrangement, first gear being the upper one at the right. ZF had built ten of these boxes with several sets of ratios so that final drive ratios would not have to be changed — just gearboxes ! The disc brakes were outboard on both cars, while Clark's car had Dunlop discs, a change from the Girling brakes that Lotus had previously employed. While the suspension geometry was not greatly altered from last year there were changes : the upper wishbone at the front was replaced by a fabricated unit which pivoted about two-thirds of the way along its length, the last third forming a rocker arm operating the coil spring and damper unit which is enclosed by the body. The rear suspension now has an upper lateral link and the half-shafts, which no longer carry any side loadings, have a rubber universal at the inner joint which allows a little sideways extension or compression.

BRMs fielded three of their new cars, but only Graham Hill's had the new Climax engine ; Tony Brooks' and the practice car had the older FPF engines. The new cars were different in several respects from the 1960 cars but still bore the stamp of Bourne's excellent craftsmen. The central disc brake on the rear of the gearbox has finally been abandoned in favour of Dunlop discs mounted outboard. Rear suspension is by a new double wishbone layout which suggests that Berthon, Rudd and company now know a great deal about how to make a car handle well. Only Brooks' car had an anti-roll bar at the rear.

Yeoman Credit brought two immaculately prepared Coopers for John Surtees, the normal-bodied one having a Mk 2 engine, while the special streamliner had an earlier engine. His team mate Roy Salvadori was at Naples to do battle with the second division including Giancarlo Baghetti on the F.I.S.A. Ferrari with which he had staggered the motor racing world at Syracuse.

The RRC Walker Racing Team had two cars for Stirling—a Cooper and a Lotus, both of the 1960 type, the Lotus having the long-awaited Mk 2 engine mated to a Colotti gearbox. Alf Francis is a partner of Colotti's as well as a good customer ! The Italian Tipo Mona fuel pumps used by Maserati were fitted to the end of the cam box of these cars.

Cliff Allison and Henry Taylor were to drive the UDT-Laystall 1960-type Lotuses of which only one was fitted with the new 1½-litre Climax Mk 2 engine. The five-speed gearboxes developed by Laystall Engineering fitted to these cars required some alterations in the chassis, but the rear diaphragm has been re-designed so that changing the gearbox is reduced to a relatively simple task.

Twice a winner at Monte Carlo, Maurice Trintignant was to drive a Cooper-Maserati entered by Scuderia Serenissima. This car has the old leaf-spring rear suspension and the gearbox is a Colotti creation.

Wolfgang Seidel had entered his 1960-type Lotus for the young Swiss driver Michael May, the winner of the first Junior Grand Prix at Monaco in 1959.

Camoradi International were represented by Masten Gregory who was to drive a 1960-type Cooper, unfortunately not fitted with the new Climax motor. The remaining private entries were those of the Equipe Nationale Belge which fielded two of their yellow Emeryson-Maseratis for Oliver Gendebien and Lucien Bianchi.

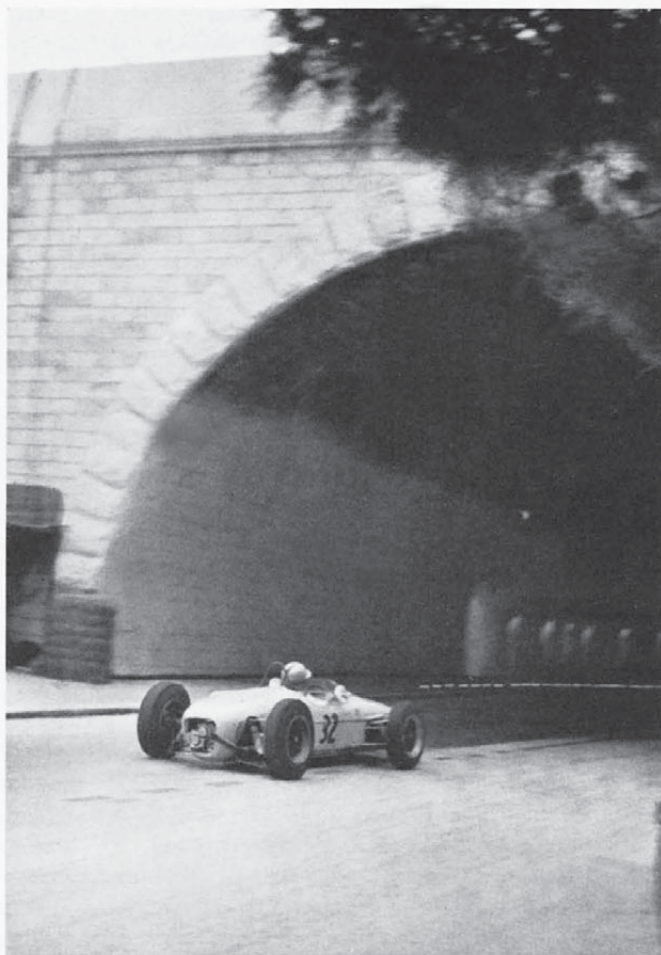
The practice sessions were to be a trying time for the private teams, for the organisers had accepted two cars from each of the works teams, plus those of Moss and Trintignant as past winners, so that the remaining eleven drivers had to compete for four places. So when the famed Monegasque driver, Louis Chiron, signalled the start of practice very few lost time in getting onto the circuit.

At first the times were very slow, for no doubt the Monte Carlo circuit is not one with which the drivers can reacquaint themselves in just a few laps.

Von Trips was late arriving for practice but toured consistently for several laps when he did get started and was the first to make a quickish lap in 1' 41.7". Soon after Phil Hill recorded 1' 41" which looked like being the quickest of the day. But just a few minutes before practice finished Jim Clark startled observers with three very quick laps — a 1' 41.0" a 1' 40.5" and then a scintillating 1' 39.6".

On the fourth lap, however, he clipped the kerb on the inside at Saint Devote. The front tyre burst, putting the Lotus into a big spin which ended with the car being badly crumpled but Jim fortunately escaping uninjured. Welders with lengths of appropriate tubing were flown out from England and the car was virtually rebuilt before race day.

Moss had practised only the Lotus and was fourth fastest with 1' 41.1", four tenths faster than Ireland with a new car fitted with a 4-speed box. Jack Brabham had flown back from Indianapolis during the previous 24 hours and obviously did not feel like extending himself ; there could scarcely be a greater contrast between the driving techniques required



A crash during practice for this race in 1960 had kept Cliff Allison out of formula one. Here he is seen entering the tunnel in his UDT Lotus precisely where Innes Ireland crashed his works Lotus during practising for this race. Below is the exit from the tunnel with the works Ferraris of Hill and Ginther descending to the chicane



at Indy and Monte ! Furthermore his engine was not quite right, the only one of the Mk 2 engines that did not go well — a good omen on a first outing.

1st PRACTICE, THURSDAY, MAY 11

Clark	Lotus	1' 39.6"
Hill P.	Ferrari	1' 41.0"
Ginther	Ferrari	1' 41.0"
Moss	Lotus	1' 41.1"
Ireland	Lotus	1' 41.5"
von Trips	Ferrari	1' 41.7"
Hill G.	BRM	1' 42.8"
Bianchi	Emeryson	1' 44.0"
Brabham	Cooper	1' 44.0"
Surtees	Cooper	1' 44.3"
Brooks	BRM	1' 44.6"
McLaren	Cooper	1' 44.7"
Gendebien	Emeryson	1' 45.4"
May	Lotus	1' 45.4"
Taylor H.	Lotus	1' 45.5"
Gregory	Cooper	1' 45.7"
Trintignant	Cooper	1' 47.6"
Allison	Lotus	1' 56.7"

2nd Practice, May 12 : For the second practice sessions at Monte Carlo it is the sleep of the Monegasques that is disturbed rather than the traffic, for the streets echo to the roar of racing cars in the early hours of the morning. The Porsches, which had still been en route the previous day, made their first appearance. Joakim Bonnier had a brand new car—the new and slightly longer chassis has wide-angle double-wishbone suspension with coil/damper units at the front in place of the traditional trailing arms with torsion bars. The rear suspension is similar to that on last year's cars with unequal length double wishbones. The body also is similar, except at the rear, where two protuberances mark the position of the air intake tulips. Under the bonnet was a Kugelfischer fuel-injected version of the Porsche flat four.

Dan Gurney had one of last year's cars but fitted with the fuel-injected engine as was the spare car that was present. The car that Hans Herrmann was to drive had the new engine and body, while the new suspension had been mated to an older-type chassis.

Hans Herrmann, being a third works entry, had to qualify, as did Ritchie Ginther for Ferrari. There was no doubt however that the little American would be on the starting grid. He was consistently the quickest in this second session, finally recording a time of 1' 39.3", half a second quicker than his team mate Phil Hill. Graham Hill really got his BRM moving and was the fourth fastest, doing 1' 40" precisely. John Surtees was the second fastest of those who had to qualify and third was Michael May who impressed everybody with some fine driving to return a time of 1' 42".

Brabham had returned to Indianapolis the previous evening leaving a message for the Cooper team, requesting them to pick him up at Nice airport on the morning of the race !

SECOND PRACTICE, FRIDAY, MAY 12

Ginther	Ferrari	1' 39.3"
Hill P.	Ferrari	1' 39.8"
Hill G.	BRM	1' 40.0"
von Trips	Ferrari	1' 40.3"
Ireland	Lotus	1' 40.5"
Surtees	Cooper	1' 41.1"
McLaren	Cooper	1' 41.3"
McLaren	Cooper	1' 41.3"
Moss	Cooper	1' 41.4"
Bonnier	Porsche	1' 41.9"

May	Lotus	1' 42.0"
Brooks	BRM	1' 42.1"
Allison	Lotus	1' 42.3"
Herrmann	Porsche	1' 42.4"
Gregory	Cooper	1' 42.7"
Gurney	Porsche	1' 42.7"
Bianchi	Emeryson	1' 42.9"
Trintignant	Cooper	1' 43.2"
Taylor H.	Lotus	1' 43.7"
Gendebien	Emeryson	1' 43.7"
Bonnier	Porsche (T)	1' 58.2"

Third practice, May 13 : The weather was extremely warm for the final formula one practice which preceded the formula junior race. Some fireworks were anticipated with the quickest competing for front row positions and the slowest for the four places. First man to return a really quick time was Taffy von Trips who did a 1' 39.8", matched a few minutes later by Bruce McLaren who had really got his Cooper wound up. Cliff Allison and Henry Taylor were trying hard to qualify their Lotuses ; evidenced by the fact that Henry's tyres were now white-walls !

Stirling Moss did three very quick laps, the best a wonderful 1' 39.1", and was on his way to doing an even faster one when he was interrupted by Innes Ireland selecting a wrong gear in front of him in the tunnel. The Lotus crashed heavily and the hardy Scot was lucky to escape with a broken leg and other lesser injuries. Just a few days before the crash he had remarked "I don't go around looking for shunts — they just seem to come my way."

In what was left of the practice session, when the Lotus debris had been removed, Graham Hill improved to a

1' 39.6" equalling Jim Clark's time set on the first day. All things considered, the British chances were not as bad as expected although the general impression was that the times were achieved by the excellent efforts of the drivers rather than by the speed of the Climax-engined cars, with the possible exception of Lotus who were seriously impeded by their two crashes.

The Porsches were still not quite ready, although Jo Bonnier was ninth fastest with a 1' 40.3". The fastest thirteen cars all had times between 1' 39.1" and 1' 41.1", which looked likely to produce some very close racing.

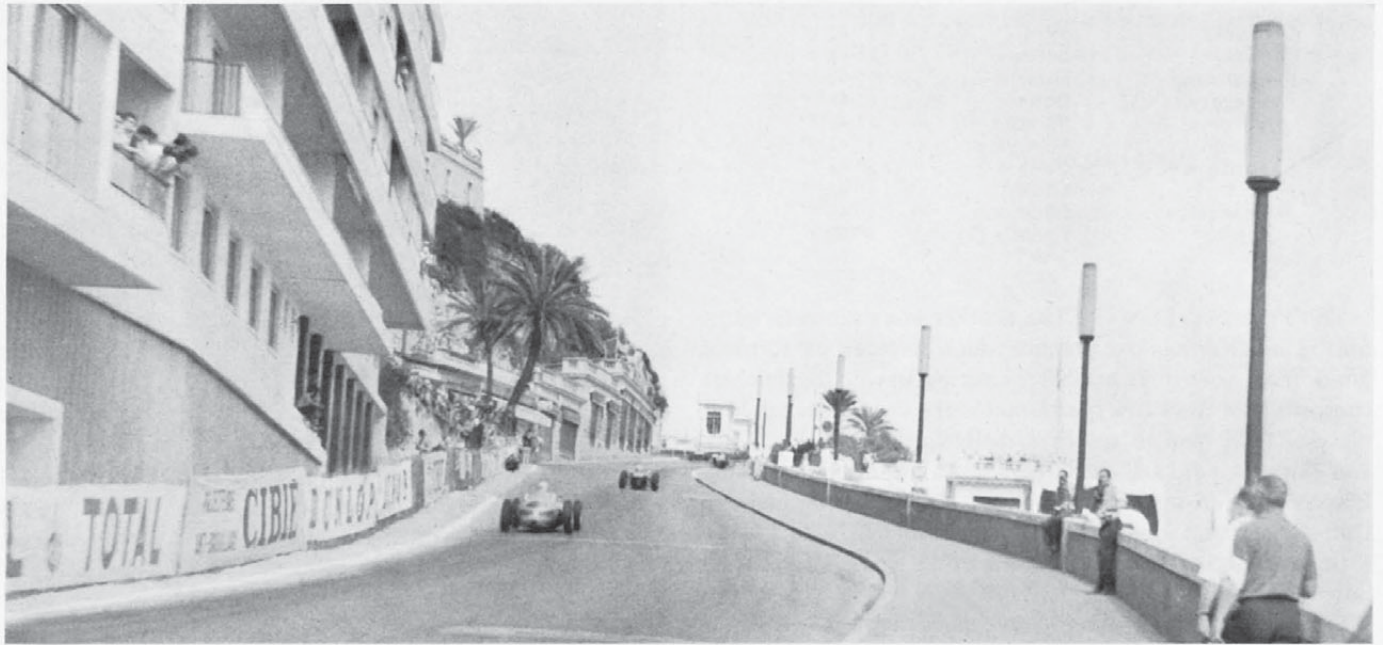
Poor Henry Taylor failed to qualify, a great pity for there is no driver more devoted to the sport. Cliff Allison just made the grade, for Ireland's enforced withdrawal meant that there were five places for the private entries. It is an ill wind . . . Masten Gregory did not make the grid for the second year in succession for the magneto points had closed up, a fault not discovered until too late. Nor did the unfortunate Belgians, Gendebien and Bianchi, in the Emerysons.

3rd PRACTICE, SATURDAY MAY 13

Moss	Lotus	1' 39.1"
Hill G.	BRM	1' 39.6"
McLaren	Cooper	1' 39.8"
von Trips	Ferrari	1' 39.8"
Brooks	BRM	1' 40.1"
Hill P.	Ferrari	1' 40.2"
Bonnier	Porsche	1' 40.3"
Gurney	Porsche	1' 40.6"
Ireland	Lotus	1' 40.7"
Herrmann	Porsche	1' 41.1"
Ginther	Ferrari	1' 41.7"
Trintignant	Cooper	1' 42.4"

In the early stages of the race Ginther is leading with Moss and Bonnier hot in pursuit





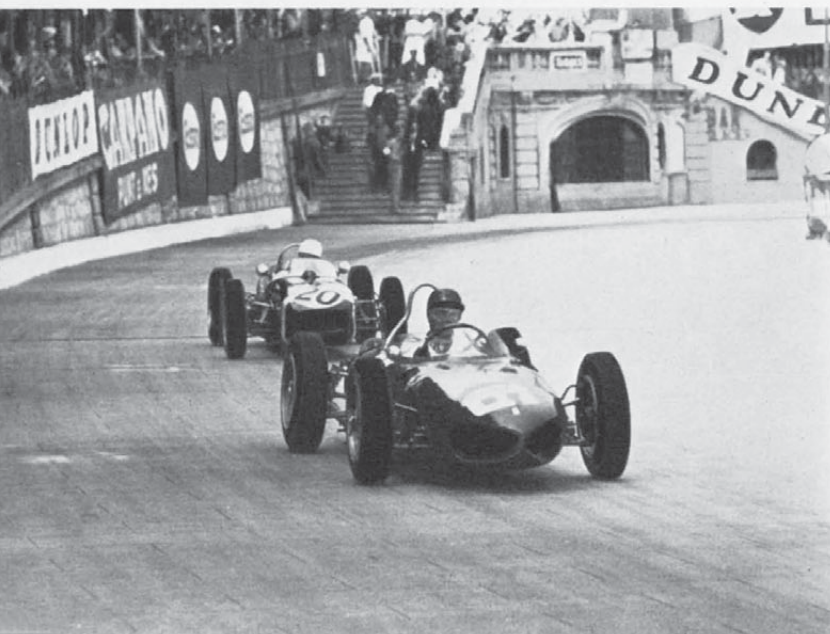
The steep ascent towards Casino square, Ginther leading Moss and Bonnier

STARTING GRID

CLARK Lotus 1' 39-6"	P. HILL Ferrari 1' 39-8"	G. HILL BRM 1' 39-6"	MOSS Lotus 1' 39-1"
BROOKS BRM 1' 40-1"	GURNEY Porsche 1' 40-6"	McLAREN Cooper 1' 39-8"	von TRIPS Ferrari 1' 39-8"
MAY Lotus 1' 42-0"	TRINTIGNANT Cooper 1' 42-4"	HERRMANN Porsche 1' 41-1"	BONNIER Porsche 1' 40-3"
		ALLISON Lotus 1' 42-3"	SURTEES Cooper 1' 41-1"
			BRABHAM Cooper 1' 44-0"

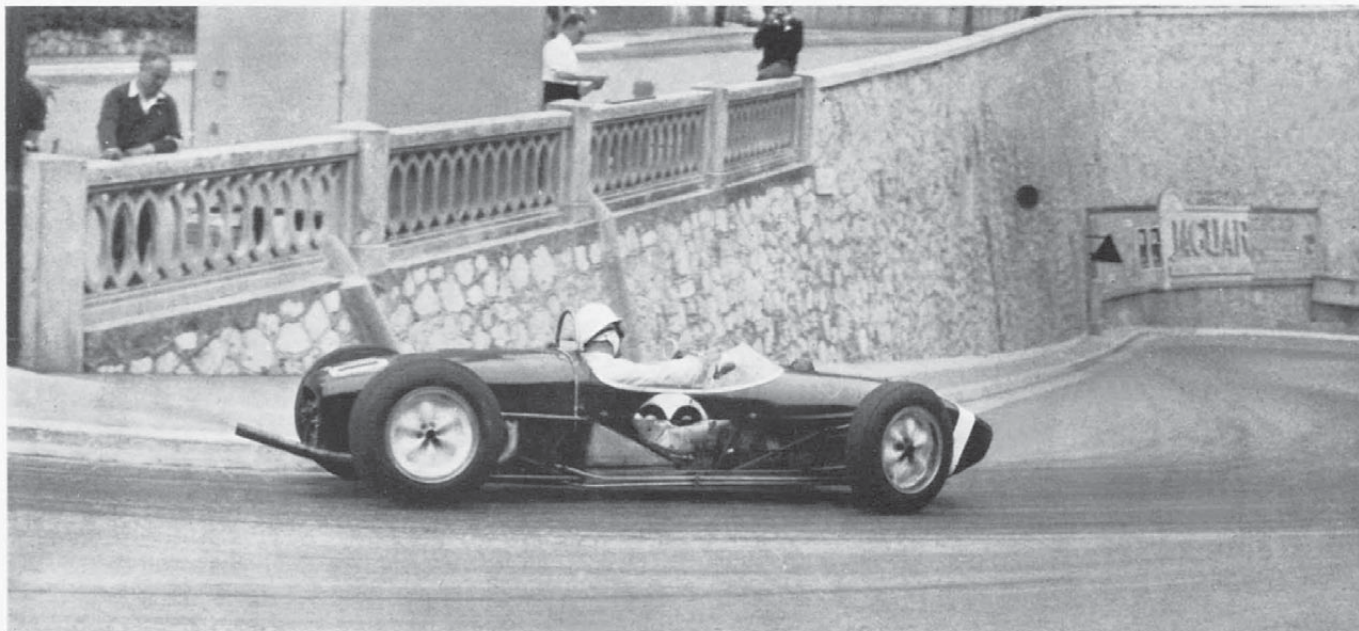
Taylor H.	Lotus	1' 42-6"
Gregory	Cooper	1' 42-7"
Allison	Lotus	1' 43-2"
May	Lotus	1' 43-8"
Bianchi	Emeryson	1' 44-5"
Gendebien	Emeryson	1' 45-0"
McLaren	Cooper (No. 24)	1' 45-7"
Surtees	Cooper	2' 09-1"

Moment of truth : Moss prepares to wrest the lead from Ginther on the quayside



Race day, May 14 : The day dawned bright and clear over Monaco but by mid-morning clouds had built up from behind the Alpes Maritimes and spread out over the sea to block the sun. This had happened on two previous days and eventually the sun had dispersed the clouds to give a fine afternoon. With last year's wetting in mind anxiety was not absent, but eventually the sun had the better of matters, the clouds rolled back behind the mountains once more and the 2.45 pm start of the race was held in bright sunshine. The organisers had sensibly moved the working pit area to the inland lane of the circuit so that there was rather more room than hitherto. Moss surprised everybody by lining up in pole position on the grid without the side panels in his Lotus, presumably because he thought that the race was likely to be uncomfortably hot. Although the weather did not live up to expectations the race did, and no doubt he was glad of his foresight before the 100 laps were over. Veteran Monegasque racing driver Louis Chiron addressed the drivers lengthily in French but only Bonnier seemed to appreciate the import of the remarks. The minutes dragged by but eventually, and somewhat quaintly, the engines sprang to life at the press of the starter buttons and all was ready for the 19th Monaco Grand Prix.

The start was a clean one at the fall of the flag and immediately Ginther went into the lead with Jimmy Clark close behind. Moss and Brooks also made good starts and these two were in third and fourth place as the cars accelerated out of the gasworks haripin for the first time. At the end of the first lap the order was substantially the same except that Bonnier had moved through to pass Brooks and go into fourth place, while his team mate Gurney came up behind ahead of



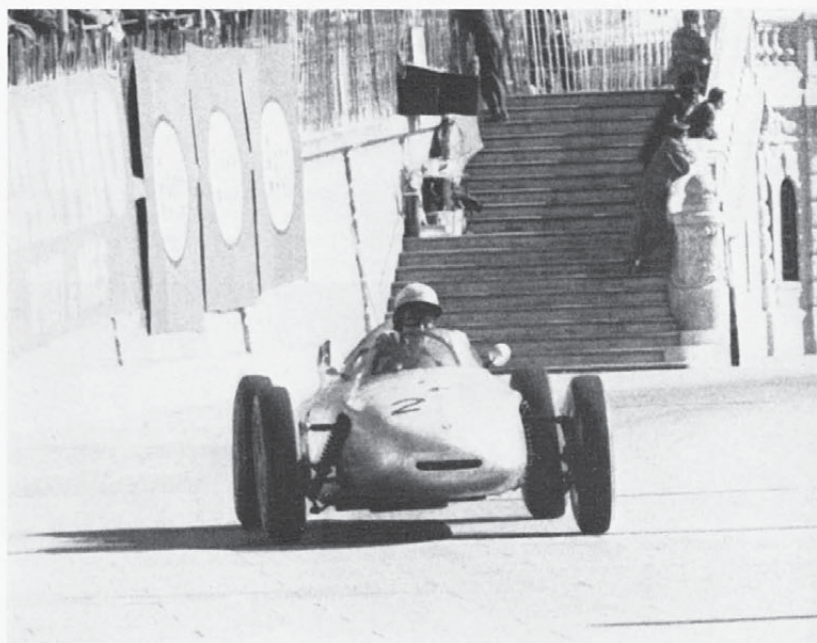
Looking curiously naked in his ventilated Lotus, Moss negotiates the station hairpin. Never more than a few seconds ahead of the pursuit, he yet contrived to look unflurried throughout

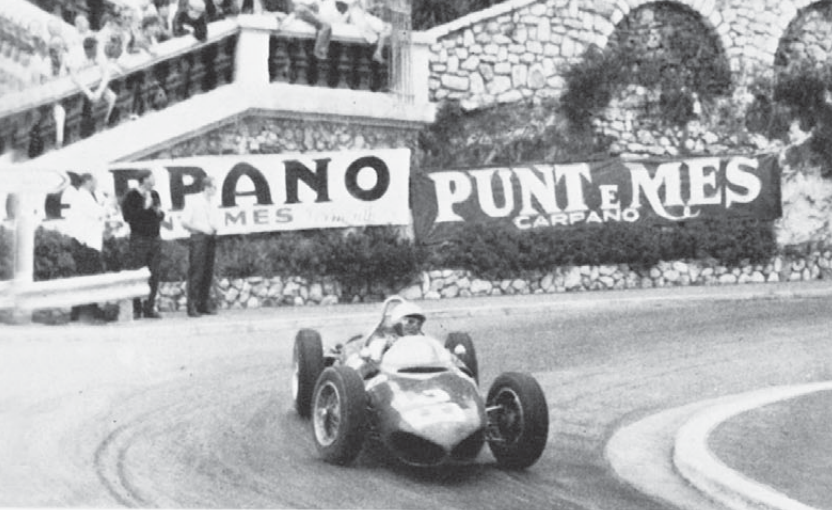
Phil Hill's Ferrari. By the second lap the young American had pulled out a lead over veteran Moss, Gurney had stormed through into third place with Bonnier behind him, and Tony Brooks had dropped back to fifth with Bruce McLaren on his tail. Clark had momentarily disappeared and he came round towards the rear of the field for a quick pit stop that lengthened into a four lap affair while a loose lead to the petrol pump was traced and rectified, putting him substantially out of the running. Over the next ten laps the strategy of the race could be discerned. Ginther had obviously been sent out by Ferrari to set the pace and if possible dispose of the British challenge which centred largely round the person of Moss. The formidable supporting cast of Phil Hill and von Trips would be waiting at his elbow to take up the challenge when required. This is almost how things worked out, but, as shall be seen, not quite.

On the fourth lap Bonnier repassed team mate Gurney to take up third place and set off in pursuit of Ginther and Moss. Behind the first four a great battle was developing between McLaren, Phil Hill and Tony Brooks. These three were followed by Graham Hill, John Surtees, von Trips, Jack Brabham and Hans Herrmann in that order before a large gap and the rearguard of Trintignant, May and Allison. Jimmy Clark was in more trouble, diagnosed as an oiled plug, probably caused by a broken ring in an engine which had not been touched for the last three days due to the necessity of re-building the damaged chassis. However, with another pit stop on the eighth lap for a softer plug he was able to resume on the ninth and go through the race with only one further stop. On the seventh lap Phil Hill moved up to sixth place, took fifth from Tony Brooks on lap eight and four laps later moved into fourth place ahead of Gurney. At the same time Moss, whether through good pit signalling or personal observation, decided the time had come to take the lead and passed Ginther on the 14th lap after posting two laps at 1' 39.9", the fastest to date. As Moss slipped through so did Bonnier, who was hanging hard on his heels, and so Ginther dropped back into third position. On the 11th lap the BRM

challenge had been blunted when Graham Hill stopped at gasworks hairpin with a broken fuel pump drive, pushed his car to the pits and retired. Now Moss started to drive with all the skill at his command and slowly opened a gap over the metallic-coloured Porsche in second place. Ginther's primary purpose had been achieved but he nevertheless hung on to the British and German cars while his team leader slowly closed up to take over third position on the 24th lap. Three laps later, on the 27th Phil Hill passed Bonnier and moved to within eleven seconds of the calm and immaculate Moss. By now it was apparent that the Ferrari plan was not going exactly as devised, for Phil Hill could make no impression on the navy blue car flying along in the lead. From lap 27 to lap 37 Hill

Bonnier drove excellently in his first F1 drive for Porsche until fuel injection troubles caused his retirement





The Ferrari team leader was never seriously in the hunt on a circuit which does not bring out the best in him

ENTRIES

No.	Driver	Car	Entrant
2	J. Bonnier	Porsche 1961	Porsche System Engineering
4	D. Gurney	Porsche 1960	Porsche System Engineering
6	H. Herrmann	Porsche 1961	Porsche System Engineering
8	M. May	Lotus-Climax 1	Scuderia Colonia
10	L. Bianchi	Emeryson-Maserati	Equipe Nationale Belge
12	O. Gendebien	Emeryson-Maserati	Equipe Nationale Belge
14	M. Gregory	Cooper-Climax 1	Camoradi International
16	T. Brooks	BRM-Climax 1	Owen Racing Organisation
18	G. Hill	BRM-Climax	Owen Racing Organisation
20	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
22	J. Surtees	Cooper-Climax 1	Yeoman Credit Racing Team
24	J. Brabham	Cooper-Climax 2	Cooper Car Co.
26	B. McLaren	Cooper-Climax 2	Cooper Car Co.
28	J. Clark	Lotus-Climax 2	Team Lotus
30	I. Ireland	Lotus-Climax 2	Team Lotus
32	C. Allison	Lotus-Climax 2	UDT-Laystall Racing Team
34	H. Taylor	Lotus-Climax 1	UDT-Laystall Racing Team
36	R. Ginther	Ferrari V6 120°	Sefac Ferrari
38	P. Hill	Ferrari V6 60°	Sefac Ferrari
40	W. von Trips	Ferrari V6 60°	Sefac Ferrari
42	M. Trintignant	Cooper-Maserati	Scuderia Serenissima

NON-QUALIFIERS

No.	Driver	Car
34	H. Taylor	Lotus
14	M. Gregory	Cooper
10	L. Bianchi	Emeryson
12	O. Gendebien	Emeryson
17	M. Gregory	Cooper
18	I. Burgess	Lotus

WEATHER

1st practice : fine, warm
 2nd practice : fine, cool
 3rd practice : fine, hot
 Race : fine, warm

DRIVERS' CHAMPIONSHIP

Driver	Monaco	Total
1. S. Moss	9	9
2. R. Ginther	6	6
3. P. Hill	4	4
4. W. von Trips	3	3
5. D. Gurney	2	2
6. B. McLaren	1	1

The jink onto the waterfront, which has been the scene of many a Monaco fracas, claimed no victims in a race singularly free from misjudgement of any kind



RESULTS Monaco Grand Prix (100 laps of 1.95-mile circuit)

Driver	Car	Laps	Time	Mph.
1. S. Moss	Lotus	100	2 : 45' 50.1"	70-70
2. R. Ginther	Ferrari	100	2 : 45' 53.7"	
3. P. Hill	Ferrari	100	2 : 46' 31.4"	
4. W. von Trips	Ferrari	98		
5. D. Gurney	Porsche	98		
6. B. McLaren	Cooper	95		
7. M. Trintignant	Cooper	95		
8. C. Allison	Lotus	93		
9. H. Herrmann	Porsche	91		
10. J. Clark	Lotus	89		
11. J. Surtees	Cooper	68		
12. J. Bonnier	Porsche	59		
13. T. Brooks	BRM	54		

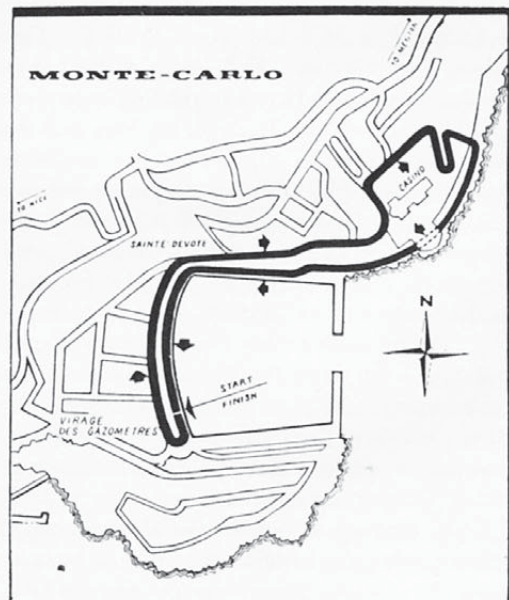
Fastest lap : Moss and Ginther, 1' 36.3", 73.13 m.p.h.

RETIREMENTS

No.	Driver	Car	Laps	Reason
18	G. Hill	BRM	11	Fuel pump drive seized
24	J. Brabham	Cooper	38	Misfiring
8	M. May	Lotus	42	Burst oil hose
16	T. Brooks	BRM	54	Engine failure
2	J. Bonnier	Porsche	59	Broken fuel injector drive
22	J. Surtees	Cooper	68	Engine failure

PAST WINNERS

Year	Driver	Car	Time	Kph
1929	Williams	Bugatti	3 : 56' 11.0"	80-194
1930	Dreyfus	Bugatti	3 : 41' 02.6"	86-317
1931	Chiron	Bugatti	3 : 39' 09.2"	87-062
1932	Nuvolari	Alfa-Romeo	3 : 32' 25.2"	89-822
1933	Varzi	Bugatti	3 : 27' 49.4"	91-808
1934	Moll	Alfa-Romeo	3 : 31' 31.4"	90-202
1935	Fagioli	Mercedes	3 : 23' 49.8"	93-607
1936	Caracciola	Mercedes	3 : 49' 20.4"	83-195
1937	Von Brauchitsch	Mercedes	3 : 07' 23.9"	101-815
1948	Farina	Maserati	3 : 18' 26.9"	96-145
1950	Fangio	Alfa-Romeo	3 : 13' 18.7"	98-700
1952	Marzotto	Ferrari	3 : 21' 28.4"	93-660
1955	Trintignant	Ferrari	2 : 58' 09.7"	105-914
1956	Moss	Maserati	3 : 00' 32.9"	104-514
1957	Fangio	Maserati	3 : 10' 12.8"	104-160
1958	Trintignant	Cooper	2 : 52' 27.9"	109-413
1959	Brabham	Cooper	2 : 55' 51.3"	
1960	Moss	Lotus	2 : 53' 45.5"	108-599



tried all he knew to make up ground, but over that period he gained only one second on the Lotus and could not shake off the persistent attentions of Bonnier. Von Trips also had calmly worked his way through the field so that he was now occupying fifth position behind his team mate Ginther. A little way behind McLaren, whose car was not going well through carburettor flooding, was being harried by John Surtees, who eventually took the Yeoman Credit Cooper past him on lap 36. Surtees' car incidentally was fitted with a Mk I engine, the Mk 2 having experienced bearing troubles in practice.

So hot was the pace among the leaders, by lap 30 only ten of the 16 runners were on the same lap. By lap 35 Moss was coming up to lap Brabham and the tired Australian decided that the time had come for a call at the pits to investigate a woolly and misfiring engine. A four lap stop proved of no use and before half distance Brabham had retired. By the 40th lap the struggle at the front had grown fiercer still, Moss still maintaining his ten-second lead but the next three circulating locked in a yard-by-yard struggle. At the start of the 41st lap, as they accelerated away from the gasworks and up to St. Devote, Ginther slipped inside Bonnier and took third place.

The Ferrari challenge was looking ever more menacing although team leader Hill could still make little impression on Moss. Between laps 41 and 51 he managed to reduce the time interval by three seconds from ten to seven, but Moss was looking completely unperturbed and was able to parry every thrust by the Ferrari driver by turning in a slightly faster lap. After a long struggle Surtees had left McLaren, whose trouble with the carburation on his Cooper later caused the car to stop with fuel shortage, while behind these two a ding-dong battle was being waged between Gurney on the second-string Porsche and Tony Brooks. All the rest of the field, including Trintignant and Allison who had not so far stopped, had been lapped twice by the 44th lap. At half distance Moss was 7.8" in the lead from Phil Hill. Thereafter the American managed to whittle the gap down until it was as low as three seconds on the 59th lap. Simultaneously Ginther renewed his efforts and came up right behind his team leader. Meanwhile Bonnier who had put up a fine struggle in the Porsche was out when the drive to the fuel injection pump broke on lap 60. The Swede had lapped as fast as 1' 38.6" a speed bettered only by Moss and Ginther at this stage.

Position at half-distance (50 laps) :

Driver	Car	Time	M.p.h.
1 S. Moss	Lotus	1: 25' 36.8"	68.97
2 P. Hill	Ferrari	1: 25' 44.6"	
3 R. Ginther	Ferrari	1: 25' 44.6"	
4 J. Bonnier	Porsche	1: 25' 47.6"	
5 W. von Trips	Ferrari	1: 26' 00.3"	
6 J. Surtees	Cooper	1: 26' 14.7"	
7 B. McLaren	Cooper	1: 26' 22.2"	
8 D. Gurney	Porsche	1: 27' 06.3"	
9 T. Brooks	B.R.M.	1: 27' 07.6"	
10 M. Trintignant	Cooper		
11 C. Allison	Lotus		
12 J. Clark	Lotus		
13 M. May	Lotus		
14 J. Brabham	Cooper		

Still Moss appeared to have the situation completely in hand : with the utmost *sang-froid*, and with no appearance of stressing himself or his engine he reopened the gap on the Ferrari to five seconds and held it there consistently until the 74th lap. At this stage Ginther showed that he is struck in the mould of champions by deciding to have a go at cracking the

Lotus himself. On the approach to St. Devote he slipped crisply inside Phil Hill and took up the running. Almost immediately he began to make an impression, closing at approximately half a second a lap on Moss and pulling away at the rate of two or three seconds a lap from Phil Hill. Surtees' very good drive came to an end on the 69th lap when a valve in the well-stressed Mk I Climax engine failed, and Herrmann had also been forced to visit the pits because a leaking tank had caused him to run short of fuel. By lap 80 only a trifle over three seconds separated Moss and Ginther. They were followed by Phil Hill and von Trips in their Ferraris, then McLaren (who chose this moment to run out of fuel but was able to push his car to the pits and get a refill), Gurney, Trintignant and Allison.

Brooks had closed right up on Gurney by lap 54. As they swept out on to the sea front the American slowed and waved him through. Unfortunately Tony had not anticipated this move and the BRM's nose bumped the Porsche's exhaust. Dan immediately responded by waving Tony through even more emphatically, and in all the excitement Brooks left the car in second gear a little longer than was healthy for his Mk I motor. After one last slow lap he was forced to retire after a splendid drive.

With 20 laps to go a three-second advantage for the leader seemed of no account : it might as well have been a stone wall for all the impression that the Ferrari could make on him ! Ginther, with great skill and courage, improved his lap time not once but many times until on lap 84 he achieved a tour in 1' 36.3", amazingly within one-tenth of a second of the old 2½-litre lap record. (Keen readers of *Autocourse* lap charts will, incidentally, note that some doubt attaches to the lap time attributed to McLaren as the fastest lap last year in 1' 36.2" which makes this time the more extraordinary). To this Moss responded with a lap on his own account in exactly the same time. This was the measure of his control over the race. But Ginther was not beaten ; he persistently returned to the attack for the last 15 laps, and equally consistently he was beaten off by a Moss exuding an ice-cold calmness and a virtuosity that had to be seen to be believed.

And so the rest of the race ran out. The leading trio had lapped all the rest of the field, many of them four times. In the closing three laps Ginther made one last supreme effort and actually closed the gap to 2.8 seconds at St. Devote. Yet there was no catching Moss : this was his circuit and this was his day. As von Trips approached Mirabeau on his 99th lap the Ferrari's engine, which had not performed well for some laps, suddenly blew up. Taffy was taken unawares, hit the barriers and coasted to the station with the car undriveable. Indeed, Phil Hill brought him in on his slowing down lap sitting astride the car. Nevertheless, as will be seen from the results, he was classified as a finisher in fourth position. The curious interpretation put on the rules by the Monaco organisers last year has thus been perpetuated, and a car which crashed actually finished ahead of one (Gurney's Porsche) which crossed the finishing line having covered the same number of laps. McLaren, after his pit stop, had worked his way back into sixth position and thus took a point in the World Championship.

Stirling Moss had given an exhibition of masterly driving such as few will be privileged to witness again, a drive that places him firmly amongst the most immortal exponents of the sport.

9th Dutch Grand Prix

Raced at Zandvoort, May 22, 1961

W. D. Gavin

JUST eight days after the epic nineteenth Monaco Grand Prix the rival marques and drivers clashed again in the Dutch Grand Prix, the second round in this year's world championship series. Again the venue was the Circuit of Zandvoort at a seaside resort a few miles from Haarlem.

A plan of the Zandvoort circuit scarcely indicates the interesting and difficult nature of the specially constructed track which winds through the sand dunes. The start/finish line is situated about two-thirds of the way down the main straight, where the track is flanked on one side by the splendid concrete pits and on the other by the grandstands. Most drivers brake at 150 yards or earlier for the banked loop known as the Tarzan. This turns the cars through nearly 180 degrees before straightening out and ascending a rise to take a sharpish right hander followed by the hairpin behind the pits. Then follows a period of hard acceleration up a rather steep rise with a swerve to the right at the top, then downhill through a swerve to the left and up again turning to the right. Immediately after this last rise the cars are slowed to take the Scheivlak, a long but tricky right-hander which seems to pose problems for many of the drivers; here one sees a variety of braking points and lines. Once again full acceleration is used as the cars approach the Hondenvlak, which is an S-bend to be taken extremely quickly. Here the difference between understeering and oversteering cars becomes very obvious as the drivers employ widely differing lines and techniques. The road straightens out momentarily before another "flat out" sweep to the right over the East Tunnel which gives pedestrians access to the inside of the circuit. Then comes the wriggle through the woods as yet another S-bend tests the adhesion of the cars and the skill of their drivers. Out of the woods the Pulleveld curves around to the right, bringing the cars back on to the straight, which is little more than half a mile long although the fastest cars achieve 135 mph before braking for Tarzan. The lap speeds of around 100 mph suggest that this is a circuit where high speed through the corners is what is required, more so with the 1½-litre cars than with the 2½-litre. In short it could be said that the fastest man will be he who keeps his throttle foot down hardest and longest.

The cars

Heading the entry list were the three Sefac Ferraris for Phil Hill, Ritchie Ginther, and Graf von Trips. All had been returned to Modena after their first outing at Monaco and much oil must have been burnt after midnight to fit the cars of Hill and von Trips with the 120 degree engines, as some alteration to the chassis is necessary.

The BRMs for Graham Hill and Tony Brooks were identical, both now having the rear anti-roll bar. Fuel pumps for the Mk 2 Climax engines are becoming a bit of a "thing" — BRMs have borrowed Brabham's idea of a belt drive at the front. BRMs had also fitted a Lucas motor cycle magneto rather than the one normally used on the Climax engine.

Four Porsches were present, two entered by the works under the unusual name of Porsche System Engineering Ltd, and two by Ecurie Maarsbergen. The two works entries were for Bonnier and Gurney, while one Ecurie Maarsbergen car was for works driver Hans Herrmann with the other for the Ecurie's Dutch owner, Count Carel Godin de Beaufort, whose home is the Chateau Maarsbergen.

Bonnier and Gurney had cars with the new chassis and front suspension plus the fuel-injected four-cylinder engine, while Herrmann's car was the one he had used at Monaco with the new suspension attached to an old chassis. He also had an injected engine, while de Beaufort had a normally aspirated engine (with Webers) in the 1960-1 type car that Graham Hill had driven in F2 races in 1960.

Jack Brabham and Bruce McLaren had the same Coopers that they had driven at Monaco, these being the 1961 works cars: a little lower, slimmer and lighter than last year's machines but otherwise little different. Yeoman Credit had fetched both the streamliner and the normal Cooper north to Zandvoort for John Surtees, although he used the latter car, which was fitted with the repaired Climax Mk 2 engine.

Similarly Stirling Moss had two cars, Mr. R. R. C. Walker's Lotus and Cooper. Team Lotus were scratching a bit, two crashes at Monte Carlo having set them back again. Jim Clark had his new streamlined works car which was hurriedly rebuilt after its crash on the first day's practice at Monte, while one of the 1960 works cars was resurrected for Trevor Taylor, about to make his grande epreuve debut in the absence of Innes Ireland, still recovering from his accident.

The engine of Ireland's damaged car was fitted to Clark's car at Zandvoort while a new engine was brought from England for Taylor's car in time for the final practice.

Camoradi International were accepted as reserves with a 1960 type Cooper for Masten Gregory, and a Lotus for Ian Burgess.

Practice

Saturday, May 20: A bitterly cold wind was blowing off the sea and down the straight when practice commenced just after 10 am. Most teams, particularly those with the



Wolfgang von Trips holds the winning Ferrari in a perfect drift on one of Zandvoort's many fast bends

Climax FPF Mk 2 engines, were experiencing carburation difficulties. Brabham's mechanics soon got his car sorted and he was credited with the quickest time at 1' 36.6" although the Cooper timekeeper clocked him at a slower speed. Driving the Cooper, Stirling Moss was second fastest with 1' 38.1". Through the fast corners there was no car which looked as neat as Graham Hill's BRM which was third fastest. The Porsches seemed to be in a little trouble, while the Ferraris were not present, being still en route from Modena. Fourth fastest was Masten Gregory who was putting his Cooper along really quickly. The American had an old-type Climax engine but his determination on the corners more than made up for his obvious disadvantage on acceleration and at top speed.

1st PRACTICE, SATURDAY MORNING,
MAY 20

Brabham	Cooper	1' 36.6"
Moss	Cooper	1' 38.1"
Hill G.	BRM	1' 38.6"
Gurney	Porsche	1' 38.9"
Brooks	BRM	1' 39.0"
Herrmann	Porsche	1' 39.0"
Clark	Lotus	1' 39.3"
Bonnier	Porsche	1' 39.6"
Surtees	Cooper	1' 40.7"
McLaren	Cooper	1' 41.3"
Taylor T.	Lotus	1' 42.0"
de Beaufort	Porsche	1' 42.3"

The mechanics took the cars back to the garages for a few hours hard work while the less taxed individuals enjoyed a leisurely lunch before returning to the circuit for the second session of practice at 3-30 in the afternoon. The Ferraris appeared this time and soon showed that they were the force to be reckoned with. Just before a heavy shower interrupted training von Trips recorded 1' 36.7". The Porsches also showed much more promise than in the morning and Dan Gurney was eventually second fastest with a lap at 1' 36.5". Fastest time of the day went to Stirling Moss. After playing ducks and drakes for a while he decided he liked the Lotus (which had the Mk 2 engine) better and covered the 2½ miles in 1' 36.2". Graham Hill divided the Ferraris of von Trips and Ginther, the latter recording the same time (1' 36.7") as John Surtees on the Yeoman Credit Cooper.

2nd PRACTICE, SATURDAY AFTERNOON,
MAY 20

Moss	Lotus	1' 36.2"
Gurney	Porsche	1' 36.5"
von Trips	Ferrari	1' 36.6"
Brabham	Cooper	1' 36.7"
Ginther	Ferrari	1' 36.7"
Hill G.	BRM	1' 36.7"
Surtees	Cooper	1' 36.9"
Brooks	BRM	1' 37.0"
Clark	Lotus	1' 37.0"
Hill P.	Ferrari	1' 37.1"
Bonnier	Porsche	1' 37.1"
Herrmann	Porsche	1' 38.0"
Gregory	Cooper	1' 38.5"
McLaren	Cooper	1' 38.5"
Taylor T.	Lotus	1' 40.8"
de Beaufort	Porsche	1' 40.9"
Burgess	Lotus	1' 46.8"

Sunday, May 21 : The third and final practice session did not start until 3-30 in the afternoon. The Ferraris, which had been handling poorly on the previous day, made an unofficial visit to the circuit during the morning in an effort to improve this state of affairs. For the final practice they appeared with a great deal of negative camber at the rear and 6.50 × 15in tyres in place of 6.00s. There was an immediate improvement and now little doubt that the red cars were going to lead the way. This they did in a most convincing manner, with von Trips and Phil Hill tying for fastest time at 1' 35.7". This is within two seconds of the 2½ litre record which Moss set in the Lotus last year, at 1' 33.8", although it should be recalled that both he and Brabham had been quicker during the final practice in 1960. There is little doubt that only on the fastest circuits will the old Formula One records remain intact after next season.

3rd PRACTICE, SUNDAY, MAY 21

Hill	Ferrari	1' 35.7"
von Trips	Ferrari	1' 35.7"
Ginther	Ferrari	1' 35.9"
Hill	BRM	1' 36.3"
Gurney	Porsche	1' 36.4"
Brooks	BRM	1' 36.8"
Gregory	Cooper	1' 36.8"
Clark	Lotus	1' 36.9"
Brabham	Cooper	1' 37.1"
Moss	Cooper	1' 37.6"
Surtees	Cooper	1' 37.6"
Burgess	Lotus	1' 38.0"
McLaren	Cooper	1' 38.2"
Bonnier	Porsche	1' 38.5"
Herrmann	Porsche	1' 39.5"
Taylor	Lotus	1' 39.5"
de Beaufort	Porsche	1' 39.8"

Graham Hill was the quickest of the British drivers, both Brabham and Moss being slower than during the previous day. Stirling persevered with his Cooper but did not achieve a good time with it even though the organisers (perhaps out of respect) credited him with 1' 37.6". The Mk 2 engine had been installed in the Cooper the previous night but now the Walker mechanics had to put it back in the Lotus for the race. As at Monaco the practice times were extremely close : Jim Clark, who was tenth fastest in the new Lotus, was only 1.2" slower than the quickest Ferraris.

STARTING GRID

GINTHER Ferrari 1' 35.9"		von TRIPS Ferrari 1' 35.7"		P. HILL Ferrari 1' 35.7"
	G. HILL B.R.M. 1' 36.3"		MOSS Lotus 1' 36.2"	
BROOKS B.R.M. 1' 36.8"		BRABHAM Cooper 1' 36.6"		GURNEY Porsche 1' 36.4"
	SURTEES Cooper 1' 36.8"		de BEAUFORT Porsche 1' 36.8"	
HERRMANN Porsche 1' 38.0"		BONNIER Porsche 1' 37.1"		CLARK Lotus 1' 36.9"
	TAYLOR Lotus 1' 39.5"		McLAREN Cooper 1' 38.2"	

The race

The sun shone brightly for race day. Although the strong wind persisted, conditions generally were much more pleasant than during the practice sessions and the higher temperatures posed some tricky fuel mixture problems particularly for Porsche who had little working knowledge

of their fuel injection systems. After the warm-up lap the Ferraris took their places on the front row of the grid amidst a great panic when it was discovered that Phil Hill had no clutch. A typical Latin drama was enacted on the spot and the American's car was put right, but not before the start had been delayed a few minutes.

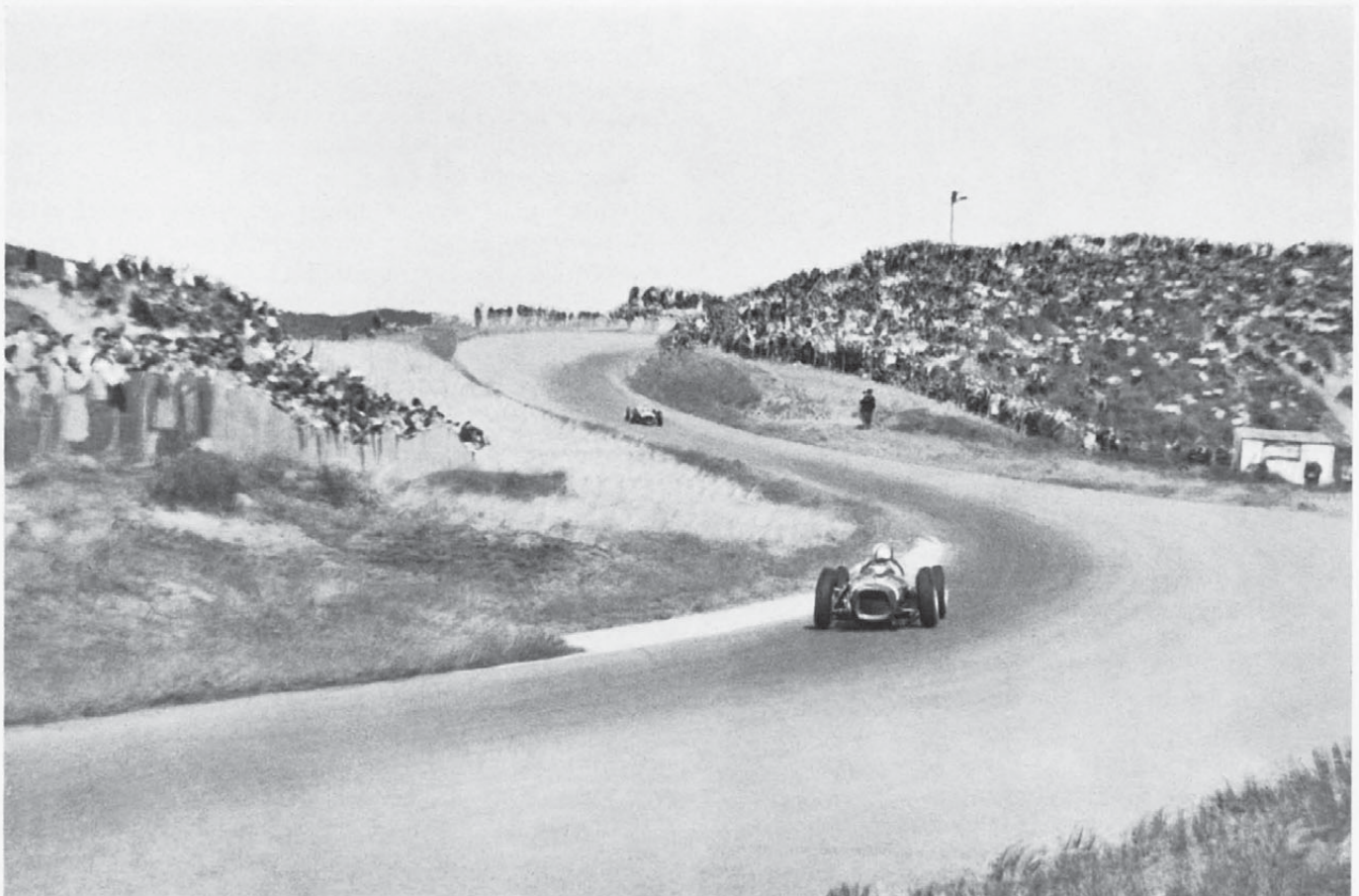
When the flag dropped von Trips moved off very smartly followed by Phil Hill. When things had settled down after the sweep through Tarzan and then down through the hairpin, "Taffy" had already opened up a gap and was leading from Phil Hill, who was closely followed by Stirling Moss and Dan Gurney.

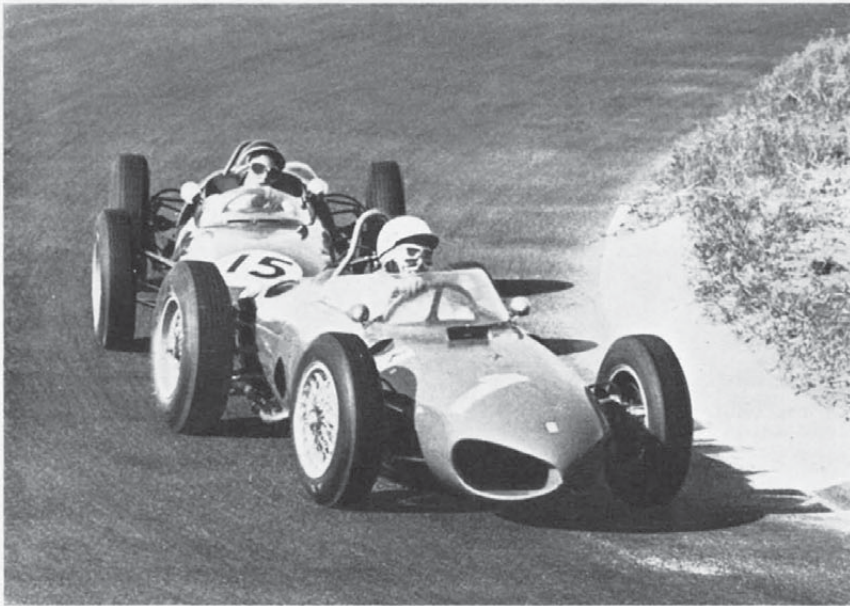
After just one lap von Trips' advantage could be measured in seconds as he moved away from the rest of the field.



Despite a practice time that would have given him a place on the third row of the grid, Masten Gregory did not qualify to start owing to restrictions applied by the organisers. Gregory's performance was all the more meritorious since he was using a Mark I Climax motor

This picture gives a good indication of the scenic characteristics of much of the Zandvoort circuit. The Ferraris are those of Phil Hill and von Trips





The race was enlivened by a series of protracted duels between British and Italian cars, the former gaining on the twisting parts of the circuit what they lost on the straights. Here Jimmy Clark presses Phil Hill

Bruce McLaren looks on thoughtfully as a mechanic changes the plugs on his Cooper during practice. The Surbiton cars continued to disappoint



Phil Hill had a slight lead on his namesake Graham in the BRM, who was in turn being hotly pursued by Jim Clark. Then came Dan Gurney in the fastest of the Porsches, just a fraction ahead of Stirling Moss. Ginther in the third Ferrari was in seventh place, unable to repeat his meteoric start of the previous week. Brabham had not made his usual splendid start either and was back in ninth place.

While von Trips and Hill were undisputed in the first two places, behind them there were some stirring duels going on. Jim Clark managed to squeeze past Graham Hill on the fourth lap after a short tussle, while fourth and fifth places were being disputed by those week-old antagonists, Moss and Ginther, the pair having got past Gurney. On the sixth lap the American got past Moss, but could not shake the maestro off despite the difference of power output between the two cars. Moss would appear at Ginther's side regularly as they shot into the hairpin behind the pits. Brabham was moving up through the field, taking Bonnier on lap five and Gurney on lap eight. The Porsches were not going at all well, sounding quite flat at times, while their roadholding was not seen to its best advantage on the Zandvoort circuit.

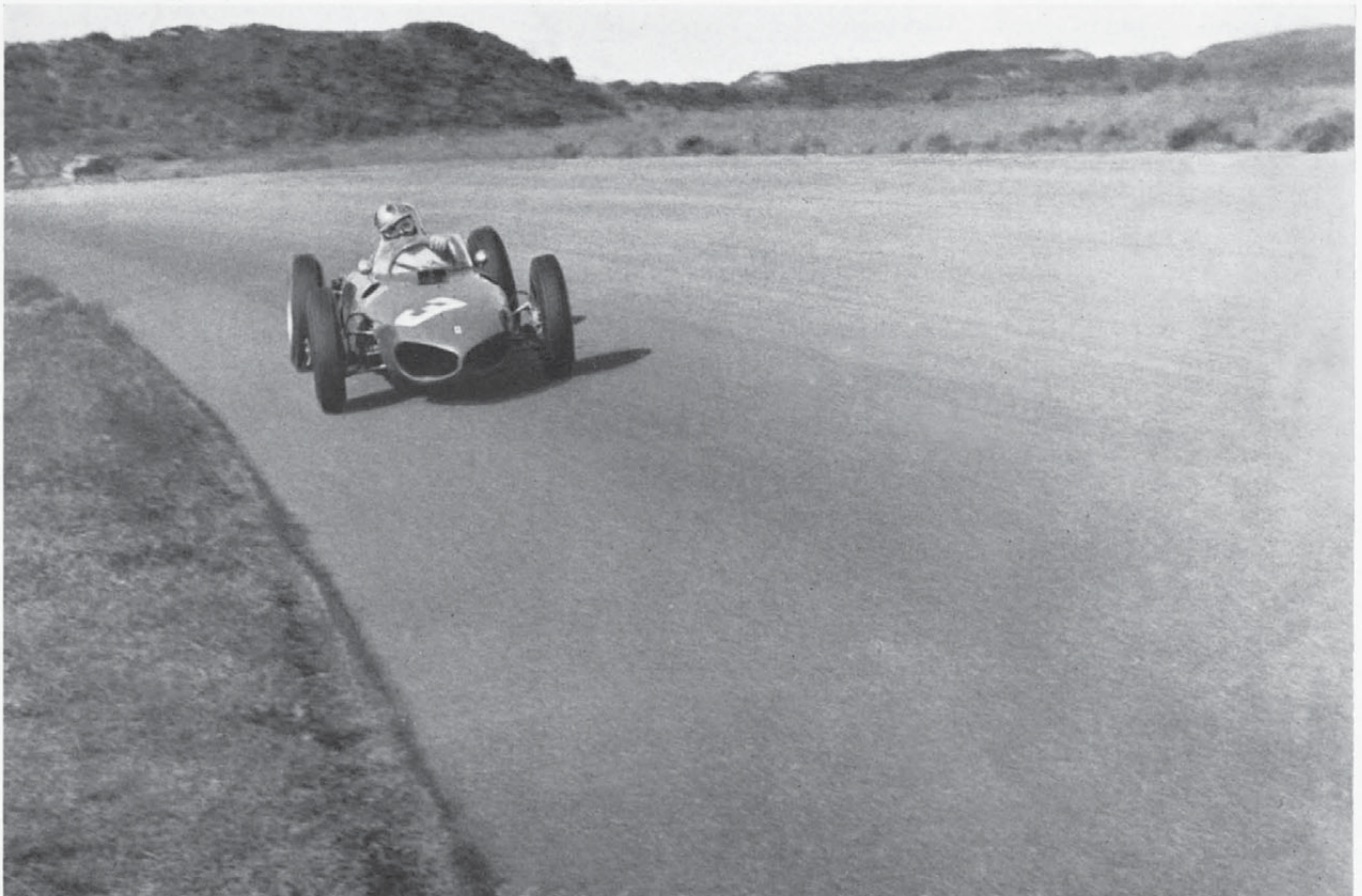
After only ten laps of the 75 Taffy von Trips looked the likely winner. He already had several seconds' advantage over his team mate Hill. Jim Clark nevertheless had Phil Hill in his sights, by virtue of some near-the-limit motoring. As he closed on the American he set the 1½-litre record at 1' 35.5" on the seventh lap.

Graham Hill still held fourth place in the BRM, which he was driving through the corners quickly and precisely, although he soon started to lose ground when the timing



Another of the race long duels was between Ritchie Ginther and Stirling Moss, the latter eventually shading the American to the line by a mere tenth of a second

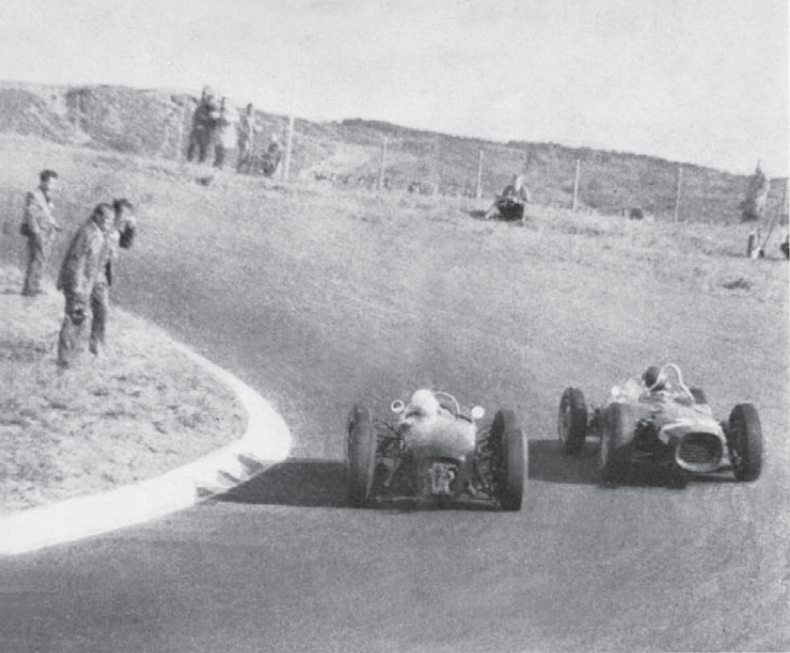
A fascinating study of von Trips' car in full drift. Heavy negative camber on the rear wheels was found to improve handling, but the danger point was being approached so far as temperature was concerned



2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
1' 38.0"	1' 37.5"	1' 37.2"	1' 39.1"	1' 38.7"	1' 37.9"	1' 38.3"	1' 38.5"	1' 39.8"	1' 39.4"	1' 41.7"	1' 41.0"	1' 46.7"	1' 43.8"
1' 38.0"	1' 37.9"	1' 37.8"	1' 38.0"	1' 38.6"	1' 38.4"	1' 38.7"	1' 39.0"	1' 40.3"	1' 39.8"	1' 39.9"	1' 40.8"	1' 44.0"	1' 43.4"
1' 36.6"	1' 36.7"	1' 37.7"	1' 38.2"	1' 39.0"	1' 38.8"	1' 38.2"	1' 38.2"	1' 40.0"	1' 40.3"	1' 40.3"	1' 40.5"	1' 43.7"	1' 42.1"
1' 37.8"	1' 37.9"	1' 37.1"	1' 37.9"	1' 38.3"	1' 43.2"	1' 38.8"	1' 38.9"	1' 39.9"	1' 42.6"	1' 42.2"	1' 38.9"	1' 44.8"	1' 46.0"
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1' 37.9"	1' 37.6"	1' 36.4"	1' 37.4"	1' 38.2"	1' 38.2"	1' 37.6"	1' 37.0"	1' 39.4"	1' 39.7"	1' 40.3"	1' 39.4"	1' 42.1"	1' 42.0"
1' 36.7"	1' 36.9"	1' 37.1"	1' 36.9"	1' 38.5"	1' 37.5"	1' 38.8"	1' 39.9"	1' 39.6"	1' 40.5"	1' 41.1"	1' 40.0"	1' 41.8"	1' 43.9"
1' 36.4"	1' 36.9"	1' 36.0"	1' 36.4"	1' 38.3"	1' 38.3"	1' 37.6"	1' 38.0"	1' 39.7"	1' 44.8"	1' 40.5"	1' 39.5"	1' 42.7"	1' 41.9"
1' 36.8"	1' 36.9"	1' 36.5"	1' 36.6"	1' 38.8"	1' 38.6"	1' 38.1"	1' 37.7"	1' 38.7"	1' 40.6"	1' 40.5"	1' 40.0"	1' 40.8"	1' 44.2"
1' 37.7"	1' 37.4"	1' 36.8"	1' 37.7"	1' 37.8"	1' 38.5"	1' 39.1"	1' 38.2"	1' 39.7"	1' 40.1"	1' 41.3"	1' 40.2"	1' 42.4"	1' 40.9"
1' 37.4"	1' 36.9"	1' 38.2"	1' 37.2"	1' 39.3"	1' 38.4"	1' 36.9"	1' 37.8"	1' 39.4"	1' 40.0"	1' 42.5"	1' 40.8"	1' 42.2"	1' 41.2"
1' 36.9"	1' 38.0"	1' 37.7"	1' 37.8"	1' 36.9"	1' 38.5"	1' 37.5"	1' 37.3"	1' 39.3"	1' 40.4"	1' 44.0"	1' 40.7"		
1' 38.0"	1' 37.5"	1' 37.7"	1' 37.1"	1' 38.3"	1' 38.4"	1' 38.9"	1' 37.8"	1' 40.0"					
1' 36.9"	1' 39.3"	1' 37.0"	1' 36.3"	1' 39.1"	1' 38.6"	1' 48.6"							

CONVERSION TABLE

1' 34"	...	160-58 kph
1' 35"	...	158-89 kph
1' 36"	...	157-24 kph
1' 37"	...	155-61 kph
1' 38"	...	154-03 kph
1' 39"	...	152-47 kph
1' 40"	...	150-95 kph
1' 41"	...	149-45 kph
1' 42"	...	147-99 kph
1' 43"	...	146-55 kph
1' 44"	...	145-14 kph
1' 45"	...	143-76 kph
1' 46"	...	142-40 kph
1' 47"	...	141-07 kph
1' 48"	...	139-76 kph
1' 49"	...	138-48 kph
1' 50"	...	137-22 kph
1' 51"	...	135-99 kph
1' 52"	...	134-78 kph
1' 53"	...	133-58 kph
1' 54"	...	132-41 kph
1' 55"	...	131-26 kph
1' 56"	...	130-13 kph
1' 57"	...	129-01 kph
1' 58"	...	127-92 kph
1' 59"	...	126-85 kph
2' 00"	...	125-79 kph
2' 01"	...	124-75 kph
2' 02"	...	123-73 kph
2' 03"	...	122-72 kph
2' 04"	...	121-73 kph
2' 05"	...	120-76 kph
2' 06"	...	119-80 kph
2' 07"	...	118-86 kph
2' 08"	...	117-93 kph
2' 09"	...	117-01 kph
2' 10"	...	116-11 kph
2' 11"	...	115-23 kph
2' 12"	...	114-35 kph



The superior handling of Moss' 1960-type Lotus enabled him to pass Ginther repeatedly on corners, only to be re-overtaken elsewhere on the circuit later

ENTRIES

No.	Driver	Car	Entrant
1	P. Hill	Ferrari V6 120°	Sefac Ferrari
2	R. Ginther	Ferrari V6 120°	Sefac Ferrari
3	W. von Trips	Ferrari V6 120°	Sefac Ferrari
4	G. Hill	BRM-Climax 2	Owen Racing Organisation
5	T. Brooks	BRM-Climax 2	Owen Racing Organisation
6	J. Bonnier	Porsche 1961	Porsche System Engineering
7	D. Gurney	Porsche 1961	Porsche System Engineering
8	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen
9	H. Herrmann	Porsche 1961	Ecurie Maarsbergen
10	J. Brabham	Cooper-Climax 2	Cooper Car Co.
11	B. McLaren	Cooper-Climax 2	Cooper Car Co.
12	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
14	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
15	J. Clark	Lotus-Climax 2	Team Lotus
16	T. Taylor	Lotus-Climax 2	Team Lotus
Reserves			
17	M. Gregory	Cooper-Climax 1	Camoradi International
18	I. Burgess	Lotus-Climax 1	Camoradi International

DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Total
1. S. Moss	9	3	12
2. W. von Trips	3	9	12
3. P. Hill	4	6	10
4. R. Ginther	6	2	8
5. J. Clark	—	4	4
6. D. Gurney	2	—	2
7. B. McLaren	1	—	1
J. Brabham	—	1	1

DUTCH GRAND PRIX

RESULTS

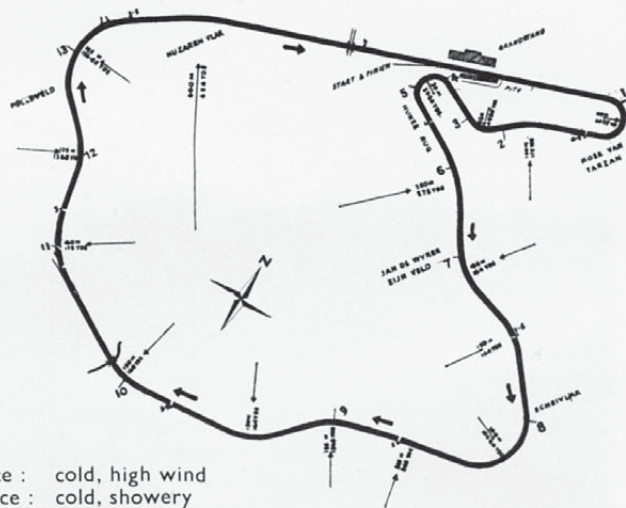
(75 laps of 4.193 km. circuit)

	Driver	Car	Laps	Time	M.p.h.
1	von Trips	Ferrari	75	2: 1' 52.1"	96.23
2	P. Hill	Ferrari	75	2: 1' 53.0"	
3	J. Clark	Lotus	75	2: 2' 05.2"	
4	S. Moss	Lotus	75	2: 2' 14.3"	
5	R. Ginther	Ferrari	75	2: 2' 14.4"	
6	J. Brabham	Cooper	75	2: 3' 12.2"	
7	J. Surtees	Cooper	75	2: 3' 18.8"	
8	G. Hill	BRM	75	2: 3' 21.9"	
9	T. Brooks	BRM	74		
10	D. Gurney	Porsche	74		
11	J. Bonnier	Porsche	73		
12	B. McLaren	Cooper	73		
13	T. Taylor	Lotus	73		
14	C. de Beaufort	Porsche	72		
15	H. Herrmann	Porsche	72		

Fastest lap : Clark, 1' 35.5", 98.23 m.p.h.

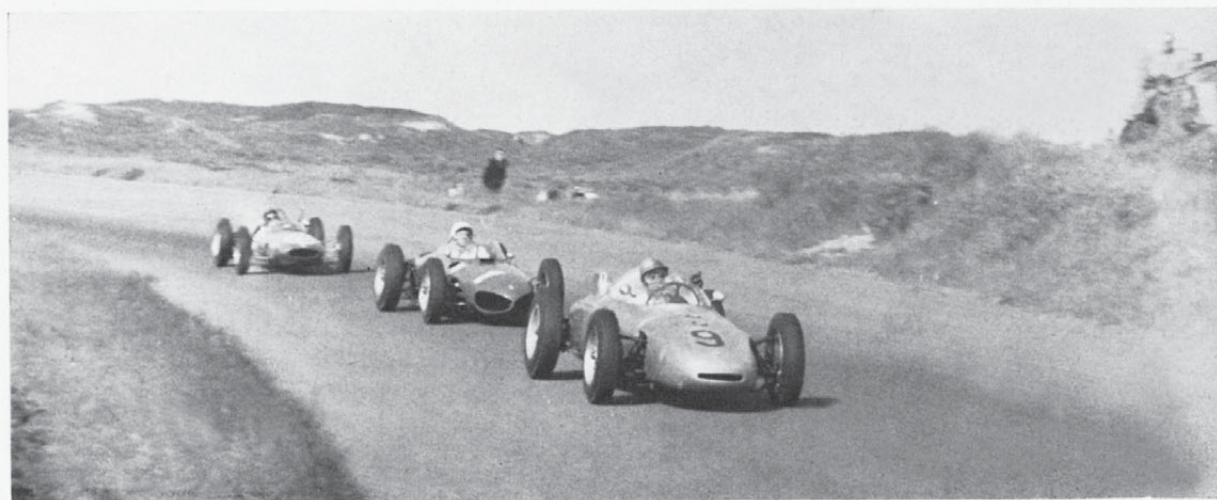
PAST WINNERS

Year	Driver	Car	Laps	Kph	Mph
1949	Villoresi	Ferrari	40	124.10	77.10
1950	Rosier	Talbot	90	123.32	76.44
1951	Rosier	Talbot	90	126.26	78.45
1952	Ascari	Ferrari	90	130.57	81.13
1953	Ascari	Ferrari	90	130.42	80.99
1955	Fangio	Mercedes-Benz	100	144.27	89.65
1958	Moss	Vanwall	75	121.21	93.96
1959	Bonnier	BRM	75	150.41	93.46
1960	Brabham	Cooper-Climax	75	154.93	96.41



WEATHER

1st practice : cold, high wind
 2nd practice : cold, showery
 3rd practice : warm, windy
 Race : fine, warm, windy



Hans Herrmann is about to be lapped by the battling Lotus and Ferrari of Clark and Hill

shifted and thereafter the Climax engine ran slightly retarded. Ginther had the better of his dispute with Moss at this stage the red car being so much quicker on acceleration. Brabham also was doing some inspired driving even though his carburation was not quite right. He was in seventh place after ten laps and slowly closing on Moss and Ginther. Dan Gurney's Porsche on the contrary was gradually dropping back. Surtees was in ninth place ahead of a bunch consisting of Bruce McLaren in the second works Cooper, Jo Bonnier and Tony Brooks. There was a big gap back to Trevor Taylor who was doing his best with the old Lotus and had many seconds' advantage over the tail-enders, Hans Herrmann and de Beaufort in the Porsches.

The huge crowd that swarmed over the sand dunes was tense with excitement: practically every place down the entire field was being hotly disputed with every driver striving to save fractions of a second. On lap nineteen Brabham got ahead of Ginther around the back and managed to hold his lead past the pits. The champion was cornering extremely fast, his technique through the S bends a real student's delight. It was another four laps before Ginther was able to use his speed to the best advantage and draw away again from the Australian although his Ferrari persisted in being cussed, and a little later the seat mountings came adrift so the American had this to contend with in addition to an engine which was inconsistent in its power output. Further up the field Jim Clark was snapping at Phil Hill's heels. On the seventeenth lap he shot through on the inside at Hodenvlak, Hill going dangerously wide. But still the red Ferrari had enough power to get away again down the straight. Through Tarzan and the hairpin Clark was immediately behind, and sometimes beside Hill; on the 21st he finally got clear and led down the straight. But still he could not draw away, and the struggle went on, lap after lap. Hill's car was handling the worst of the three Ferraris and was oversteering badly on even the fastest corners but still the American held on, making the best of his advantage when the cars were pointed straight.

Stirling's pursuit of Graham Hill had captured the crowd's imagination and they cheered him on as he drew nearer to the dark green BRM. A roar greeted Moss as he passed the pits for the 21st time, just in front of the BRM. Stirling had a few seconds lead on Ginther at this stage and it was not until the 26th lap that the American's Ferrari finally got ahead of Graham Hill. Brabham too was not letting up — there is no doubt that the champion is a real racer! His Cooper was adopting unfamiliar attitudes on the bends as it was cornered at near the absolute limit. The engine sounded very flat around the back of the circuit but still Brabham was gradually gathering in Graham Hill and eventually slipped past him and into sixth place on the 32nd lap.

Eighth at half distance was John Surtees who was driving a very fast and steady race, with nobody in the immediate vicinity of the Yeoman Credit Cooper. Thereafter there was a gap to Tony Brooks, another to Dan Gurney and then another to Bruce McLaren, who was still travelling in close company with Jo Bonnier. Trevor Taylor was still on the same lap as these two, one behind the leaders, while de Beaufort and Herrmann had been lapped twice.

There was no doubt as to the position of the leader; following his fine drives in the Targa Florio and at Monaco von Trips was about to realise a driver's great ambition: to win a grande epreuve. It was difficult to say accurately just

who held second place at any given moment, for Clark and Phil Hill were changing places around the circuit. Past the pits Clark led from lap 22 to 29, then Phil for two, then Jim for three, then from lap 35 to 43 it was Phil Hill who held the advantage to the end of the straight. Jim took the next three, then Phil the next four, then Jim took the 51st.

Ritchie Ginther took Stirling at half distance and thereafter Moss was content to sit just behind the game American and harass him as only Moss knows how. Even down the straight the Ferrari simply could not get away from the dark blue Lotus sitting in its slipstream.

Further back there were no changes, and, most surprising of all, no retirements. Here was a race being driven at a fantastic tempo yet nearly all the fifteen starters were still running as healthily as they had started. Despite the fact that almost every driver was stretched to his limit, there was only one incident, when Graham Hill spun the BRM at Tarzan. He managed to get under way smartly, not immediately losing a place, although with only twelve laps to go Surtees got his Cooper past the BRM.

From the fiftieth lap it was noticeable that Clark's Lotus was not handling quite so well, and was little quicker than Hill's Ferrari through the bends. Originally set up for Monaco, the spring rates most suited the car when it was fully loaded with fuel which explains why Jimmy was so much quicker in the race than in practice. Gradually Phil drew away and once Jim was out of the Ferrari's slipstream down the straight he fell back quite quickly. Hill gradually gained on von Trips and as the last laps drew near one wondered if he might take the chequered flag first.

The dice for fourth place still persisted and maestro Moss was at his best, sneaking through on the inside at the hairpin and then dropping back. There was life in this race right to the end. At the hairpin behind the pits on the last lap Moss cut inside Ginther and across the Ferrari's bows as they shot up and over the hill. Taffy von Trips and Phil Hill took the flag within a second of each other, then came the gallant Clark seven seconds later. Every eye was focussed down the straight and as the little blobs flashed out of the low sun it was the Lotus which was in front. Stirling was weaving across the track as he tried to out-manoeuvre Ritchie in the sprint to the line. The red car edged gradually alongside the Lotus with two hundred yards to go; but Stirling got there first, by a tenth of a second according to the timekeepers, but by inches according to the eye. A few yards past the line Ginther led.

Sixth place went to Brabham, who had tried as hard as anyone despite the odds being stacked against him. There was scarcely a driver who had not given of his best throughout this race, which was one of the most exciting in recent Grand Prix racing. The first eight cars were on the same lap, Brooks and Gurney were one behind, while Bonnier, McLaren, and Trevor Taylor were two behind, and de Beaufort and Herrmann were three laps in arrears. All fifteen men finished, nor did any car make a pit stop — a truly remarkable state of affairs which is almost certainly unprecedented.

While it was obvious that he had the best car, von Trips must be given full praise for a truly great performance. He led from start to finish, driving in a very determined yet unusually smooth manner. The critics of the 1½-litre formula have been adequately silenced, at least for a while, the smaller cars providing closer racing and hence greater spectator appeal.

20th Belgian Grand Prix

Raced at Spa-Francorchamps, June 18, 1961

W. D. Gavin

THE Belgian Grand Prix at Spa had been awaited with interest, for here on the extremely fast Francorchamps circuit the new formula one was to undergo a further test. No serious observer anticipated that either Moss or Clark could resume the challenge they made to the Ferrari dominance at Monaco and Zandvoort, and all realised that here on the world's fastest road circuit the power advantage of the red cars was likely to overwhelm the British and German machines.

The Spa-Francorchamps circuit is the most forbidding of all grande epreuve venues. Laps at 120 mph and more are not accomplished on the relatively short straights but by cornering at fantastically high speeds. Several corners at Spa are taken at speeds approaching 150 mph, which is almost the limit speed of the present formula one cars. There are no more than three corners on the 8.76 mile which are taken at less than 100 mph. Spa is a difficult circuit to learn for it runs the gamut of high-speed bends and any error must almost inevitably end in disaster.

But those who had predicted that the 1½-litre cars would be pathetically slow on such a circuit were soon to be proved wrong: the fastest practice lap was accomplished at an average speed only 3.34 mph slower than the 135.06 mph record set by last year's 2½-litre cars.

The cars

A rumoured V8 engine from Coventry-Climax did not eventuate and all the British cars were powered by the Climax FPF Mk 2 engines. Brabham and McLaren had the same two cars as at Zandvoort, although McLaren's had undergone some modification followed by a complete rebuild when he crashed at Brands Hatch! Although a day late in arriving Team Lotus vindicated themselves by producing two brand new cars as well as the one which Clark had crashed then raced at Monaco, Zandvoort and Brands. Clark was to drive one of the new cars, the engine of which was fitted with S.U. carburettors in place of the much favoured Webers.

The robust Ireland was back in the saddle having made a remarkably swift recovery from the injuries he suffered at Monte Carlo and he was to drive the second of the new cars. All three cars had Hardy Spicer half-shafts with sliding splines and normal UJs in place of the earlier rubber ones.

BRM brought three cars for Brooks and Graham Hill, one of them being fitted with a Mk I engine. Yeoman Credit had two cars but only one driver, giving John Surtees the choice of a normal Cooper or the streamliner now equipped with a Colotti gearbox. Reg Parnell must have been pessimistic

about the chances of qualifying a second car, for Roy Salvadori did not appear, although it seems certain that the expert veteran would certainly have been among the fastest eighteen. UDT-Laystall reversed the Yeoman Credit procedure by bringing only one of their 1960 cars with the streamlined body but both drivers, Henry Taylor and Cliff Allison.

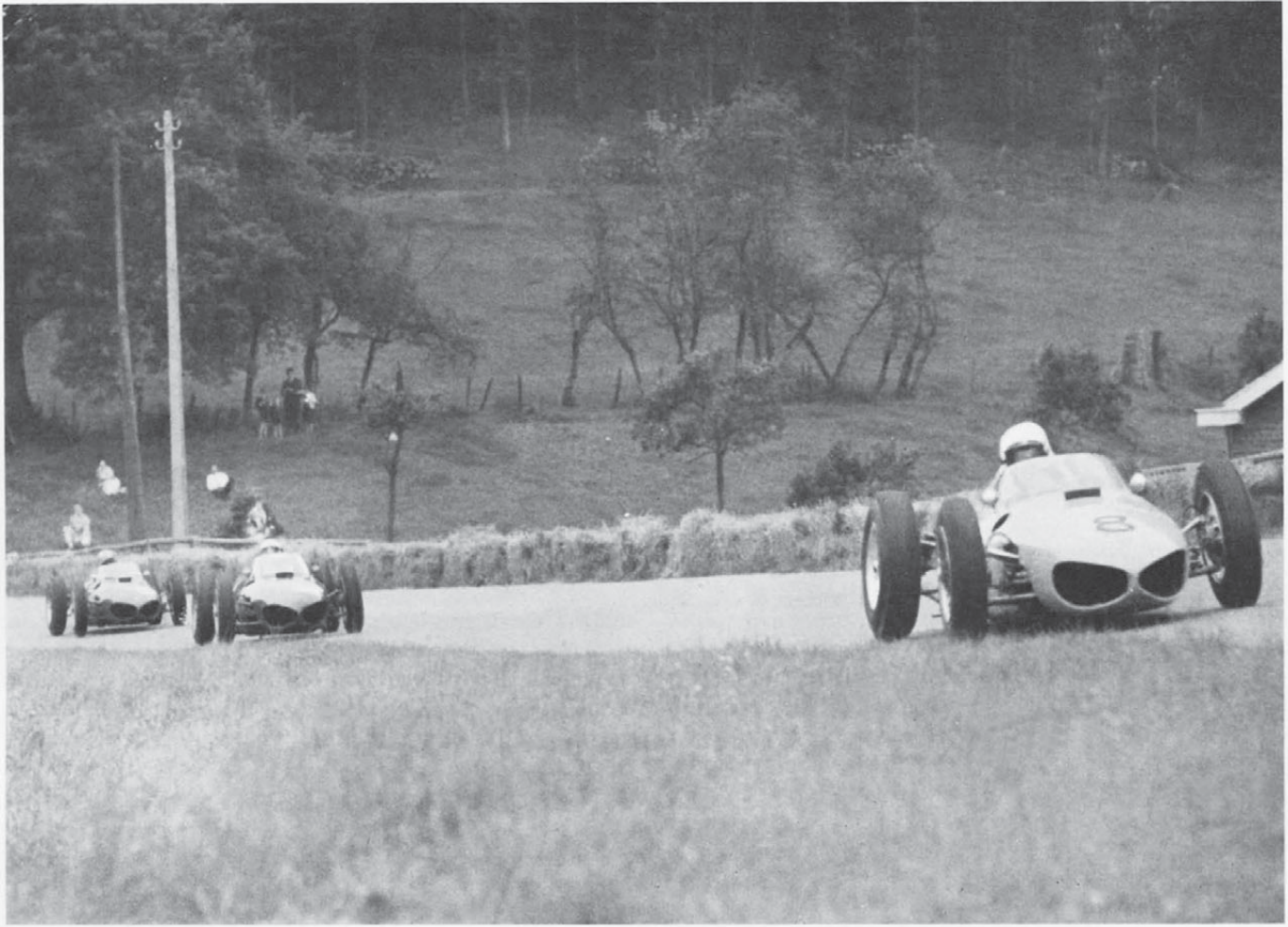
Ferrari fielded three cars under their own banner, a fourth being "lent" to Equipe Nationale Belge, this being painted a splendid full-bodied shade of yellow. Phil Hill, Taffy von Trips and Ritchie Ginther all had cars fitted with the 120° V6 engine while the Belgian car driven by Olivier Gendebien had the older but almost-as-potent 60° unit. In fact the older engine is said to give better torque low down but the advantages of the flatter engine are its compactness (it is much shorter as well as lower and lighter), its higher rev. limit (normally regarded as 9,700 against 9,300 for the older type), and its better output at the top end.

Porsches startled the cognoscenti by bringing three of last year's cars. The new cars were apparently in many pieces at Stuttgart in an effort to sort out the chassis problems which were so obvious at Zandvoort. Several months ago the German firm announced that they hoped to have their eight-cylinder engine ready for Spa but from their unwillingness to comment it can be assumed that it is as far away as ever. Rumour has it that cooling the multi-cylinder unit by air alone is the difficulty. So Bonnier was back in the car he had used earlier in the season as was Dan Gurney, while Carel de Beaufort had entered his privately-owned car which is still under works supervision.

Scuderia Serenissima had fetched two cars for Maurice Trintignant — one a Cooper-Maserati, with what appeared a rather ineffective attempt at streamlining and a normal-bodied Cooper-Climax of 1957 vintage. Mimo Dei was gracing the Grand Prix scene once again and had provided a brand new Cooper with Maserati engine and Colotti gearbox for the promising young Scuderia Centro Sud driver, Lorenzo Bandini.

The R. R. C. Walker Lotus had been fitted with the latest-type rear suspension, surprisingly little alteration having been made to accomplish this. The new body was as fitted to the UDT-Laystall car, this design being the work of the Lotus factory.

These new bodies are more rounded than the 1960 type and would appear to have better penetration. As with the 1961 works cars the engine is fully enclosed, the entry for air being where the bonnet overlaps the lower body section just behind the driver. Alf Francis had not found this arrangement



An appropriate moment : Gendebien in the yellow Ferrari leads the race and his Maranello team-mates, Hill and von Trips, on the approach to Burnenville

satisfactory and tried an air intake of large diameter rubber tubing but finally settled for altering the bonnet so that carburettors could breathe directly through a wire mesh grille.

Jackie Lewis was to make his grande epreuve debut at the wheel of his 1960-type Cooper entered in the name of his father's firm, H and L Motors. Lewis was the first true independent to have a Mk 2 Climax engine, which he proceeded to use to good effect.

Tony Marsh had entered his 1960 Lotus which has been modified to take a Cooper-Ersa gearbox modified by Jack Knight to include five speeds. The rear suspension had been altered accordingly and had an upper lateral link and sliding spline halfshafts. It could be regarded in a vague way the precursor of the 1961 Lotus.

Other 1960 Lotuses were entered by Scuderia Colonia for Wolfgang Seidel and by Camoradi International for Ian Burgess, this car boasting a new nose of doubtful efficacy. All these cars had Mk I engines, as did the Camoradi Cooper driven by Masten Gregory.

The Belgians Bianchi and Mairesse practised in the Equipe Nationale Belge Emeryson-Maseratis until these machines suffered from chassis failure.

Sixteen invited entries had been accepted. These were all the works entries (except Ginther) plus Moss, Trintignant,

and Surtees. All the other private entrants had to compete for starting money which would be paid to only the four quickest among them. As Seidel and Marsh did not qualify they lent their cars to Mairesse and Bianchi respectively who were assured of starting money by merit of their nationality.

Practising

Only two practice sessions were to be held, on the Friday evening and the Saturday afternoon. Both of these were of a mere two hours' duration and it seemed that in the light of last year's events (when one of the sessions was seriously curtailed due to Moss's accident and a few of the drivers found themselves racing with very little time put in on the circuit) that another session might have been a sensible safeguard.

Most of the contingent got away as soon as the course was opened with the object of putting in as many laps as possible, not solely to recapture the feel of the course but, in the case of many of them, to fight for a place on the starting grid with appropriate cash forthcoming. Allison's task was doubly difficult : not only did he have to qualify the single car of the UDT-Laystall team, he also had, by virtue of a faster lap, to claim the car instead of his team mate Henry Taylor. These ingredients almost resulted in tragedy, for Allison set about the task in hand with more than a little

determination. He quickly went to the head of the field and did the best part of a lap at high speed, so much so, as he later admitted, that he covered the whole of the latter part of the course faster than he realised, and then lost control of the Lotus at Blanchimont, spinning, striking the bank, overturning and being deposited in the road by his somersaulting vehicle. Both driver and car were considerably damaged, although the former not nearly as desperately as might have been imagined from the manner of the accident. Needless to say, all practising ceased, virtually the entire field stopping at the scene of the accident and the ambulance being despatched from the pits in clock-wise direction, thereby taking some 15 minutes to reach the place of the accident. In all about three-quarters of an hour of the practising period was lost and the drivers resumed their business even more soberly than before.

Very quickly the Ferraris began to show their paces. They were the first to get below 4' 10" and by the end of the short session it appeared that Gendebien in the yellow Equipe Nationale Belge car was going to take the prize for the best time of the session at 4' 5.8", and much to the delight of the spectators, only to have von Trips dash the cup from his lips on the very last lap of the day which the German completed in 4' 4.0".

The British cars ranged between five and 15 seconds slower than the Italian for the most part. Moss's car with its new streamlined body was having carburation trouble due to the alteration of the air-intake and could do no better than 4' 14.3". The other British cars were not much better, only the BRMs appearing to have the slightest chance of getting near to the Ferraris. Graham Hill did 4' 7.6" while Brooks was 2.2" slower, eventually abandoning his BRM out on the circuit when the big end bearings gave trouble.

1st PRACTICE, FRIDAY, JUNE 16

von Trips	Ferrari	4' 04.0"
Gendebien	Ferrari	4' 05.8"
Hill P.	Ferrari	4' 06.3"
Hill G.	BRM	4' 07.6"
Gurney	Porsche	4' 08.4"
Surtees	Cooper	4' 09.1"
Brooks	BRM	4' 09.8"
Ginther	Ferrari	4' 10.5"
Brabham	Cooper	4' 12.2"
Bonnier	Porsche	4' 12.3"
Gregory	Cooper	4' 13.5"
Moss	Lotus	4' 14.3"
Lewis	Cooper	4' 18.0"
de Beaufort	Porsche	4' 18.4"
McLaren	Cooper	4' 22.9"
Bandini	Cooper	4' 26.8"
Marsh	Lotus	4' 26.8"
Bianchi	Emeryson	4' 27.3"
Mairesse	Emeryson	4' 27.3"
Seidel	Lotus	4' 33.0"
Burgess	Lotus	4' 57.2"
Trintignant	Cooper	8' 54.8"

The second day of practising was a fine warm Saturday Afternoon affair with a very large crowd of spectators. None of the Ferraris except Ginther's, which had already recorded the fastest lap of those who required to qualify, seemed to be taking things very seriously, and after doing a few laps in moderate time they all departed behind the pits. Brooks practised with a Mk I engine and was credited with a time more than 2" quicker than that of the previous day. Moss continued with his monotonously regular pit calls while

John Surtees rang the changes on the two cars provided for him by Yeoman Credit and kept his times down to within striking distance of the Ferraris, becoming the fastest of the also-rans. Graham Hill too was going great guns, as were Lewis on his privately-entered Cooper, and Masten Gregory on the Camoradi car of similar make. Surprisingly fast was Carel de Beaufort on the third of the Porsches determined to get among the starting money but destined to fail by but one place. Nevertheless the jovial Dutchman elected to start without recompense as did Lorenzo Bandini. The three qualifiers were Ginther, Gregory, and Lewis. Towards the end of the session some fairly good times had been recorded and the Ferraris did not look quite as invulnerable as at the end of the previous day's session. BRMs appeared to be boxing clever and holding their hand for a final try in the last few minutes so that Ferraris could not set out to better their time. The manoeuvre did not quite come off, unfortunately : with some 20 minutes to go the entire Ferrari team debouched from behind the pits and immediately began to circulate considerably faster than anything that had been done to date. Von Trips and Phil Hill went around together, did three laps in which they nudged the four minute barrier and were then called in. Von Trips obeyed, Phil Hill did not, and did a further lap which gave him a startling time of 3' 59.3". The opposition was thus rocked on its heels and Ferraris went home for a good night's rest with the first places on the grid securely buttoned up.

2nd PRACTICE, SATURDAY, JUNE 17

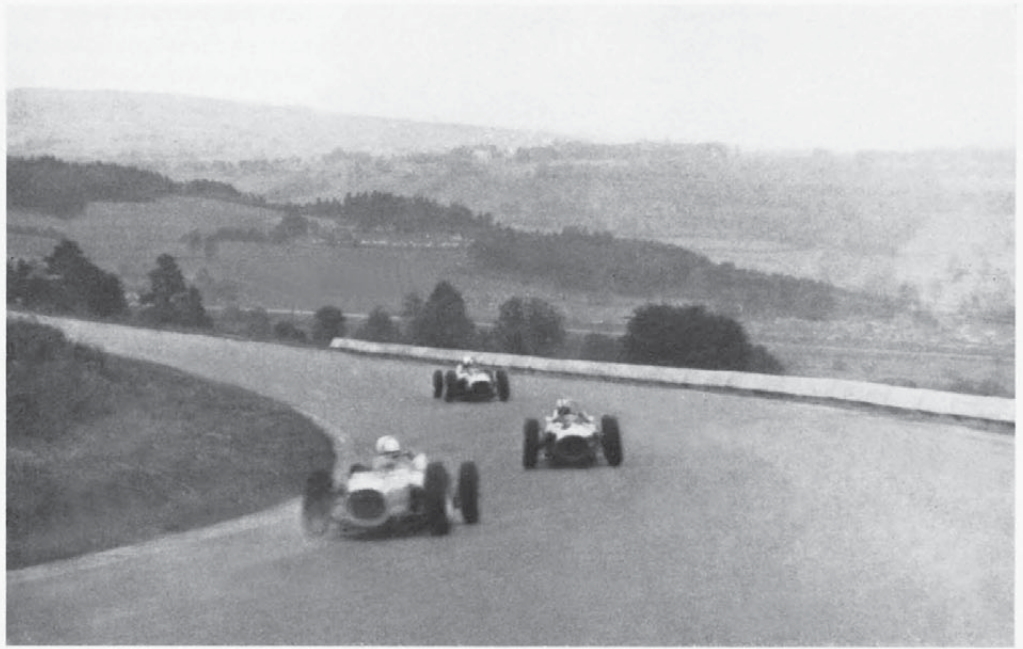
Hill P.	Ferrari	3' 59.3"
von Trips	Ferrari	4' 00.1"
Gendebien	Ferrari	4' 03.0"
Surtees	Cooper	4' 06.0"
Ginther	Ferrari	4' 06.1"
Brooks	BRM	4' 06.9"
Moss	Lotus	4' 08.2"
Bonnier	Porsche	4' 08.3"
Brabham	Cooper	4' 08.6"
Gurney	Porsche	4' 10.9"
Gregory	Cooper	4' 10.2"
Lewis	Cooper	4' 11.1"
de Beaufort	Porsche	4' 16.7"
McLaren	Cooper	4' 17.4"
Clark	Lotus	4' 17.7"
Bandini	Cooper	4' 19.0"
Ireland	Lotus	4' 20.0"
Mairesse	Lotus	4' 20.6"
Trintignant	Cooper	4' 21.4"
Marsh	Lotus	4' 23.2"
Seidel	Lotus	4' 27.4"
Burgess	Lotus	4' 37.6"
Bianchi	Emeryson	4' 49.3"

The race

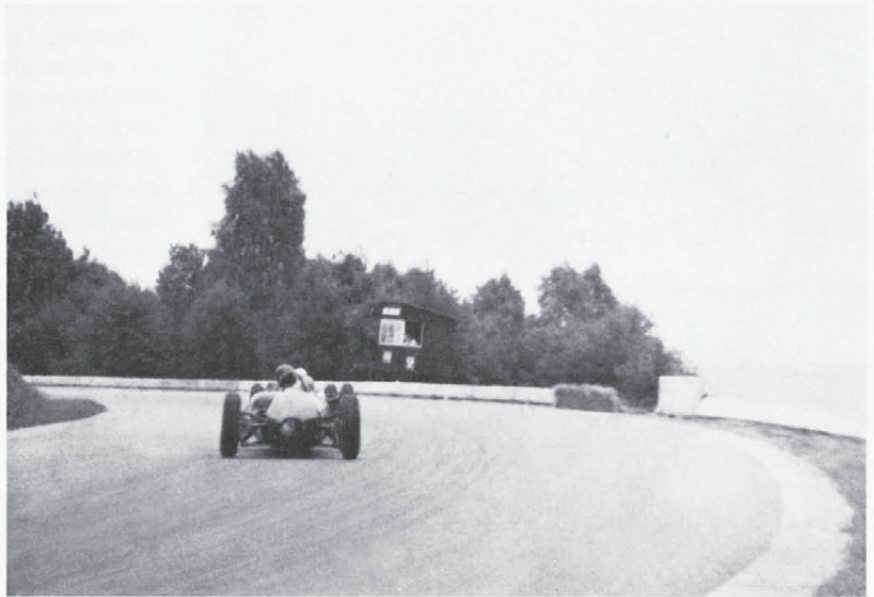
The weather for the race day showed some deterioration, being warm but rather overcast. There was the usual parade of drivers, the more obliging of them sitting on the backs of open cars, others huddling self-consciously down into their seats.

Eventually the time arrived for the race to begin and a bold sight the red and yellow Ferraris made at the front of the grid. At the fall of the flag the field moved off with remarkable steadiness. Graham Hill got away rather more briskly than the rest and Trintignant rather more slowly, but the rest held station reasonably well before they sorted into single file to cross L'Eau Rouge and ascend the steep hill into the pine woods. Even as they disappeared from sight it was evident

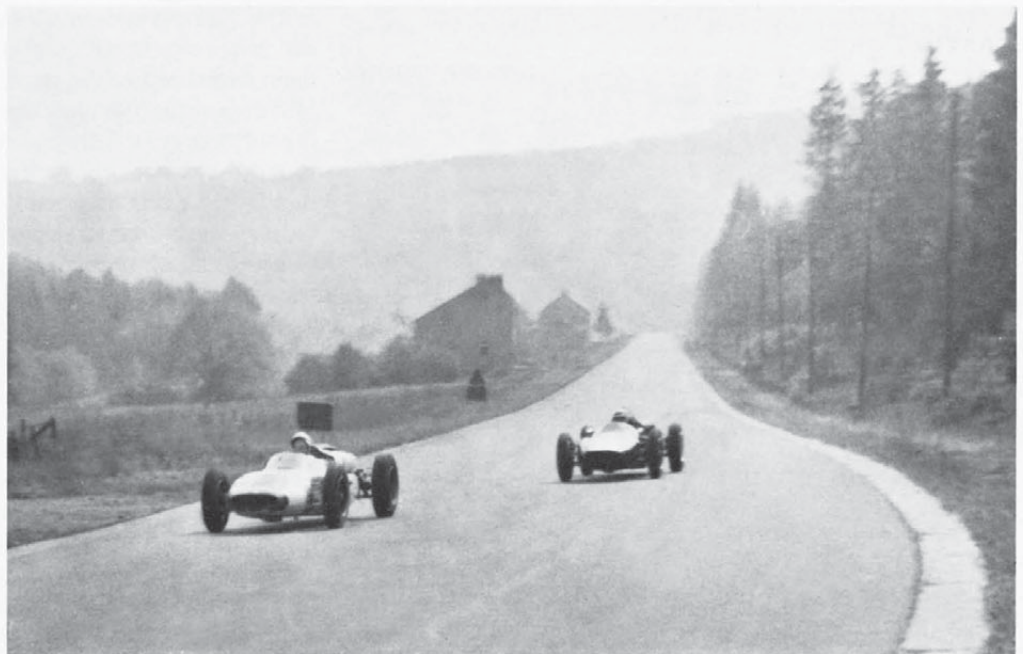
Some infrequently seen parts of this awe-inspiring circuit are shown on this page. Here the three Ferraris of Phil Hill, von Trips and Gendebien begin the long swift descent to Burnenville. In the distance can be seen the Masta straight

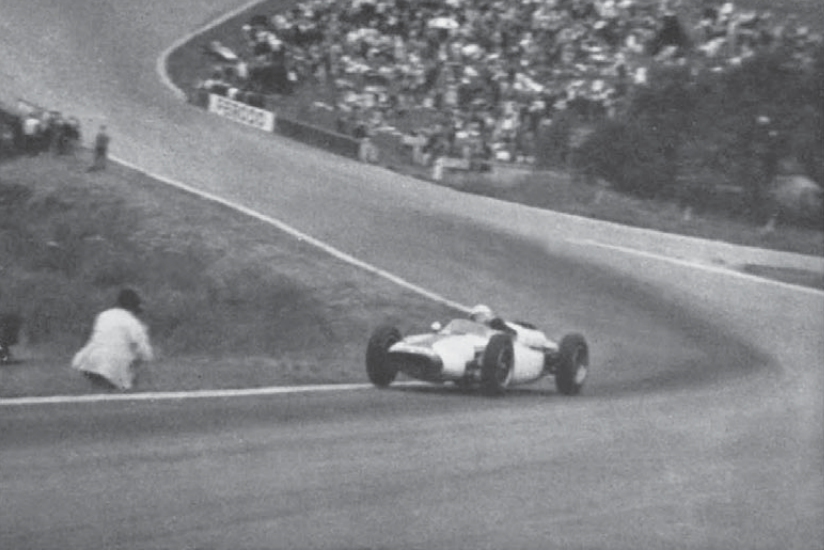


Graham Hill follows precisely the same line as Surtees for Virage du Haut de la Cote. To the right there is a steep drop to the valley of L'Eau Rouge

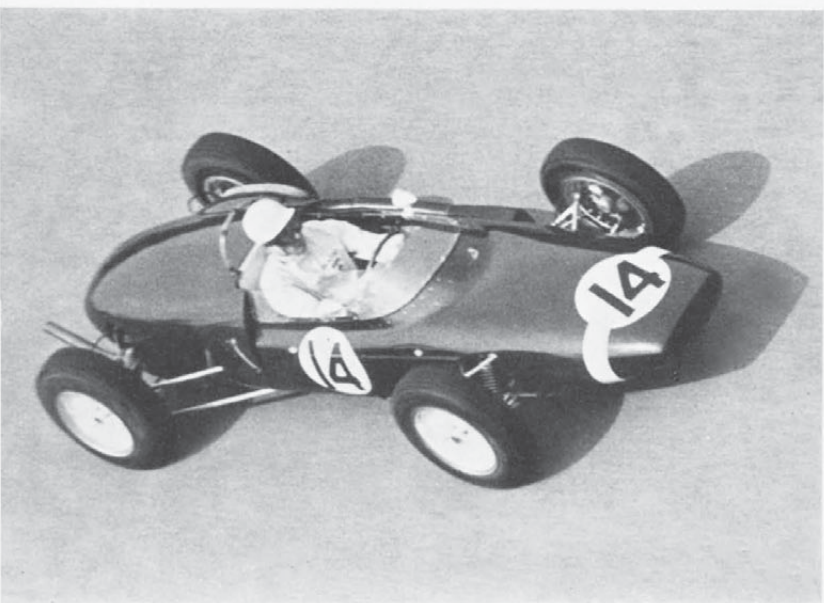


Gregory and Lewis are seen during the course of their lengthy duel just negotiating the right-hander before Blanchimont





Above, Gregory hurls the Camoradi Cooper across L'Eau Rouge in his fruitless pursuit of Lewis, while below Moss passes the pits ahead of both, but in eighth position overall



that the Ferraris were moving into the lead with Phil Hill passing Graham of that ilk and his team mates coming up fast. Sure enough at the end of the first lap the order was Phil Hill, Ferrari; Gendebien, Ferrari; Ginther, Ferrari; von Trips, Ferrari; Graham Hill, BRM; Surtees, Cooper; Bonnier, Porsche; Brabham, Cooper; Gurney, Porsche; Gregory, Cooper; Brooks, BRM; Moss, Lotus. Next time round to the great delight of the Belgian spectators, Gendebien was in the lead in the yellow Ferrari pursued by Hill and von Trips ahead of Ginther. Surtees had passed Graham Hill to begin a long duel which ended only when the BRM made a pit stop on the 19th lap. The two Porsches of Bonnier and Gurney proceeded to sandwich Brabham's Cooper, while Brooks moved into tenth place leaving Masten Gregory and Moss behind. Not far behind Moss was leading Jackie Lewis and at short intervals came Ireland, de Beaufort, Trintignant and Bandini, and then a big gap to the Belgians in yellow painted hire-Lotuses.

Clark had called at the pits at the end of the first lap complaining of gear selection difficulties. In a subsequent stop a bolt in the selector mechanism was replaced and he continued the race at a strangely moderate pace. It was obvious that both works Lotuses were down on power and it would not be unfair to suggest that Spa had unhappy associations for the two drivers which possibly damped their natural enthusiasm for the sport.

McLaren also made a stop after one lap, the first of several in which fruitless attempts to rectify the Cooper's carburation were made. One got the impression that McLaren was not actually in the race — merely doing some development work! As it transpired the trouble was the same as experienced by the Walker Team in lesser events early in the season and it was that doyen among racing mechanics, Alf Francis, who eventually put Coopers on to the cause. The 45 DCOE Weber carburetors that are used on the Climax engines are not the beautifully machined instruments that one used to associate with the name Weber, but are mass-produced and cast from a light and relatively cheap alloy. Some of these carburetors had flaws in the un-machined float chamber which under certain conditions would foul the float, causing anomalies in the carburation which proved difficult to trace.

The Ferraris soon settled down to easy laps around 4' 5" which were well within their capabilities, but gradually put them well ahead of the rest of the field. The Surtees/Graham Hill dispute for fifth place continued, with neither really having the advantage, for they exchanged places at several points round the circuit. Seventh place was still very open with a three-sided battle between Brabham and the Porsche team of Gurney and Bonnier being vigorously enacted. Likewise Gregory and Moss enlivened the first laps until Stirling got the better of things on lap six, moving into tenth place when Tony Brooks made the first of his pit stops for a plug change which failed to cure the misfiring of his Mk I engine. At his next stop the magneto was changed and he continued, although six laps in arrears.

From the fourth to the seventh lap the three Ferraris of Hill, von Trips and Gendebien ran nose-to-tail at the head of the field, pulling steadily away from team mate Ginther. It became of slightly academic interest who was leading, although for the record it changed places as follows: third to fifth lap, Phil Hill; sixth to seventh, Gendebien; eighth, Phil Hill; ninth to 10th von Trips; 11th to 13th, Phil Hill; 14th,

STARTING GRID

4 PHIL HILL Ferrari 3' 59-3"	2 von TRIPS Ferrari 4' 0-1"	8 GENDEBIEN Ferrari 4' 3-0"
36 GRAHAM HILL B.R.M. 4' 7-6"	24 SURTEES Cooper-Climax 4' 6-0"	6 GINTHER Ferrari 4' 6-1"
28 BRABHAM Cooper-Climax 4' 8-6"	18 BONNIER Porsche 4' 8-3"	20 GURNEY Porsche 4' 8-4"
34 IRELAND Lotus-Climax 4' 20-0"	22 de BEAUFORT Porsche 4' 16-7"	40 LEWIS Cooper-Climax 4' 11-1"
12 BIANCHI Lotus-Climax	10 MAIRESSE Lotus-Climax	30 McLAREN Cooper-Climax 4' 17-4"
	46 BANDINI Cooper-Maserati 4' 19-0"	32 CLARK Lotus-Climax 4' 17-7"
	26 TRINTIGNANT Cooper-Maserati 4' 21-4"	

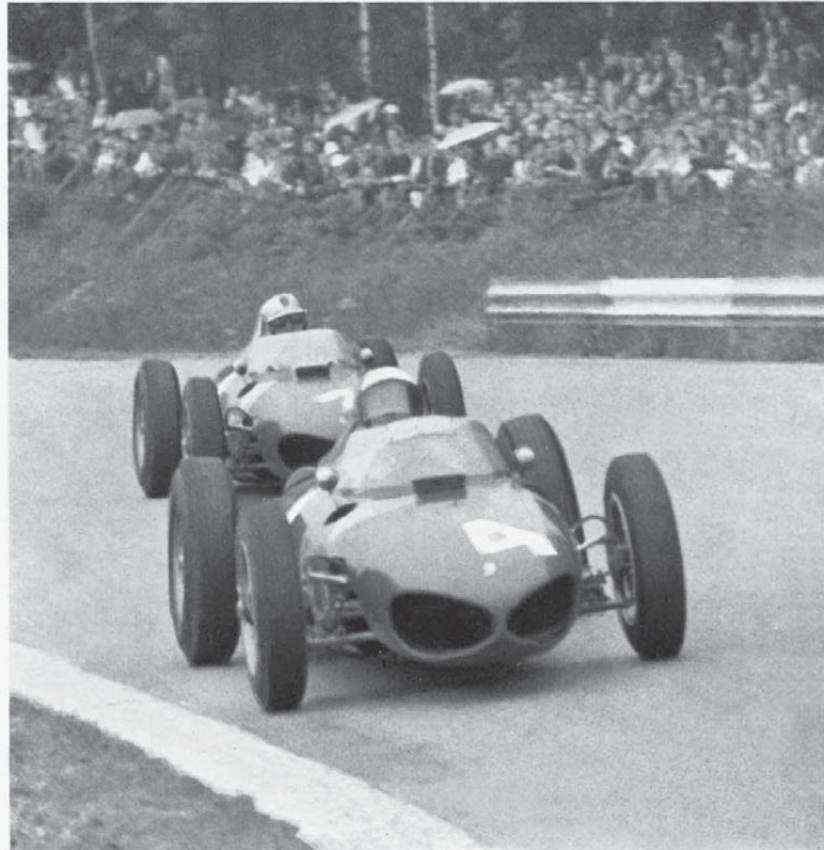
von Trips ; 15th, Phil Hill. On the eighth lap Gendebien's narrow angle V6 Ferrari turned slightly sour on him and he steadily dropped back to be overtaken on the 12th lap by Ginther, who, now confident that he knew this difficult circuit sufficiently well, suddenly cut loose and closed the 17 second gap between himself and team mate von Trips to just four seconds during the next 10 laps. In the process he recorded the fastest lap of the day in 3' 59.8". Meanwhile Ireland's Lotus blew up on lap 10 most spectacularly as he was negotiating the tricky kink in the Masta straight which is taken at full speed with the 1½-litre cars. He declutched swiftly and avoided the grandfather of all spins but left an embarrassing amount of oil at this unhealthy spot. Brabham blew up in an equally eye-catching manner, his Climax engine coming well and truly asunder right in front of the pits as he completed 12 laps, thereby leaving seventh place to the Porsches. Masten Gregory had called at the pits after 10 laps, alarmed by an oil pressure gauge that was registering nil. It transpired that the gauge was at fault and the American set off, having conceded a place to Jackie Lewis who was pressing on in fine style for his first race at Spa. BRMs suffered their second reverse when Graham Hill came into the pits after 19 laps with the exhaust split at the manifold. The exhaust gases had melted the insulation of the spark plug cables and these were replaced during this and a subsequent stop. Under the circumstances there was little point in continuing and he finally retired after a brilliant display with John Surtees at the head of the British brigade.

By the 24th lap with only six more to go the order was substantially the same, only the first nine cars remaining on the same lap. After the four Ferraris was a long 40" gap before John Surtees came driving a fast but lonely race pursued at a distance by the two works Porsches driven by Gurney and Bonnier. Careful measurement of times at this stage indicated that Gurney was closing on Surtees although not at a rate which promised a better place for the Porsche. Then came Stirling Moss, Jackie Lewis, Masten Gregory, and Carel de Beaufort. Bandini had retired the red Cooper-Maserati on lap 20, thus ending his splendid dice with Trintignant who kindly gave Innes Ireland a lift home when transmission troubles slowed the hybrid Cooper. On the 25th lap Phil Hill came round in the lead to lap Jackie Lewis and the crowd was given some entertainment for the succeeding five laps while the young Englishman stayed with the leading Ferraris. In fact this was not as sensational as it looked, since the Maranello cars were only lapping at 4' 10", a time which Lewis had shown in practice to be within his compass. For a few minutes rain threatened, but only a few drops fell.

Thus the race ran out with the Ferraris scoring a crushing victory, ahead of the lone British car of John Surtees in turn being hounded home by the reliable, but not-quite-fast-enough Porsches of Gurney and Bonnier. Moss took eighth position after a steady slog in a car which sounded curiously flat throughout the proceedings, a sharp contrast to Lewis's very healthy Climax motor.

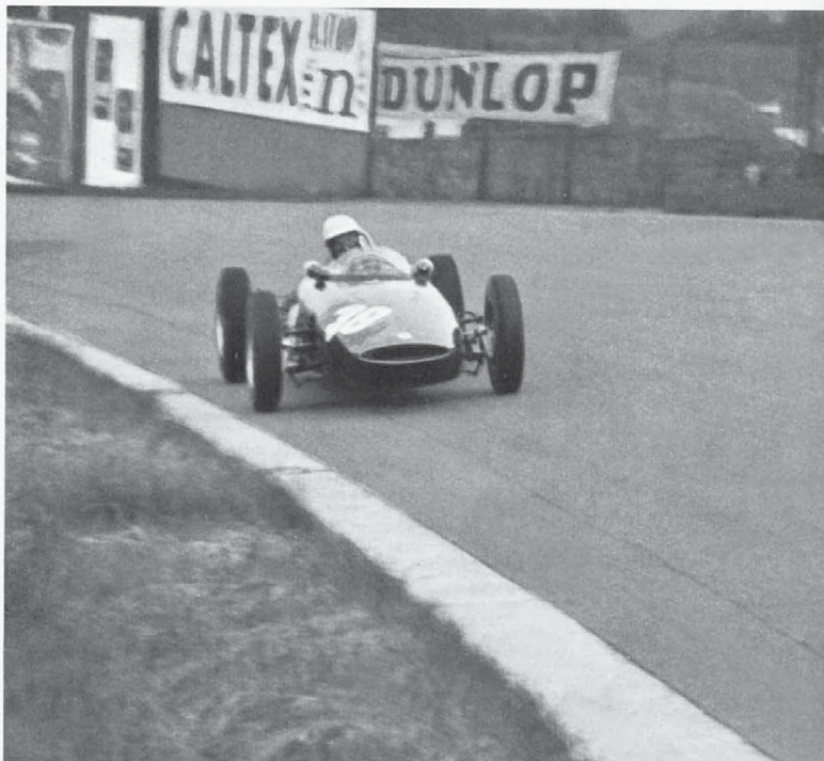
Both Lewis and Gregory were a lap in arrears whereas de Beaufort was another lap behind. The only other finishers were Jim Clark and Tony Brooks who with two pit stops apiece covered only 24 of the 30 laps.

Scuderia Ferrari had convinced even the most sceptical that their F1/61 cars were world-beaters. The Ferraris have also set a high standard of reliability with only one failure in 12 starts.



Hill and von Trips drift in unison during their high speed display

Tony Brooks, here seen at Stavelot, went well in practice, but magneto trouble reduced him to the tail of the field in the race



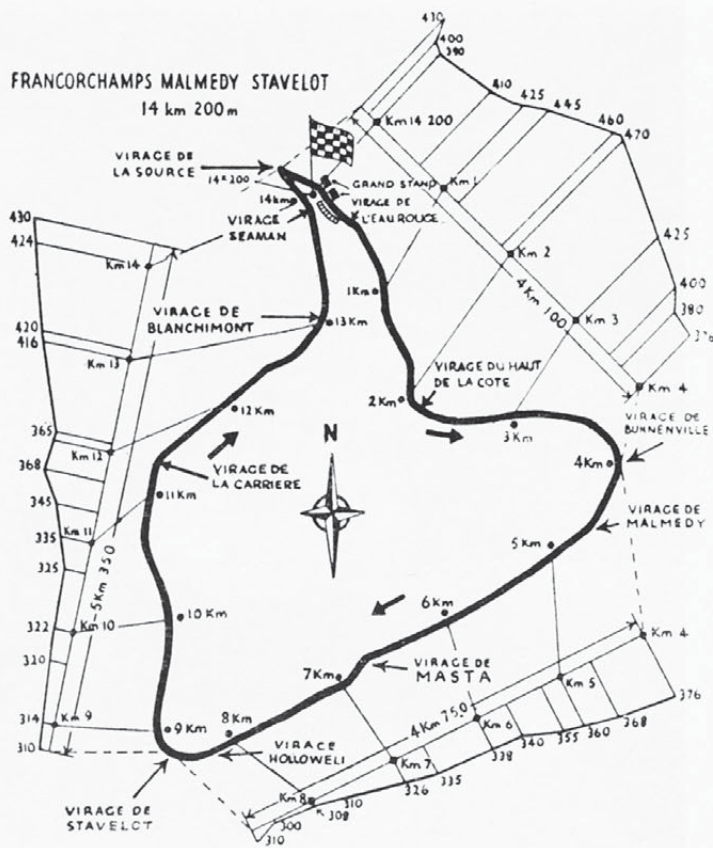
BELGIAN GRAND PRIX

Lap	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th
1	4 4' 14.6"	8 4' 14.8"	6 4' 15.9"	2 4' 16.5"	24 4' 17.4"	36 4' 17.6"	18 4' 19.5"	28 4' 20.5"	20 4' 22.1"	44 4' 22.9"	38 4' 24.3"	14 4' 25.7"	40 4' 26.9"
2	8 4' 04.9"	4 4' 05.8"	2 4' 04.5"	6 4' 05.4"	24 4' 08.2"	36 4' 09.3"	18 4' 08.5"	28 4' 09.8"	20 4' 08.8"	38 4' 10.2"	44 4' 13.0"	14 4' 11.9"	40 4' 12.7"
3	4 4' 05.2"	8 4' 06.8"	2 4' 05.7"	6 4' 08.0"	24 4' 08.9"	36 4' 07.9"	18 4' 08.9"	28 4' 09.5"	20 4' 09.4"	38 4' 09.5"	14 4' 10.2"	44 4' 12.8"	40 4' 13.8"
4	4 4' 03.1"	2 4' 03.2"	8 4' 04.2"	6 4' 04.8"	36 4' 06.3"	24 4' 07.2"	18 4' 08.5"	20 4' 07.9"	28 4' 09.0"	38 4' 10.3"	44 4' 10.2"	14 4' 11.4"	40 4' 15.7"
5	4 4' 02.2"	2 4' 01.9"	8 4' 01.7"	6 4' 06.0"	36 4' 07.3"	24 4' 08.3"	18 4' 10.2"	28 4' 08.3"	20 4' 09.9"	38 4' 10.9"	14 4' 10.7"	44 4' 13.6"	40 4' 16.6"
6	8 4' 03.4"	4 4' 05.5"	2 4' 05.5"	6 4' 05.5"	24 4' 07.2"	36 4' 08.9"	28 4' 09.0"	18 4' 11.1"	20 4' 09.6"	14 4' 09.6"	38 4' 15.7"	44 4' 11.9"	40 4' 17.3"
7	8 4' 07.5"	4 4' 06.9"	2 4' 06.8"	6 4' 06.1"	36 4' 07.9"	24 4' 08.8"	28 4' 10.8"	20 4' 09.9"	18 4' 11.6"	14 4' 11.4"	44 4' 14.2"	40 4' 18.6"	32 4' 18.9"
8	4 4' 05.3"	2 4' 05.4"	8 4' 09.4"	6 4' 08.1"	24 4' 08.0"	36 4' 09.3"	20 4' 09.9"	28 4' 11.2"	18 4' 10.7"	14 4' 10.6"	44 4' 14.3"	40 4' 13.1"	32 4' 18.9"
9	2 4' 04.9"	4 4' 06.1"	8 4' 06.1"	6 4' 05.8"	24 4' 08.6"	36 4' 08.9"	20 4' 09.5"	28 4' 09.2"	18 4' 09.2"	14 4' 11.0"	44 4' 14.2"	40 4' 18.1"	32 4' 19.5"
10	2 4' 01.7"	4 4' 01.5"	8 4' 09.1"	6 4' 06.8"	36 4' 06.8"	24 4' 11.8"	20 4' 10.1"	28 4' 10.4"	18 4' 10.3"	14 4' 11.7"	44 4' 15.7"	40 4' 16.8"	22 4' 26.4"
11	4 4' 06.5"	2 4' 07.5"	8 4' 08.5"	6 4' 06.4"	36 4' 08.3"	24 4' 05.2"	28 4' 08.5"	20 4' 09.9"	18 4' 08.9"	14 4' 10.8"	40 4' 15.4"	44 5' 21.9"	46 4' 19.9"
12	4 4' 06.0"	2 4' 05.6"	6 4' 07.3"	8 4' 10.9"	36 4' 09.3"	24 4' 10.1"	28 4' 09.8"	18 4' 09.0"	20 4' 10.2"	14 4' 11.6"	40 4' 16.8"	44 4' 15.9"	46 4' 21.4"
13	4 4' 05.8"	2 4' 05.5"	6 4' 06.2"	8 4' 06.7"	36 4' 07.7"	24 4' 06.7"	20 4' 08.2"	18 4' 09.4"	14 4' 12.7"	40 4' 16.3"	44 4' 15.1"	26 4' 21.1"	46 4' 23.3"
14	2 4' 06.9"	4 4' 08.1"	6 4' 05.5"	8 4' 05.0"	24 4' 08.7"	36 4' 09.7"	18 4' 08.1"	20 4' 09.7"	14 4' 12.0"	40 4' 15.4"	44 4' 15.2"	26 4' 21.0"	46 4' 22.0"
15	4 4' 04.9"	2 4' 08.6"	6 4' 05.9"	8 4' 05.5"	36 4' 09.4"	24 4' 10.5"	20 4' 08.2"	18 4' 09.9"	14 4' 12.4"	40 4' 15.1"	44 4' 14.3"	46 4' 21.0"	26 4' 26.2"
16	2 4' 05.7"	4 4' 08.9"	6 4' 05.1"	8 4' 05.4"	36 4' 09.2"	24 4' 09.0"	20 4' 09.1"	18 4' 09.3"	14 4' 12.6"	40 4' 13.1"	44 4' 14.6"	46 4' 20.2"	26 4' 18.7"
17	4 4' 05.3"	2 4' 06.1"	6 4' 02.6"	8 4' 03.3"	24 4' 07.7"	36 4' 09.1"	20 4' 08.6"	18 4' 08.6"	14 4' 11.6"	40 4' 13.8"	44 4' 13.6"	46 4' 21.2"	26 4' 21.1"
18	4 4' 03.3"	2 4' 03.5"	6 4' 03.3"	8 4' 03.4"	24 4' 08.0"	36 4' 08.2"	20 4' 08.3"	18 4' 08.2"	14 4' 12.5"	40 4' 13.6"	44 4' 12.5"	26 4' 22.7"	46 4' 25.8"
19	2 4' 02.1"	4 4' 04.7"	6 4' 02.3"	8 4' 07.6"	24 4' 09.5"	36 4' 20.0"	20 4' 07.4"	18 4' 08.6"	14 4' 12.1"	40 4' 13.8"	44 4' 13.1"	26 4' 11.3"	46 4' 22.7"
20	2 4' 02.8"	4 4' 01.7"	6 4' 02.2"	8 4' 08.7"	24 4' 08.2"	20 4' 07.7"	18 4' 08.9"	14 4' 12.3"	36 6' 17.0"	40 4' 11.9"	44 4' 12.6"	26 4' 20.0"	22 4' 15.5"
21	4 4' 00.1"	2 4' 01.4"	6 4' 02.8"	8 4' 11.7"	24 4' 08.9"	20 4' 08.2"	18 4' 09.2"	14 4' 12.6"	36 4' 11.4"	40 4' 10.5"	44 4' 09.7"	22 4' 17.2"	26 4' 19.8"
22	4 4' 04.4"	2 4' 04.8"	6 4' 02.1"	8 4' 09.9"	24 4' 10.3"	20 4' 07.2"	18 4' 10.5"	14 4' 14.4"	36 4' 10.9"	40 4' 10.4"	44 4' 19.3"	22 4' 12.0"	26 4' 18.3"
23	4 4' 03.6"	2 4' 03.2"	6 3' 59.8"	8 4' 09.4"	24 4' 08.9"	20 4' 06.9"	18 4' 10.6"	14 4' 13.2"	40 4' 10.0"	36 4' 12.9"	44 4' 11.8"	22 4' 18.6"	26 16' 39.5"
24	2 4' 04.6"	4 4' 04.9"	6 4' 09.2"	8 4' 10.4"	24 4' 07.5"	20 4' 06.7"	18 4' 11.2"	14 4' 16.5"	40 4' 12.4"	36 4' 47.0"	44 4' 24.0"	22 4' 27.0"	38 4' 10.8"
25	4 4' 00.7"	2 4' 02.0"	6 4' 02.4"	8 4' 12.2"	24 4' 08.1"	20 4' 08.7"	18 4' 12.8"	14 4' 21.4"	40 4' 16.0"	44 4' 30.6"	22 4' 27.1"		
26	4 4' 12.9"	2 4' 12.8"	6 4' 15.5"	8 4' 07.7"	24 4' 11.9"	20 4' 12.5"	18 4' 23.0"	14 4' 22.4"	40 4' 13.3"	44 4' 24.5"	22 4' 31.7"		
27	4 4' 13.7"	2 4' 13.1"	6 4' 19.5"	8 4' 06.9"	24 4' 09.9"	20 4' 10.2"	18 4' 20.9"	14 4' 22.3"	40 4' 11.1"	44 4' 27.3"	22 4' 29.7"		
28	4 4' 10.9"	2 4' 11.4"	6 4' 16.1"	8 4' 09.8"	24 4' 11.8"	20 4' 07.6"	18 4' 20.2"	14 4' 15.8"	40 4' 11.2"	44 4' 26.8"	22 4' 32.6"		
29	4 4' 11.8"	2 4' 11.3"	6 4' 12.7"	8 4' 09.1"	24 4' 08.8"	20 4' 06.6"	18 4' 18.0"	14 4' 16.8"	40 4' 09.4"	44 4' 27.1"			
30	4 4' 09.3"	2 4' 09.5"	6 4' 12.0"	8 4' 11.4"	24 4' 07.5"	20 4' 05.8"	18 4' 17.1"	14 4' 18.3"					

14th	15th	16th	17th	18th	19th	20th	21st
32 4' 31.0"	22 4' 31.3"	46 4' 47.2"	26 4' 48.5"	34 4' 50.9"	10 4' 52.9"	12 4' 54.0"	30 5' 55.8"
32 4' 18.3"	22 4' 20.6"	46 4' 25.5"	26 4' 25.1"	10 4' 34.7"	12 4' 39.5"	30 10' 10.6"	34 12' 56.5"
32 4' 18.1"	22 4' 20.2"	46 4' 23.3"	26 4' 22.8"	10 4' 38.7"	12 4' 37.8"	34 4' 48.7"	30 13' 34.5"
32 4' 17.6"	22 4' 25.3"	46 4' 21.4"	26 4' 21.8"	10 4' 39.1"	12 4' 34.3"	34 13' 57.0"	30 31' 39.9"
32 4' 18.3"	22 4' 21.4"	46 4' 21.9"	26 4' 21.9"	12 4' 36.9"	10 4' 42.9"	34 4' 24.4"	30 4' 43.1"
32 4' 19.4"	22 4' 23.6"	26 4' 20.4"	46 4' 21.8"	12 4' 39.5"	10 4' 58.5"	34 4' 21.0"	30 6' 47.4"
22 4' 23.1"	46 4' 21.9"	26 4' 23.0"	12 4' 37.5"	10 8' 03.7"	34 4' 22.4"	38 30' 32.9"	30 4' 16.7"
22 4' 25.7"	26 4' 21.9"	46 4' 23.2"	12 4' 42.9"	34 4' 25.5"	38 4' 11.4"	30 4' 15.0"	
22 4' 24.0"	46 4' 21.8"	26 4' 22.2"	12 7' 31.8"	34 4' 23.1"	38 4' 10.4"	30 4' 37.1"	
46 4' 19.0"	26 4' 20.0"	34 4' 19.4"	38 4' 10.4"				
26 4' 20.4"	22 4' 27.7"	34 4' 19.4"	38 4' 09.8"				
26 4' 19.6"	22 4' 29.8"	34 4' 18.1"	38 4' 09.4"				
22 4' 26.4"	34 4' 17.2"	38 4' 10.1"					
22 4' 24.4"	34 4' 12.9"	38 4' 10.1"					
22 4' 20.6"	34 4' 16.2"	38 4' 09.2"					
22 4' 20.1"	34 4' 16.2"	38 4' 09.2"					
22 4' 18.4"	34 4' 17.3"	38 4' 08.2"					
22 4' 20.1"	34 4' 14.9"	38 4' 09.2"					
22 4' 16.4"	34 4' 22.1"	38 4' 10.6"					
46 4' 28.2"	34 4' 25.1"	38 4' 07.8"					
34 4' 23.6"	38 4' 11.6"						
34 4' 29.6"	38 4' 08.4"						
34 4' 21.5"	38 4' 07.8"						
34 4' 23.8"							

CONVERSION TABLE

3' 50"	...	220-695 kph
3' 51"	...	219-740 kph
3' 52"	...	218-793 kph
3' 53"	...	217-854 kph
3' 54"	...	216-923 kph
3' 55"	...	215-999 kph
3' 56"	...	215-084 kph
3' 57"	...	214-177 kph
3' 58"	...	213-277 kph
3' 59"	...	212-384 kph
4' 00"	...	211-500 kph
4' 01"	...	210-622 kph
4' 02"	...	209-752 kph
4' 03"	...	208-888 kph
4' 04"	...	208-032 kph
4' 05"	...	207-183 kph
4' 06"	...	206-341 kph
4' 07"	...	205-506 kph
4' 08"	...	204-677 kph
4' 09"	...	203-855 kph
4' 10"	...	203-040 kph
4' 11"	...	202-231 kph
4' 12"	...	201-428 kph
4' 13"	...	200-632 kph
4' 14"	...	199-842 kph
4' 15"	...	199-058 kph
4' 16"	...	198-281 kph
4' 17"	...	197-509 kph
4' 18"	...	196-744 kph
4' 19"	...	195-984 kph
4' 20"	...	195-145 kph



DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Belgian	Total
1. P. Hill	4	6	9	19
2. W. von Trips	3	9	6	18
3. S. Moss	9	3	—	12
R. Ginther	6	2	4	12
5. J. Clark	—	4	—	4
6. O. Gendebien	—	—	3	3
7. J. Surtees	—	—	2	2
8. B. McLaren	1	—	—	1
J. Brabham	—	1	—	1

WEATHER

1st practice : fine
 2nd practice : fine, warm
 Race : overcast, warm

BELGIAN GRAND PRIX

ENTRIES

No.	Driver	Car	Entrant
2	W. von Trips	Ferrari V6 120°	Sefac Ferrari
4	P. Hill	Ferrari V6 120°	Sefac Ferrari
6	R. Ginther	Ferrari V6 120°	Sefac Ferrari
8	O. Gendebien	Ferrari V6 60°	Equipe Nationale Belge
10	W. Mairesse	Lotus-Climax 1	Equipe Nationale Belge
12	L. Bianchi	Lotus-Climax 1	Equipe Nationale Belge
14	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
16	H. Taylor/ C. Allison	Lotus-Climax 2	UDT-Laystall Racing Team
18	J. Bonnier	Porsche 1960	Porsche System Engineering
20	D. Gurney	Porsche 1960	Porsche System Engineering
22	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen
24	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
26	M. Trintignant	Cooper-Maserati	Scuderia Serenissima
28	J. Brabham	Cooper-Climax 2	Cooper Car Co.
30	B. McLaren	Cooper-Climax 2	Cooper Car Co.
32	I. Ireland	Lotus-Climax 2	Team Lotus
34	J. Clark	Lotus-Climax 2	Team Lotus
36	G. Hill	BRM-Climax 2	Owen Racing Organisation
38	T. Brooks	BRM-Climax 2	Owen Racing Organisation
40	J. Lewis	Cooper-Climax	H. & L. Motors
42	T. Marsh	Lotus-Climax 1	T. Marsh
44	M. Gregory	Cooper-Climax 1	Camoradi International
46	L. Bandini	Cooper-Maserati	Scuderia Centro Sud
48	W. Seidel	Lotus-Climax 1	Scuderia Colonia
50	I. Burgess	Lotus-Climax 1	Camoradi International

NON-QUALIFIERS

No.	Driver	Car
16	H. Taylor/C. Allison	Lotus
22	*C. de Beaufort	Porsche
46	*L. Bandini	Cooper
42	T. Marsh	†Lotus
48	W. Seidel	†Lotus
50	I. Burgess	Lotus

* de Beaufort and Bandini elected to start without starting money
 † These two Lotuses were lent to the Belgians, Mairesse and Bianchi

RESULTS

Driver	Car	Laps	Time
1. P. Hill	Ferrari	30	2 : 03' 03.8"
2. W. von Trips	Ferrari	30	2 : 03' 04.5"
3. R. P. Ginther	Ferrari	30	2 : 03' 23.3"
4. O. Gendebien	Ferrari	30	2 : 03' 49.4"
5. J. Surtees	Cooper	30	2 : 04' 30.6"
6. D. Gurney	Porsche	30	2 : 04' 34.8"
7. J. Bonnier	Porsche	30	2 : 05' 50.9"
8. S. Moss	Lotus	30	2 : 06' 59.4"
9. J. Lewis	Cooper	29	
10. M. Gregory	Cooper	29	
11. C. de Beaufort	Porsche	28	
12. J. Clark	Lotus	24	
13. C. A. S. Brooks	BRM	24	

RETIREMENTS

No.	Driver	Car	Laps	Reason
10	W. Mairesse	Lotus	7	Misfiring
30	B. McLaren	Cooper	9	Misfiring
12	L. Bianchi	Lotus	9	Broken oil pipe
32	I. Ireland	Lotus	9	Engine failure
28	J. Brabham	Cooper	12	Engine failure
46	L. Bandini	Cooper	20	Engine failure
26	M. Trintignant	Cooper	23	Transmission failure
36	G. Hill	BRM	24	Broken exhaust and ignition

BELGIAN GRAND PRIX

PAST WINNERS

Year	Circuit	Drivers	Car	Mph
1925	Spa	Ascari, Antonio	Alfa Romeo	74.36
1930	Spa	Chiron	Bugatti	72.10
1931	Spa	Williams/Conelli	Bugatti	82.01
1933	Spa	Nuvolari	Maserati	89.23
1934	Spa	Dreyfus	Bugatti	86.91
1935	Spa	Caracciola	Mercedes-Benz	97.87
1937	Spa	Hasse	Auto-Union	104.07
1939	Spa	Lang	Mercedes-Benz	94.39
1946	Brussels	Chaboud	Delahaye	67.07
1947	Spa	Wimille	Alfa Romeo	95.28
1949	Spa	Rosier	Talbot-Darracq	96.95
1950	Spa	Fangio	Alfa Romeo	110.05
1951	Spa	Farina	Alfa Romeo	114.26
1952	Spa	Ascari, Alberto	Ferrari	103.13
1953	Spa	Ascari, Alberto	Ferrari	112.47
1954	Spa	Fangio	Maserati	115.08
1955	Spa	Fangio	Mercedes-Benz	118.84
1956	Spa	Collins	Ferrari-Lancia	118.43
1958	Spa	Brooks	Vanwall	129.93
1960	Spa	Brabham	Cooper-Climax	133.63

47th French Grand Prix

Raced at Rheims-Gueux, July 2, 1961

W. D. Gavin

THE Rheims-Gueux circuit was the venue for the fourth round of the world championship, and here was staged the 47th Grand Prix de l'Automobile Club de France. Few people anticipated anything but a walkover for Ferrari similar to that witnessed two weeks previously at Spa. With only two real corners the Rheims circuit places less of a premium on road-holding than the Belgian circuit, and, theoretically, the British cars were at an even greater disadvantage than at Spa, their 150 bhp Climax engines being no match for the much more powerful Ferrari units.

But the apparent certainty of a Ferrari victory did not discourage anybody from going to the Rheims meeting, which is one of the most popular of the season. Being the centre of the Champagne district there is an old world opulence about Rheims which incites normally recitent people to enjoy life to the full, making this the social occasion of the year. The sight of the three Facel Vegas of Stirling Moss, Rob Walker and Maurice Trintignant parked end to end in the paddock was hardly worth a second glance.

The Cars

The Cooper Car Company entered two 1961 cars for Brabham and McLaren. These are the same two cars which have contested all the grandes epreuves this season powered

with the Coventry-Climax FPF Mk 2 engine and employing the Cooper six-speed gearbox. Innes Ireland and Jim Clark both had the Lotus formula one cars which they had driven at Spa, and in reserve was the first of the 1961 cars which Clark had driven earlier at Monaco and Zandvoort. Porsche fielded the same three cars as at Spa—last year's formula two vehicles—for Bonnier, Gurney and de Beaufort, the last mentioned gentleman replacing Herrmann who had been entered originally.

The works Ferraris were out again in force — Phil Hill, Ritchie Ginther and Taffy von Trips had their three cars fitted with 120° V6 engines. After Spa these cars had been returned to Modena via the Nurburgring where the drivers had tested their machines on this most difficult circuit — proof indeed that Ferrari is leaving little to chance this year. FISA, the association of Italian entrants, had sent along Giancarlo Baghetti to make his debut in a world championship race. His older-type car had the 60° engine and, as with the works car, the metal grille over the carburetter intake had been replaced by a perspex bubble.

Once again BRM fielded two cars for drivers Graham Hill and Tony Brooks, taking the precaution of bringing a spare machine. The R.R.C. Walker Racing Team had entered a Lotus or a Cooper for Stirling Moss and thus both

History is made. The young Italian, Giancarlo Baghetti wins a grande epreuve at the first time of asking. In one stroke he saved the day for Ferrari and became the first Italian to win a world championship event since Musso shared the wheel with Fangio in the 1956 Argentine Grand Prix



appeared in the programme. Actually he drove the streamlined Lotus fitted with the 1961-type rear end which the maestro says does not enhance the handling (at any rate of the 1960 version), making it oversteer rather badly. Alf Francis seemed to have been at work, the car having sprouted a megaphone exhaust. It was amusing to watch a mechanic produce a hack-saw halfway through the final practice and solemnly circumcise this device!

Following Cliff Allison's unfortunate accident at Spa, Belgian Lucien Bianchi has joined UDT-Laystall as Henry Taylor's team mate and both were entered to drive the streamlined Lotuses. Juan Manuel Bordeu had performed promisingly during a test at Silverstone and practised the team car from time to time, but did not race.

Scuderia Serenissima confounded the critics by arriving with the de Tomaso-Osca plus the rebodied Cooper-Maserati which first appeared at Spa. The Osca engine is a four-cylinder 1500 cc unit with twin overhead camshafts and two spark plugs per cylinder. The chassis is largely a clever distillation of the Cooper design and the transmission is basically Citroen. The Serenissima drivers Trintignant and Scarlatti shared the Osca during practice, but the Italian drove it during the race. Camoradi International had secured entries for Masten Gregory with the Cooper and Ian Burgess in his Lotus. These long-suffering gentlemen still have to persevere with Mk I Climax engines.

Yeoman Credit entered Roy Salvadori in a championship race for the first time this season and he joined John Surtees in the 1960-type Coopers. The privately developed streamliner was there as a team car. Surtees' car was fitted with S.U. carburettors for the first practice but their effect did not seem advantageous and they were subsequently replaced by Webers. Jack Lewis also had his Cooper, as did Frenchman Bernard Collomb, both being 1960-type cars but only Lewis had a Mk 2 Coventry-Climax engine.

Scuderia Colonia practised their 1960-type Lotuses, both Wolfgang Seidel and Michel May taking turns at the wheel, but May alone raced. These two, plus de Beaufort, and the various team cars were not originally allotted numbers and the practice sheets bore such hybrid identifications as TL, TL1 and even T vert. The timekeeper's task could scarcely have been made more difficult and consequently only times accomplished in the cars that were allotted numbers were credited to the listed drivers.

Practice

Wednesday June 28. The first, and both subsequent practices for grand prix cars followed the formula junior practice sessions. In the first of these Trevor Taylor startled all by putting in a lap at 2' 46.4" which apart from being several seconds quicker than any other junior on that day represented an average speed of 111.53 mph. The maximum speed of his Lotus Junior was calculated to be 142 mph! The secret was a bored-out version of the Ford 105E engine, developed to give no less than 102 bhp from its 1100 cc! Taylor's car had the normal 13 in wheels at the front but the rear wheels bore 650 x 15 in tyres (the same size as the Ferrari F1 machine!).

The temperature was still well up when the F1 machines were brought out just before 6 pm. Once practice had commenced the order of things was quickly established, the three works Ferraris being the only cars readily able to

circulate at times less than 2' 30", or faster than 123.7 mph. Moss contrived to tuck his Lotus in behind von Trips Ferrari, and although Taffy tried to draw away from him for about three laps Moss was well embedded in the slipstream and got towed around for three laps recording a best time of 2' 27.6". On his own Trips achieved 2' 26.4", the second fastest time of the day, for Phil Hill covered the 5.15 mile circuit in 2' 24.9" an average speed of 126.7 mph, just fractionally slower than Fangio's best time on a 2½-litre Ferrari in 1956.

Graham Hill and Innes Ireland came behind Moss, their times of 2' 29.1" and 2' 30.2" apparently achieved without the aid of a "tow," as was Clark's at just a tenth slower than Ireland's. Baghetti's car had less steam than the works Ferraris, and recorded 2' 30.9" but Brabham was no doubt grateful to the young Italian for the Champion slipstreamed the new boy to be credited with a lap of 2' 31.0", a good two seconds quicker than he was able to achieve by himself.

At this stage John Cooper was heard to say "I think I will respray our cars — only the red ones seem to go quick."

1st PRACTICE, WEDNESDAY, JUNE 28

Hill P.	Ferrari	2' 24.9"
von Trips	Ferrari	2' 26.4"
Ginther	Ferrari	2' 27.4"
Moss	Lotus	2' 27.6"
Hill G.	BRM	2' 29.1"
Ireland	Lotus	2' 30.2"
Clark	Lotus	2' 30.3"
Baghetti	Ferrari	2' 30.9"
Surtees	Cooper (T)	2' 31.2"
Salvadori	Cooper	2' 31.2"
McLaren	Cooper	2' 31.3"
Gregory	Cooper	2' 31.9"
Brooks	BRM	2' 32.3"
Lewis	Cooper	2' 33.0"
Surtees	Cooper	2' 33.3"
Taylor H.	Lotus	2' 33.8"
Collomb	Cooper	2' 39.1"
Burgess	Lotus	2' 44.7"

Thursday June 29. Scuderia Ferrari thwarted the British drivers who anticipated another session of lift cadging, for Phil Hill and von Trips did not practice. However, Bruce McLaren managed to tuck into Baghetti's slipstream on two separate occasions and eventually finished up with the second fastest time of the day by this manoeuvre. The pair were more than a little surprised by finding a Frenchman motoring towards them in a black Peugeot as they braked for Thillois. An accident was avoided but in the excitement both went down the escape road! Ritchie Ginther improved on his previous best doing a lap in 1' 27.0". He also did some laps with a curious device which covered over the air intakes of the Ferrari. The air intake was behind the driver's head and the bulge sloped sharply downwards from the top of the roll-bar. It did not succeed in giving the Ferrari any extra rpm down the straight so it was abandoned. Graham Hill equalled McLaren's time when towed by Baghetti, but Ireland, who was a tenth slower, managed his alone.

Porsches appeared for the first time and Dan Gurney kept at it until he had lowered his time to a respectable 2' 31.1". Jo Bonnier scarcely got started when his Porsche experienced some gearbox derangement and he spent the rest of the session spectating. And spectating was quite an exciting business, for the cars were going around in groups of two, three, or more: there seems no doubt that this

The second division, led by Ireland and Graham Hill, leaves Thillois early in the race. In the background can be seen Bonnier, Baghetti and Gurney. Soon the second division was to become the first, and these drivers were to battle for the lead



system does produce improved lap times for all participants, a case of getting something for nothing apparently supported by the theories of aerodynamics.

But there was no doubt that many of the British drivers were stretching their Climax engines, and this hard use took its toll before ever the race began. The BRM team car had blown up during the first day's session and now the rot really set in. John Surtees had a piston collapse in the engine of his normal-bodied Cooper after the head dropped off a valve, Jim Clark's engine was suffering some mysterious complaint, and Henry Taylor's UDT Lotus was out of action with damaged big ends.

John Surtees, Dan Gurney, Jo Bonnier, Bruce McLaren and Tony Brooks. They accomplished several laps which, strangely, were relatively slow, then simultaneously they broke the 2' 30" barrier before obeying the "IN" signs hurriedly displayed by nearly every team manager. It was tremendously exciting to see half a dozen cars scream up the straight and past the pits, all wheel to wheel, at speeds in excess of 140 mph. A great fascination of Rheims is to see cars going flat out, although from the driver's point of view the pits are not ideally placed. When travelling in close company at such speeds it is discreet to forget the signals and watch your neighbour closely!

2nd PRACTICE, THURSDAY, JUNE 29

Ginther	Ferrari	2' 27-0"
Hill G.	BRM	2' 30-4"
McLaren	Cooper	2' 30-4"
Ireland	Lotus	2' 30-5"
Baghetti	Ferrari	2' 30-9"
Moss	Lotus	2' 31-0"
Gurney	Porsche	2' 31-1"
Gregory	Cooper	2' 31-3"
Salvadori	Cooper	2' 31-3"
Brooks	BRM	2' 31-6"
Lewis	Cooper	2' 32-0"
Surtees	Cooper	2' 32-2"
Brabham	Cooper	2' 33-1"
de Beaufort	Porsche	2' 33-2"
Bianchi	Lotus	2' 33-4"
Clark	Lotus	2' 33-7"
Trintignant	Cooper	2' 38-8"
May	Lotus	2' 40-2"
Burgess	Lotus	2' 40-9"
Scarlati	de Tomaso	2' 47-3"
Taylor H.	Lotus	3' 14-2"

3rd PRACTICE, FRIDAY, JUNE 30

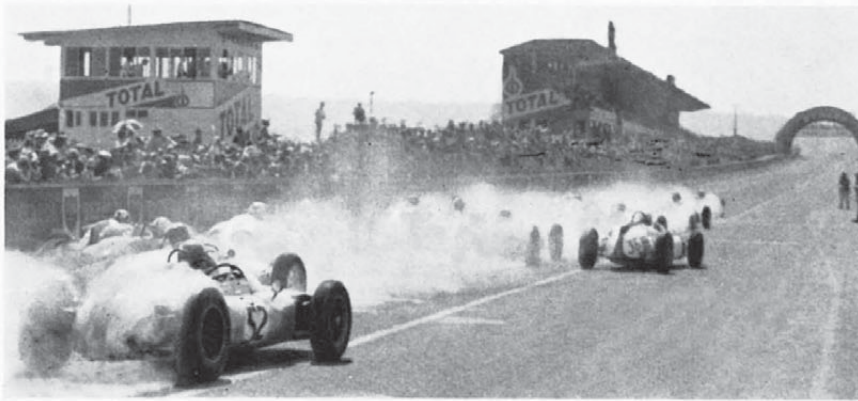
Ginther	Ferrari	2' 26-8"
von Trips	Ferrari	2' 28-7"
Clark	Lotus	2' 29-0"
Surtees	Cooper	2' 29-1"
McLaren	Cooper	2' 29-4"
Gurney	Porsche	2' 29-6"
Ireland	Lotus	2' 29-8"
Brooks	BRM	2' 29-9"
Hill P.	Ferrari	2' 30-0"
Baghetti	Ferrari	2' 30-5"
Bonnier	Porsche	2' 30-5"
de Beaufort	Porsche	2' 31-8"
Hill G.	BRM	2' 32-0"
Moss	Lotus	2' 32-3"
Brabham	Cooper	2' 33-0"
Gregory	Cooper	2' 33-0"
Bianchi	Lotus	2' 34-2"
Salvadori	Cooper	2' 35-3"
Mairesse	Lotus	2' 35-8"
Collomb	Cooper	2' 36-8"
May	Lotus	2' 37-9"
Burgess	Lotus	2' 39-7"
Taylor	Lotus	2' 40-3"
Scarlati	de Tomaso	2' 47-1"

Friday June 30. Phil Hill and von Trips were among the first to go out but each did only a couple of laps, obviously content with their first day's times and just checking their cars. Von Trips did give Baghetti a tow a little later but to no avail. Mairesse, who had originally been entered by Equipe Nationale Belge, had conspired to get a drive in the third Team Lotus car and practised with it for the first time.

Most drivers would circulate slowly until sighting a faster brother in the mirror, whereupon they would speed up and tuck in behind. Giancarlo Baghetti's favours were much sought after, although Ginther seemed to be able to avoid the vultures. Nothing startling transpired until the last few minutes when a whole horde joined forces against the clock and circulated together. In the bunch were Graham Hill,

The race

During the three days of practice the worst of the very hot weather had been avoided, many seeking refuge in the swimming pool at the Parc Pommery, for the formula one practice never commenced before 6 pm. But the Grand Prix was timed to start at 2.30 pm when the heat was at its fiercest, beating down from a cloudless blue sky. Therefore the minutes before the start were occupied with alterations being made so that the drivers and engines could best withstand the terrific temperatures. Lotuses were running without side panels and Brabham's Cooper had been butchered, part of the bodywork at the rear being cut away.



Smoke from fifty spinning rear wheels almost obscures the cars as they leave the grid at the start of their gruelling 270-mile journey

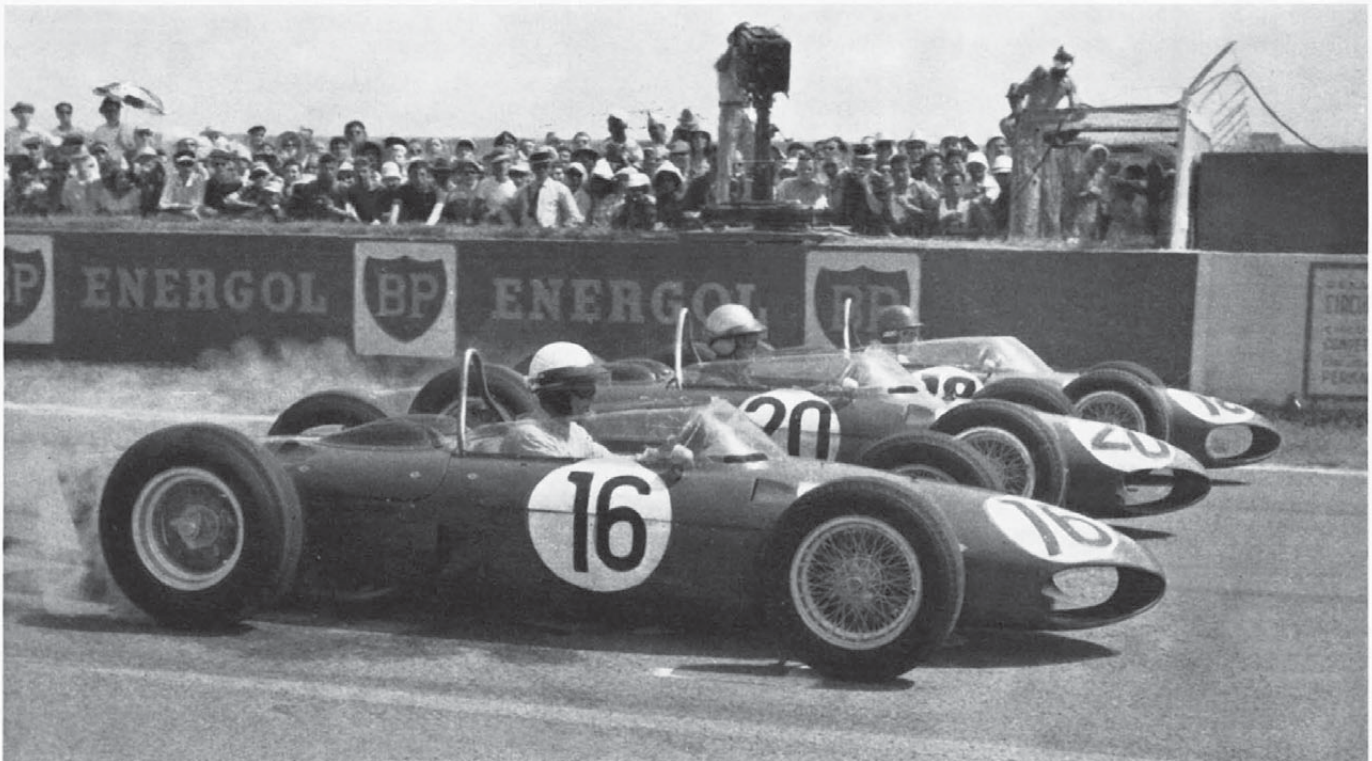
STARTING GRID

GINTHER Ferrari 2' 26-8"		von TRIPS Ferrari 2' 26-4"		P. HILL Ferrari 2' 24-9"
	CLARK Lotus 2' 29-0"		MOSS Lotus 2' 27-6"	
McLAREN Cooper-Climax 2' 29-4"		SURTEES Cooper-Climax 2' 29-1"		G. HILL B.R.M. 2' 29-1"
	IRELAND Lotus 2' 29-8"		GURNEY Porsche 2' 29-6"	
BONNIER Porsche 2' 30-5"		BAGHETTI Ferrari 2' 30-5"		BROOKS B.R.M. 2' 29-9"
	SALVADORI Cooper-Climax 2' 31-2"		BRABHAM Cooper-Climax 2' 31-0"	
BIANCHI Lotus 2' 33-4"		LEWIS Cooper-Climax 2' 32-0"		GREGORY Cooper-Climax 2' 31-3"
	MAIRESSE Lotus 2' 35-8"		de BEAUFORT Porsche 2' 33-7"	
BURGESS Lotus 2' 39-7"		TRINTIGNANT Cooper-Maserati 2' 38-8"		COLLOMB Cooper-Climax 2' 36-8"
	SCARLATTI Osca 2' 47-3"		H. TAYLOR Lotus 2' 40-3"	

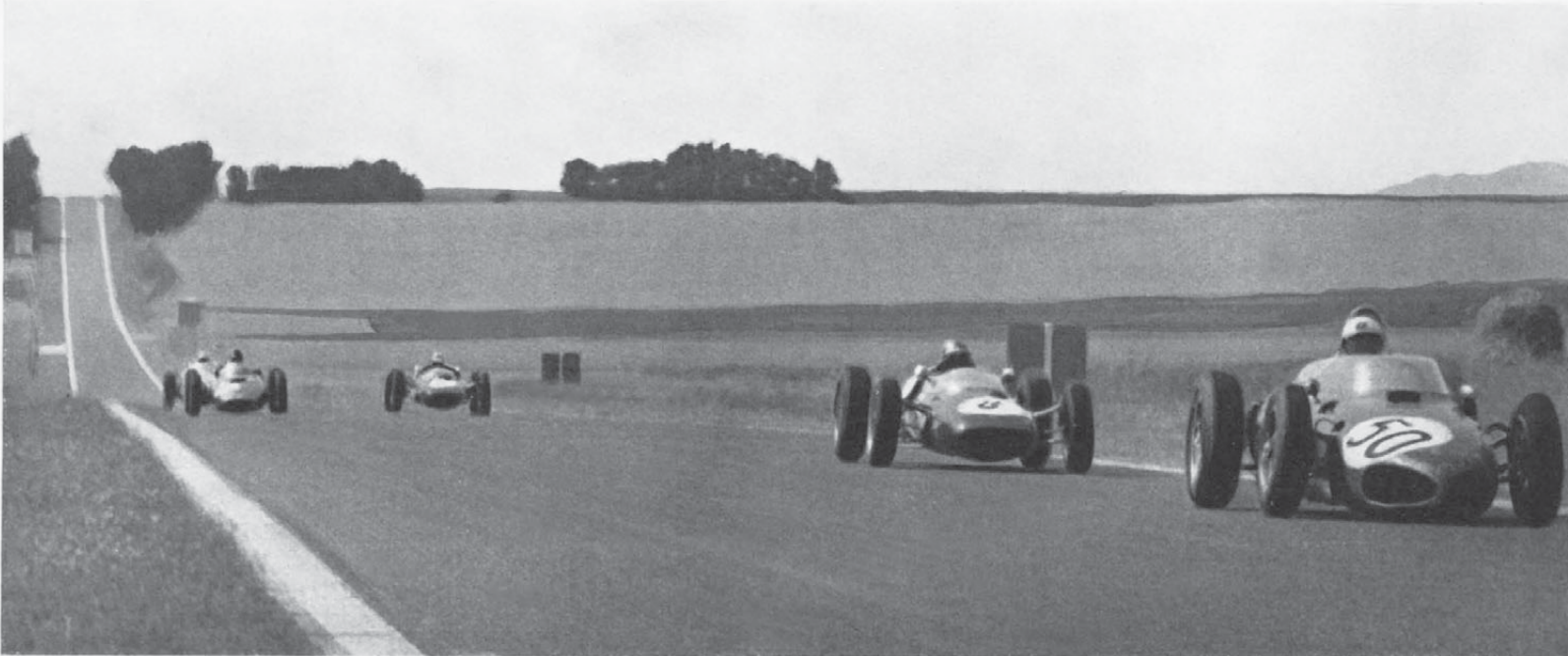
The hot sun had already melted the tar of the road surface and it was certain that all wheels would loosen the small stones and send them flying into the air. Accordingly some teams placed wire meshing over carburettor and radiator intakes, for the havoc caused by similar conditions in 1959 was well remembered. Several of the drivers were doused with water before they climbed into their cars and McLaren went so far as to make a miniature hip-bath out of his seat ! Just before the start Moss covered the lower half of his face with a mask, giving him a really nefarious mien.

Once again the three works Ferraris occupied the front row of the grid, with Moss in the best position on the second row. Monsieur Raymond Roche did his usual premature flag-drop, but fortunately all drivers have developed a very healthy respect for his eccentricities and no accidents occurred. The sun had softened the tar so much that the accelerating cars threw up a barrage of loosened stones as they departed on their journey of 268 miles, lapping the circuit fifty-two times.

Remarkable phenomenon caught by the camera : the three Ferraris on the front row spin their rear wheels vigorously in unison before the front wheels have moved more than an inch or two



A fine impression of the famous undulating straight at Rheims, albeit foreshortened somewhat by the telephoto lens. Baghetti is leading the two works Lotuses : note the battering that the nose of his Ferrari has received from stones flung up by the rear wheels of the cars ahead



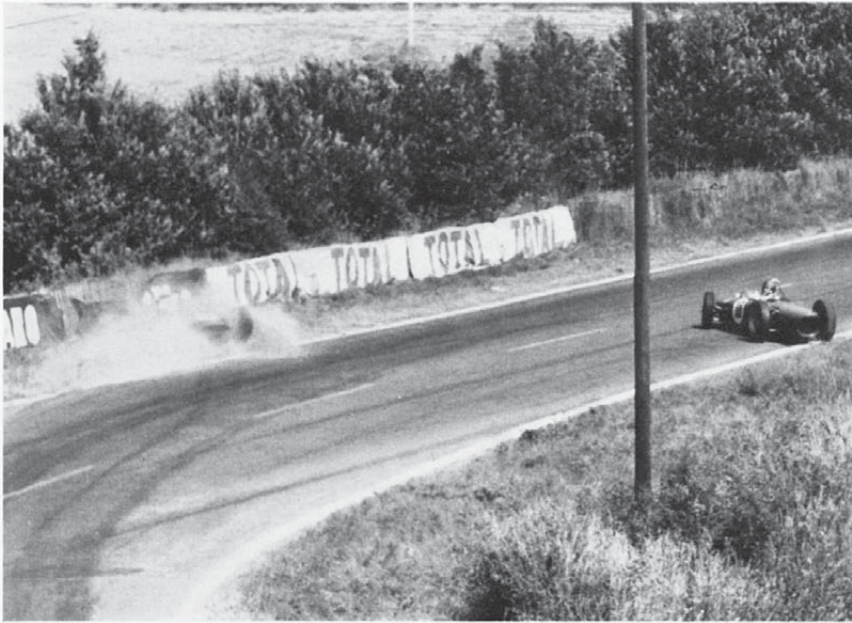
The three Ferraris went immediately into the lead and as they roared down the straight after one lap, Phil Hill led from Ritchie Ginther and von Trips. Stirling Moss was close behind Trips but just out of his slipstream. John Surtees was a little way back but ahead of the next bunch which comprised Clark, Ireland, Graham Hill and Tony Brooks. The next time round Trips and Ginther had swapped places and Moss had dropped back fractionally again. Jackie Lewis called at the pits after his goggles had been hopelessly smashed on the first lap, and Masten Gregory was another early caller, *his* trouble being spark plugs. After three laps the first four, the three Ferraris and Moss, had drawn clear of Surtees who was leading Clark and Hill by a few seconds. Moss came round in third place next time having managed to avoid Ginther when the American spun at Muizon, having skidded on the fuel which had slopped from the tanks of the Team Lotus cars on the previous laps. John Surtees was less fortunate and was put *hors de combat* as a result of the incident. He spun right off and charged a bank, heavily bending an upper wishbone at the front. Ginther had regained his place two laps later, and gradually drew away from Moss again. The next half-dozen cars came by in columns of two : Ireland and G. Hill, Clark and Bonnier, Baghetti and McLaren. Came Dan Gurney, de Beaufort, then Brabham and Salvadori together. Brooks had lasted only a few laps when his water boiled, the cylinder head lifting so that all the coolant was blown out.

Lewis was in the same sort of trouble (he had also experienced a curious loss of water during practice).

The next few laps saw Gurney join the six that were already battling for fifth place; the seven of them were closer than ever and a certain amount of pushing and shoving took place at the slow corners at Thillois and Muizon. Baghetti cut across Ireland at Muizon on lap 10, the Team Lotus man running across a potato patch before rejoining the fray. Thus the order after 10 laps was Phil Hill, von Trips, Ginther, Moss, then Baghetti, Clark, Bonnier, Hill, McLaren, Gurney and Ireland, although Innes was back up there with Jim and Baghetti within two laps.

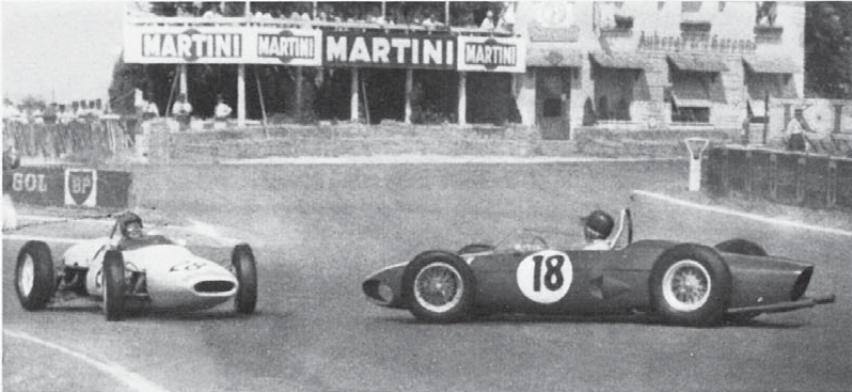
Behind these two Brabham and de Beaufort were having a wheel-to-wheel battle, the big Dutchman gamely challenging the champion even though his driving was a little ragged at times.

Phil Hill waved von Trips through as they crossed the line for the thirteenth time and a lap later the German led. These two had several seconds' advantage on Ginther, while Moss was obviously in difficulties, having dropped back steadily. On the fourteenth lap Baghetti, Ireland, Clark and McLaren all swept past him. At the end of the eighteenth lap, all seven had passed him and next time round he pulled into the pits. He had found his brakes becoming progressively ineffective and it was found that the very thin balance pipe which connects the two sides of the Girling disc brake caliper had been fractured by a stone, so that he was pumping the brake

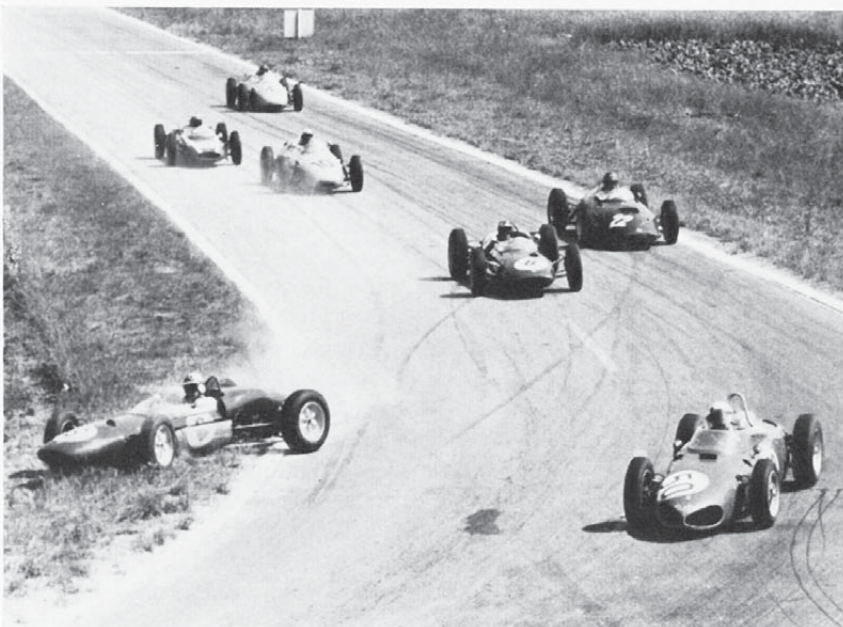


Some incidents of the race

Ginther spins at Muizon and Moss slips into third place while the unfortunate Surtees loses control, damaging the car on the bank

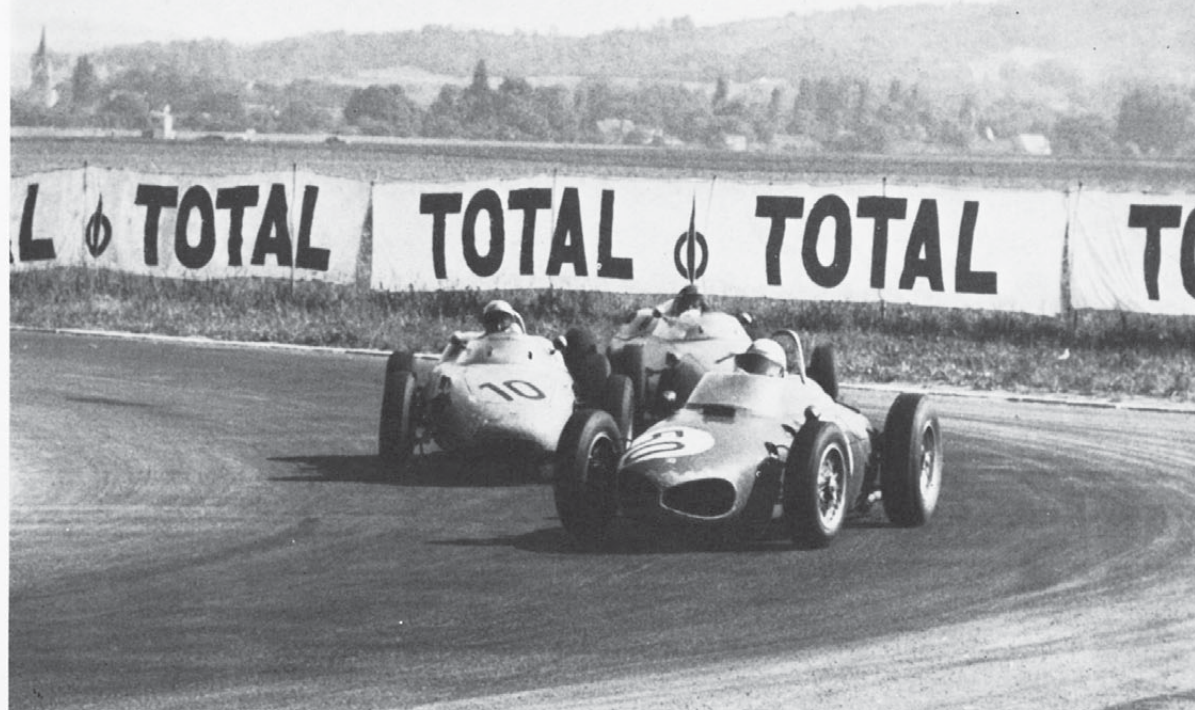


It's that man again! This time it is Thillois and Lucien Bianchi in the UDT Lotus fights to avoid the gyrating American

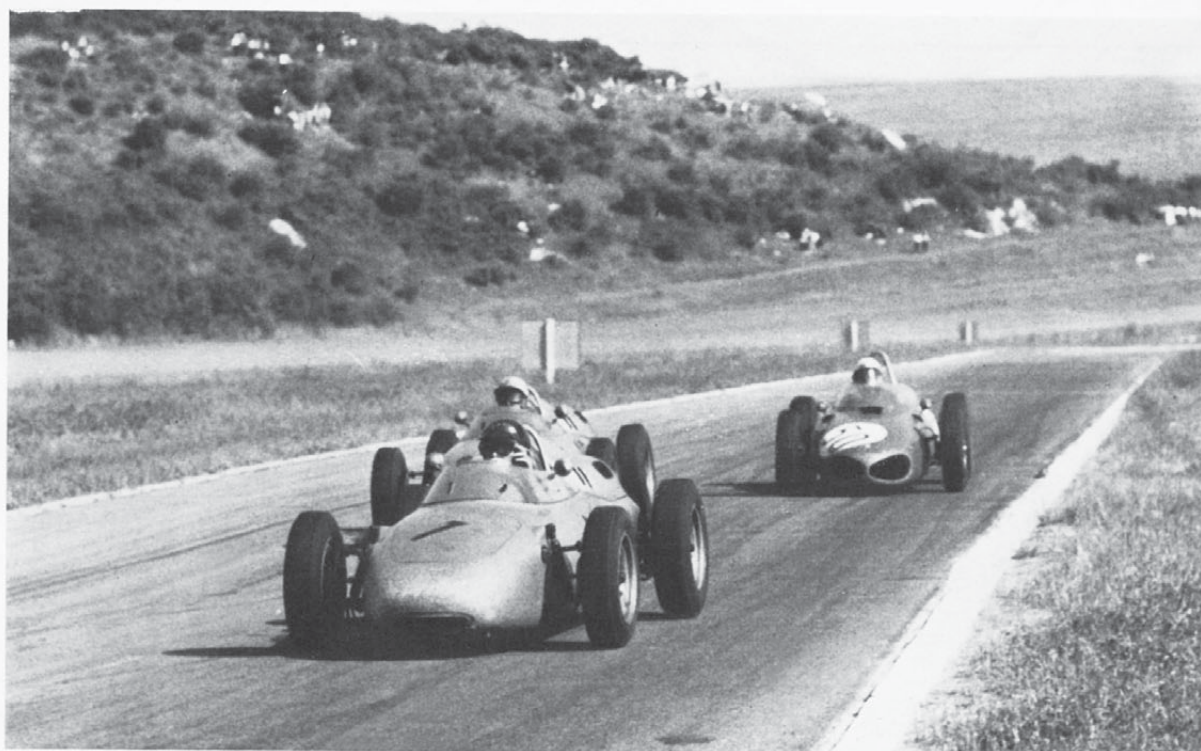


Ireland also clashes with the Ferraris, being forced onto the infield by Baghetti on the approach to Muizon

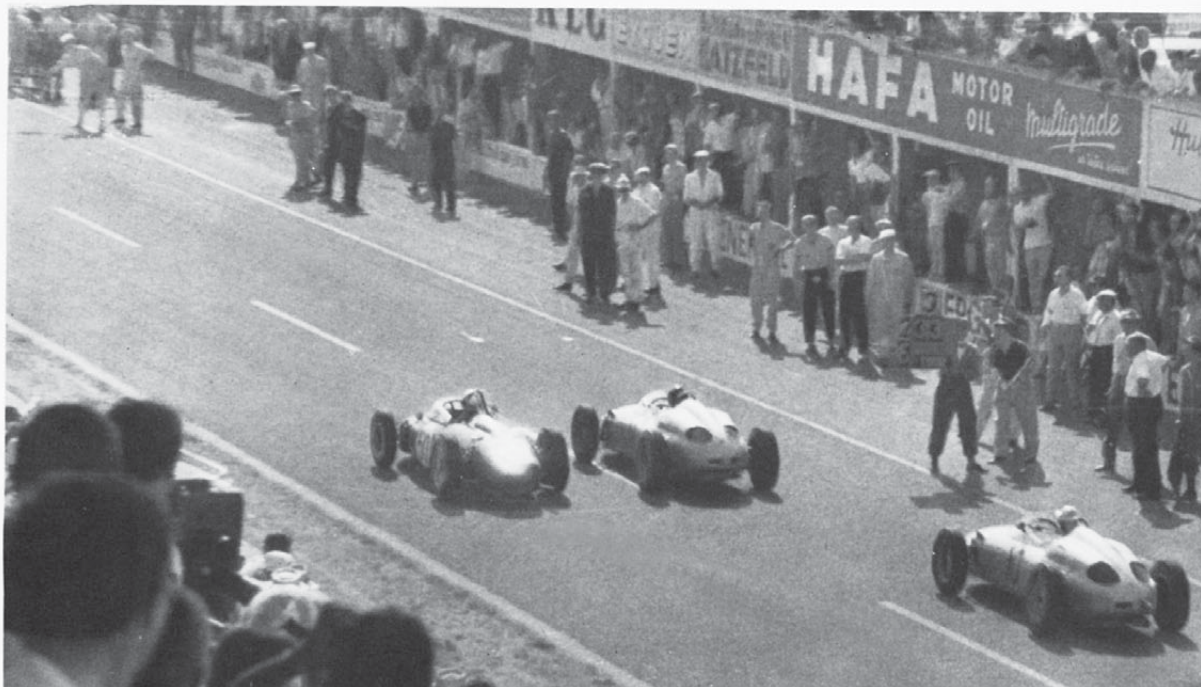
battle for
the lead



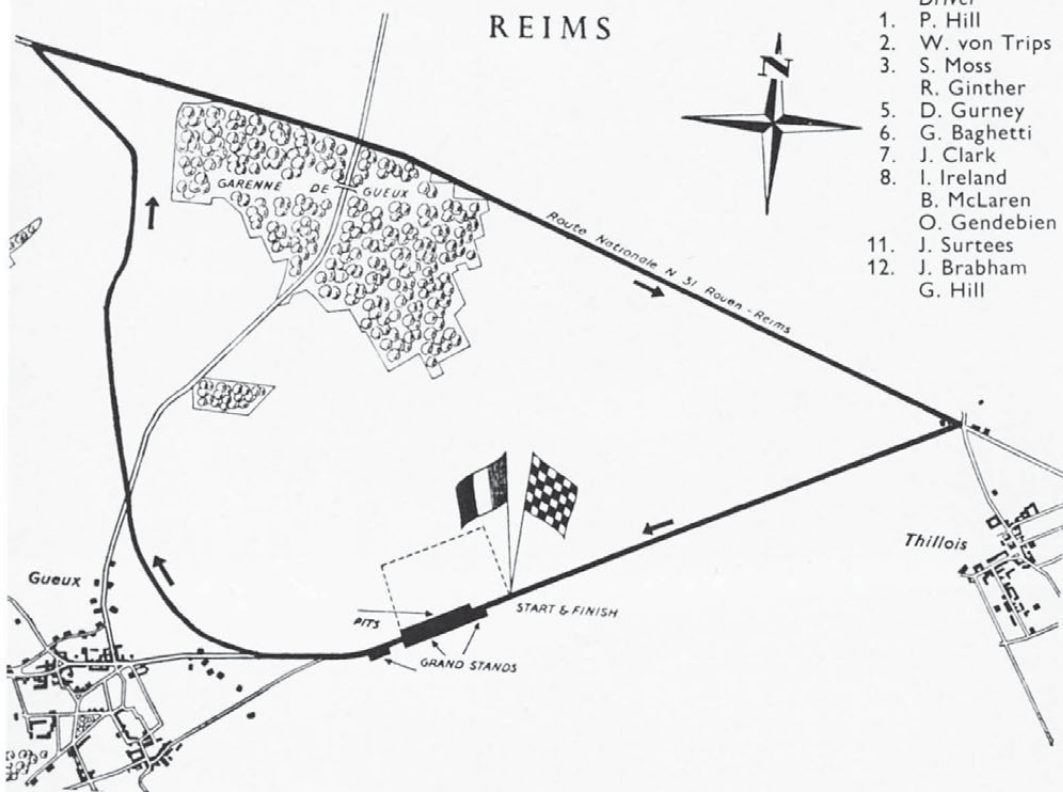
*Baghetti holds a narrow
lead over the experienced
works Porsche pair of
Bonnier and Gurney . . .*



*but on the next lap the
two veterans have passed
the young Italian . . .*



*only to see him edge past
once more along the pits
straight, where the pit
staff seem in uncomfortable
proximity to the track*



DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Belgian	French	Total
1. P. Hill	4	6	9	—	19
2. W. von Trips	3	9	6	—	18
3. S. Moss	9	3	—	—	12
R. Ginther	6	2	4	—	12
5. D. Gurney	2	—	1	6	9
6. G. Baghetti	—	—	—	9	9
7. J. Clark	—	4	—	4	8
8. I. Ireland	—	—	—	3	3
B. McLaren	1	—	—	2	3
O. Gendebien	—	—	3	—	3
11. J. Surtees	—	—	2	—	2
12. J. Brabham	—	1	—	—	1
G. Hill	—	—	—	1	1

WEATHER

1st practice : warm
 2nd practice : warm
 3rd practice : warm
 Race : extremely hot

FRENCH GRAND PRIX

ENTRIES

No.	Driver	Car	Entrant
2	J. Brabham	Cooper-Climax 2	Cooper Car Co.
4	B. McLaren	Cooper-Climax 2	Cooper Car Co.
6	I. Ireland	Lotus-Climax 2	Team Lotus
8	J. Clark	Lotus-Climax 2	Team Lotus
10	J. Bonnier	Porsche 1960	Porsche System Engineering
12	D. Gurney	Porsche 1960	Porsche System Engineering
14	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen
16	P. Hill	Ferrari V6 120°	Sefac Ferrari
18	R. Ginther	Ferrari V6 120°	Sefac Ferrari
20	W. von Trips	Ferrari V6 120°	Sefac Ferrari
22	G. Hill	BRM-Climax 2	Owen Racing Organisation
24	T. Brooks	BRM-Climax 2	Owen Racing Organisation
26	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
28	L. Bianchi	Lotus-Climax 2	UDT-Laystall Racing Team
30	H. Taylor	Lotus-Climax 2	UDT-Laystall Racing Team
32	M. Trintignant	Cooper-Maserati	Scuderia Serenissima
34	G. Scarlatti	Osca-de Tomaso	Scuderia Serenissima
36	M. Gregory	Cooper-Climax 1	Camoradi International
38	I. Burgess	Lotus-Climax 1	Camoradi International
40	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
42	R. Salvadori	Cooper-Climax 2	Yeoman Credit Racing Team
44	J. Lewis	Cooper-Climax 2	H. & L. Motors
46	M. May	Lotus-Climax 1	Scuderia Colonia
48	W. Mairesse	Lotus-Climax 2	Team Lotus
50	G. Baghetti	Ferrari V6 60°	Scuderia Sant Ambroeus
52	B. Collomb	Cooper-Climax 2	B. Collomb

11.	M. May	Lotus	48
12.	M. Gregory	Cooper-Climax	43
13.	M. Trintignant	Cooper-Maserati	42
14.	I. Burgess	Lotus	42
15.	R. Ginther	Ferrari	40

Fastest lap : P. Hill, 2' 27.1", 126.249 m.p.h.

RETIREMENTS

No.	Driver	Car	Laps	Reason
24	T. Brooks	BRM	4	Blown cylinder head gasket
40	J. Surtees	Cooper	4	Crashed
44	J. Lewis	Cooper	4	Coolant blown out
52	B. Collomb	Cooper	6	
2	J. Brabham	Cooper	14	Bearing failure
34	G. Scarlatti	Osca	15	
20	W. von Trips	Ferrari	18	Engine failure
28	L. Bianchi	Lotus	21	Overheating
14	C. de Beaufort	Porsche	23	Engine failure
48	W. Mairesse	Lotus	27	
26	S. Moss	Lotus	31	Broken brake pipe
18	R. Ginther	Ferrari	40	Engine failure

PAST WINNERS

Year	Circuit	Driver	Car	Mph
1895	Paris-Bordeaux-Paris	Levassor	Panhard	15.00
1896	Paris-Marseille-Paris	Mayade	Panhard	15.70
1898	Paris-Amsterdam-Paris	Charron	Panhard	26.90
1899	Tour de France	de Knyff	Panhard	30.20
1900	Paris-Toulouse-Paris	Levegh	Mors	40.20
1901	Paris-Berlin	Fournier	Mors	44.10
1902	Paris-Vienna	Renault	Renault	38.90
1903	Paris-Madrid	Gabriel	Mors	65.30
1906	Le Mans	Szisz	Renault	63.00
1907	Dieppe	Nazzaro	Fiat	70.50
1908	Dieppe	Lautenschlager	Mercedes-Benz	69.00
1912	Dieppe	Boillot	Peugeot	68.45

RESULTS

(52 laps of 5.16-mile circuit)

Driver	Car	Laps	Time	M.p.h.
1.	G. Baghetti	Ferrari	2 : 14' 17.5"	119.844
2.	D. Gurney	Porsche	2 : 14' 17.6"	
3.	J. Clark	Lotus-Climax	2 : 15' 18.6"	
4.	I. Ireland	Lotus-Climax	2 : 15' 27.8"	
5.	B. McLaren	Cooper-Climax	2 : 15' 59.3"	
6.	G. Hill	B.R.M.	2 : 15' 59.4"	
7.	J. Bonnier	Porsche	2 : 17' 32.9"	
8.	R. Salvadori	Cooper-Climax	51	
9.	P. Hill	Ferrari	50	
10.	H. Taylor	Lotus	49	

Continued on page 63

Past Winners—concluded from page 62

1913	Amiens	Boillot	Peugeot	71-65
1914	Lyons	Lautenschlager	Mercedes-Benz	63-35
1921	Le Mans	Murphy	Duesenberg	78-10
1922	Strasbourg	Nazarro	Fiat	79-20
1923	Tours	Segrave	Sunbeam	75-30
1924	Lyons	Campari	Alfa Romeo	71-00
1925	Montlhery	Benoist/Divo	Delage	69-70
1926	Miramas	Goux	Bugatti	68-20
1927	Montlhery	Benoist	Delage	77-24
1928	Comminges	Williams	Bugatti	84-86
1929	Le Mans	Williams	Bugatti	82-66
1930	Pau	Entancelin	Bugatti	90-25
1931	Montlhery	Chiron/Varzi	Bugatti	78-16
1932	Rheims	Nuvolari	Alfa Romeo	92-26
1933	Montlhery	Campari	Maserati	81-52
1934	Montlhery	Chiron	Alfa Romeo	85-08
1935	Montlhery	Caracciola	Mercedes-Benz	77-40
1936	Montlhery	Wimille/ Sommer	Bugatti	77-85
1937	Montlhery	Chiron	Talbot	82-47
1938	Rheims	von Brauchitsch	Mercedes-Benz	101-30
1939	Rheims	Muller	Auto-Union	102-25
1947	Lyons	Chiron	Talbot	78-09
1948	Rheims	Wimille	Alfa Romeo	102-10
1949	Comminges	Pozzi	Delahaye	87-97
1950	Rheims	Fangio	Alfa Romeo	104-85
1951	Rheims	Fagioli/Fangio	Alfa Romeo	110-97
1952	Rouen	Ascari	Ferrari	80-08
1953	Rheims	Hawthorn	Ferrari	113-65
1954	Rheims	Fangio	Mercedes-Benz	115-90
1956	Rheims	Collins	Ferrari	122-21
1957	Rouen	Fangio	Maserati	100-02
1958	Rheims	Hawthorn	Ferrari	125-46
1959	Rheims	Brooks	Ferrari	127-44
1960	Rheims	Brabham	Cooper-Climax	131-01

fluid out as he braked. While the car stood at the pits the tar and small stones which had lodged inside the rims of rear wheels dropped off, forming a little heap on the inside of each rear wheel. This went unnoticed, for the Lotus wheels are solid discs. When Moss rejoined the race he felt a terrible vibration at high speed so returned to the pits to see what was amiss. Everything seemed in order and he set off again, only to return later, when the offending mass was discovered. But too late, for he was now several laps behind the leaders.

Trips came up the straight slowly to complete his eighteenth lap, smoke and water pouring from his right hand exhaust and the engine sounding particularly ragged. Something had come asunder inside, and one Ferrari was out. Brabham had first called at the pits on the fourteenth lap but completed a few more till a sharp squeal from the engine confirmed that there was no oil and he quickly shut off. Lewis's car had blown out all its cooling water so the young Englishman was also out.

At half distance Phil Hill looked very secure in the lead well clear of his team mate Ginther. The seven cars which had so hotly contested third place were now split up. On the twenty sixth lap it was the two Porsches of Bonnier and Gurney who had the advantage over Baghetti and Jim Clark. Innes Ireland had dropped back a little when a stone had struck his throttle open so that he over-revved and thereafter had insufficient power to catch up, while Graham Hill and McLaren were further back fighting out eighth place, well ahead of the next man, Salvadori, who earlier had an experience similar to Ireland's. De Beaufort's Porsche was now among the numerous retirements. Bianchi's debut with UDT came to an end when the cylinder head gasket of his Lotus-Climax blew out. His teammate Henry Taylor was persevering with his car which was definitely down on power and was a lap in arrears at this stage having stopped to investigate a leaking petrol tank and overheating.

There was little drama until twelve laps later Phil Hill spun at Thillois. Moss, who had slipstreamed him down the straight, although several laps behind, crashed into the Ferrari and damaged his Lotus. In the excitement Phil Hill stalled the Ferrari and the beast refused to restart on the starter. Phil then struggled to push-start it, surely forgetting that this would incur disqualification. He did not manage to get under way till nearly six minutes later which meant that he had lost over two laps.

So Ginther led on the next lap gesticulating as he passed the pits to indicate that something was amiss at the front end of his Ferrari. Then the crowd rose to its feet as he himself slowed down as he approached the pits for the thirty-ninth time. He came to a standstill, told Chiti and Tavoni that he had no oil pressure and suspected that there was little left in the tank, was instructed to press on because it is not permissible to add oil during a race, and re-entered the race still with nearly ten seconds advantage on the Baghetti-Bonnier-Gurney crew who were disputing second place, Clark having dropped back a little when a heavy stone hit him on the nose, cutting him and breaking his goggles, so that he lost his "tow" as he struggled to fit a spare pair. But two laps later the inevitable happened and Ginther shut off the instant his engine first complained thus saving the valuable bit of machinery from further damage.

So with only twelve laps remaining the race was wide open. As the laps were ticked off it was fruitless to say who led. More often than not it would be Baghetti who would reach the timing line first; sometimes it would be Gurney and sometimes Bonnier but the lead would change many times per lap out on the circuit. All three were trying to draw away, but lap after lap they came by locked together. While Clark and Ireland were securely in fourth and fifth place respectively, Graham Hill in the BRM and Bruce McLaren in the Cooper were dicing for sixth place, and, as with the leaders, there was no telling who had the advantage.

With two laps to go the three-cornered battle was reduced to a two-sided affair for the luckless Bonnier called at the pits his engine having all but failed. He went out again in seventh place to complete the remaining laps.

At the end of the fifty-first lap Gurney just led, but Baghetti drew alongside him as they swept into Gueux and passed on the outside. This lead he held around the back of the course until the approach to Thillois when Gurney left his braking until the last minute and slipped into the lead. It seemed he had out-maneuvred the Italian in the remaining few hundred yards to the line, but just short of it Baghetti pulled out of the Porsche's slipstream, where he had been cunningly building up his revs, and went past to lead Gurney across the line by a car's length.

Baghetti had achieved the impossible — he had won a grande epreuve at his first attempt. Despite being harassed through the entire race by the world's best drivers he never faltered. Moreover the conditions out on the circuit were shocking, nearly every driver being cut by stones thrown up by his own and others' wheels.

Jim Clark filled third position, Ireland was fourth, and McLaren won his dispute with Graham Hill, taking fifth place by a tenth of a second.

Perhaps most important of all, the crowd had witnessed one of the most stirring motor races ever, with high speed, high drama and a fitting climax.

20th	21st	22nd	23rd	24th	25th	26th
30 3' 05.5"	46 3' 05.8"	52 3' 05.9"	52 3' 06.8"	28 3' 07.3"	54 3' 07.9"	38 3' 09.1"
46 2' 45.1"	32 2' 47.1"	54 2' 48.6"	52 2' 54.6"	38 3' 00.5"	36 3' 26.6"	28 3' 25.0"
32 2' 46.4"	54 2' 53.8"	44 3' 27.2"	52 3' 10.5"	28 2' 54.5"	38 3' 21.4"	56 6' 02.3"
30 3' 14.0"	54 2' 49.5"	44 2' 46.8"	28 2' 43.3"	38 3' 18.5"	52 6' 12.3"	56 6' 48.7"
28 2' 47.9"	52 2' 56.0"	38 6' 08.5"	56 2' 38.7"			
28 2' 42.8"	52 3' 17.1"	38 3' 25.3"	56 2' 39.9"			
28 2' 42.8"	36 2' 40.7"	38 6' 01.3"				
54 2' 52.9"	36 2' 41.3"	38 2' 54.3"				
34 2' 55.3"	36 2' 44.1"	38 2' 56.8"				
34 3' 36.5"	36 2' 47.2"	38 2' 52.3"				
38 2' 55.0"	36 5' 33.2"	48 12' 57.8"				
38 2' 51.8"	48 2' 51.1"	56 4' 57.8"				
38 2' 58.5"	48 3' 00.9"	36 6' 52.4"				
38 2' 51.7"	48 2' 45.2"	56 2' 42.5"				
48 2' 52.8"	36 2' 50.3"					
56 6' 36.8"						
36 2' 38.9"						
36 2' 39.2"						

CONVERSION TABLE

2' 15"	...	221-380 kph
2' 16"	...	219-752 kph
2' 17"	...	218-148 kph
2' 18"	...	216-567 kph
2' 19"	...	215-009 kph
2' 20"	...	213-473 kph
2' 21"	...	211-959 kph
2' 22"	...	210-466 kph
2' 23"	...	208-995 kph
2' 24"	...	207-543 kph
2' 25"	...	206-112 kph
2' 26"	...	204-700 kph
2' 27"	...	203-308 kph
2' 28"	...	201-934 kph
2' 29"	...	200-579 kph
2' 30"	...	199-242 kph
2' 31"	...	197-922 kph
2' 32"	...	196-620 kph
2' 33"	...	195-335 kph
2' 34"	...	194-066 kph
2' 35"	...	192-814 kph
2' 36"	...	191-578 kph
2' 37"	...	190-358 kph
2' 38"	...	189-153 kph
2' 39"	...	187-964 kph
2' 40"	...	186-789 kph
2' 41"	...	185-629 kph
2' 42"	...	184-483 kph
2' 43"	...	183-351 kph
2' 44"	...	182-233 kph
2' 45"	...	181-129 kph

14th British Grand Prix

Raced at Aintree, July 15, 1961

W. D. Gavin

FOLLOWING Rheims and the so-nearly complete failure of the Ferraris, followers of the sport looked forward to the British Grand Prix at Aintree with a good deal more interest than they had done previously. The uncertain nature of the Lancashire weather favoured the British cars, (the Coopers particularly handle well in the wet) and also the skilful British drivers, among whom Moss reigns supreme as the Regenmeister. But in the dry the Aintree circuit favours the cars with the greatest acceleration and there was little doubt that given reasonable conditions the extra horsepower of the Ferraris would more than offset the better handling of the British cars and the familiarity of the British drivers with the specialist nature of the Aintree circuit.

The cars

Heading the entry list were the three Ferrari works cars for Phil Hill, Wolfgang von Trips and Ritchie Ginther. The cars were still fitted with the perspex bubbles over the two carburettor intakes which first appeared at Rheims. All three cars had the V6 Dino 156 engine with 120° between the two banks of cylinders. A late entry was that of Giancarlo Baghetti, fresh from his fantastic grande épreuve debut in the French Grand Prix at Rheims. The older type Ferrari he had driven so far had been replaced by a later one—in fact the car which Olivier Gendebien had taken to fourth place in the Belgian Grand Prix. This car nevertheless had the bulkier 60° V6 engine fitted to the latest chassis.

Porsche appeared once more with the three 1960 formula two cars, those of Bonnier and Gurney freshly repainted after the shot blasting they received in the French race. The third Porsche was that of Carel Godin de Beaufort who actually owns the car and enters it in the name of Ecurie Marsbergen although it is still maintained by the works. Brabham and McLaren were to drive their two 1961 Coopers still fitted with the Coventry-Climax Mk II engines. Jim Clark and Innes Ireland had the same two Lotuses as they raced at Rheims, bearing some evidence of the battering they took there. The two works BRMs were in the hands of Graham Hill and Tony Brooks.

The most interesting car was the Ferguson-Climax which Ferguson Research had entered for Jack Fairman to drive in its first grande épreuve. This car had made an inauspicious debut at Silverstone the previous weekend. In formula one trim it is powered by a front-mounted Coventry-Climax Mk 2 engine driving through a five-speed gearbox developed jointly by Ferguson Research and Colotti. From the master differential driveshafts go to differentials at both front and

rear. These differentials also house free-wheel and limited-slip devices. Short driveshafts in alloy housings end with the inboard-mounted Dunlop disc brakes controlled by one Maxaret non-locking unit. Solid halfshafts take the drive from the universal joint alongside the discs to the wheels. All wheels are suspended by a double wishbone system, the lower wishbone in each case being the same length as the half-shaft and moving in the same plane. The hub carrier extends upwards to carry the outer end of the upper wishbone which is narrower than the lower. Coil-spring damper units are used, while there is an anti-roll bar at the front only.

The wheels are 16 in Dunlop disc-type similar to those used by BRM. The chassis employs small diameter tubes welded into a space frame structure, and covering all is a body of compact dimensions. The weight withal has been kept remarkably low.

The R.R.C. Walker Racing Team brought only the Lotus for Stirling Moss which seemed a strange move, for there is little doubt in most experts' minds that the Cooper is superior in the wet. The Walker Team had some part in the running of the Ferguson and possibly had no wish to further complicate matters.

Yeoman Credit again had their full stable of three cars for Salvadori and Surtees. Surtees persisted with the streamliner for a change and to good effect. This car has an aerodynamic body fitted to a normal Cooper chassis which bears standard Cooper suspension. The only changes are alterations to accommodate the petrol tanks and the replacement of the Cooper gearbox with one of Collotti's creations. Yeoman Credit's team manager Reg Parnell had privately entered his son Tim in a 1960-type Lotus which had been raced as formula two car last year. Gerry Ashmore had his similar car which was built earlier this season.

Lucien Bianchi once again joined Henry Taylor in the UDT-Laystall streamlined Lotuses. Camoradi International fielded both Lotus and Cooper for Ian Burgess and Masten Gregory. Jackie Lewis had his 1960-type Cooper with Mk II Climax engine, while his fellow-independent Tony Marsh had his Lotus which is fitted with an old-type Cooper-Ersa Citroen-based five-speed gearbox. South African Tony Maggs was having his formula one baptism at the wheel of the blue Lotus of Mrs. Louise Bryden-Brown. Wolfgang Seidel was to drive one of the Scuderia Colonia Lotuses. That pisciform vehicle, the Gilby-Climax, was making one of its periodic appearances again in the hands of Keith Greene.

Scuderia Centro Sud entered two Cooper-Maseratis for the young Italians, Lorenzo Bandini and Massimo Natili.

One of these cars is a pukka 1960 Cooper but fitted with a Maserati engine and a Colotti gearbox. The other car still bears a 1959 type body but beneath this is a 1960-type Cooper chassis. This frame was not bought from Coopers—apparently it is a very craftsmanlike copy !

Practice

Thursday, July 13 : A stiff breeze blew across the circuit when the first session of practice commenced at 1 pm. The weather was fine and no rain appeared imminent. The Ferraris quickly showed their superiority despite the fact that none of their drivers had ever raced at Aintree. Even so, Jo Bonnier in the old Porsche shared fastest time at 2' 0.8" with Ritchie Ginther and Phil Hill. Fastest of the Britons were John Surtees and Innes Ireland. The Scotsman's nasty accident at Monaco has not slowed him down at all, for his display at Rheims had been his best for some time and he seemed on top form at Aintree even though his hand was injured when it got smacked by his plane's propeller a few days previously. Von Trips and Graham Hill both managed to record 2' 01.4" thus ensuring that all five major marques were represented in the seven fastest times of that session. A wonderful feature of this formula is the way the honours are shared at least for the minor places !

Jack Fairman drove the Ferguson but was towards the bottom of the list with a time of 2' 5.8".

1st PRACTICE, THURSDAY MORNING, JULY 13

Ginther	Ferrari	2' 00.8"
Bonnier	Porsche	2' 00.8"
Hill P.	Ferrari	2' 00.8"
Surtees	Cooper	2' 01.2"
Ireland	Lotus	2' 01.2"
von Trips	Ferrari	2' 01.4"
Hill G.	BRM	2' 01.4"
Gurney	Porsche	2' 01.6"

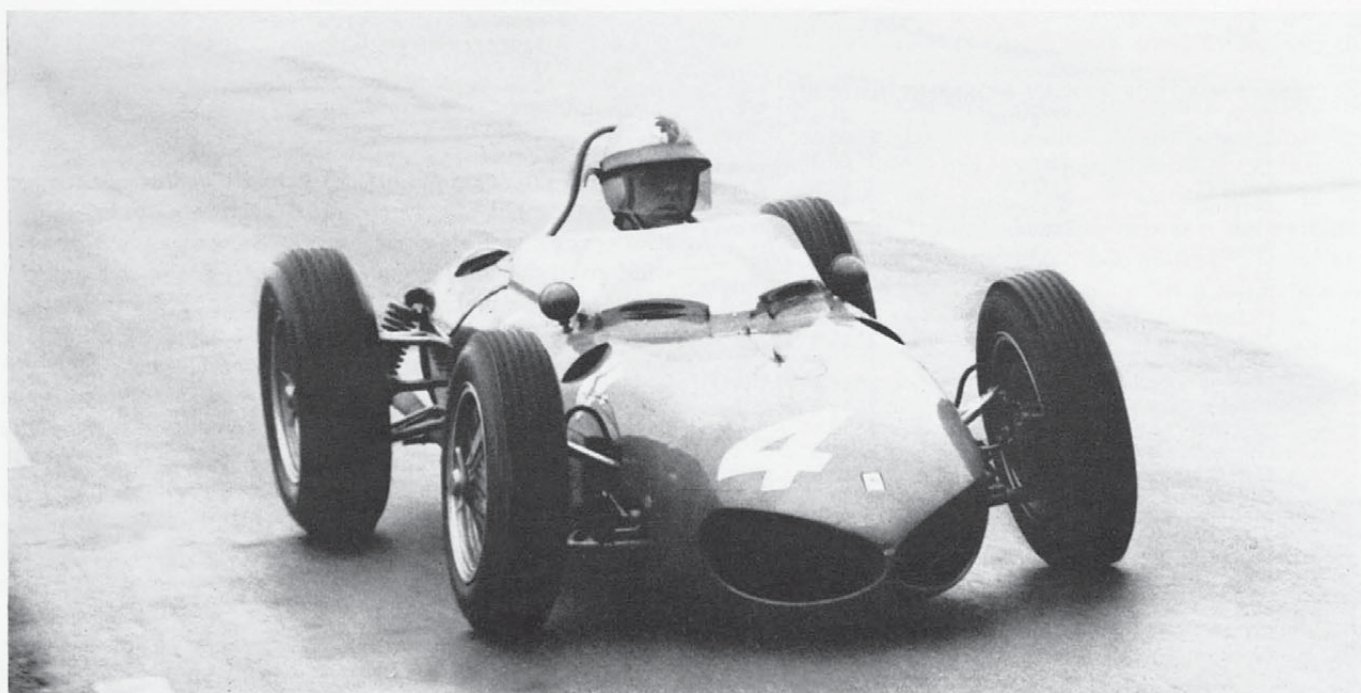
Salvadori	Cooper	2' 02.0"
Brooks	BRM	2' 02.0"
Gregory	Cooper	2' 02.8"
Taylor H.	Lotus	2' 03.2"
Lewis	Cooper	2' 03.8"
Clark	Lotus	2' 03.8"
Bandini	Cooper	2' 05.6"
Fairman	Ferguson	2' 05.8"
Baghetti	Ferrari	2' 06.0"
de Beaufort	Porsche	2' 06.2"
Seidel	Lotus	2' 06.4"
Greene	Gilby	2' 07.4"
Parnell	Lotus	2' 23.0"
Maggs	Lotus	2' 28.8"
Natili	Cooper	2' 51.4"

The second session for the grand prix cars commenced at 4 pm and the weather mercifully continued fine. This time everybody settled down smartly and the Ferraris made an excellent display of strength, all recording exactly the same time (the quickest) at 1' 58.8" only 1.8" outside the 2½-litre record jointly held by Stirling Moss (BRM) and Bruce McLaren. But still Ferraris did not have it all their own way, for the persistent Swede Jo Bonnier had actually recorded this time first.

Stirling Moss drove the Ferguson for a few laps only during this session but nevertheless achieved a time of 2' 0.6", actually the fourteenth fastest of the day. In the Lotus, Stirling was only 0.2" slower than the Ferraris and Bonnier shared the same time with Tony Brooks, who showed notable signs of returning to his brilliant form of 1958 and 1959. Ireland and Clark both recorded 1' 59.2" while Brabham was 0.2" slower and Surtees 0.4".

Giancarlo Baghetti had a big spin at Melling Crossing, but during the course of this session did a best time of 2' 2". One felt sorry for the Italian newcomer, for he was getting more than his fair share of publicity and a circuit such as Aintree is not too easy to learn.

von Trips' victory proved that not only have the Ferraris superior speed and acceleration, but also they are equal to the British cars in bad conditions. Notice the unusually heavy negative camber of the front wheels under braking



2nd PRACTICE, THURSDAY AFTERNOON,
JULY 13

Hill P.	Ferrari	1' 58.8"
Ginther	Ferrari	1' 58.8"
Bonnier	Porsche	1' 58.8"
von Trips	Ferrari	1' 58.8"
Moss	Lotus	1' 59.0"
Brooks	BRM	1' 59.0"
Ireland	Lotus	1' 59.2"
Clark	Lotus	1' 59.2"
Brabham	Cooper	1' 59.4"
Surtees	Cooper (T)	1' 59.6"
Surtees	Cooper	2' 00.0"
Hill G.	BRM	2' 00.0"
Gurney	Porsche	2' 00.2"
Moss	Ferguson	2' 00.6"
Salvadori	Cooper	2' 00.8"
McLaren	Cooper	2' 01.0"
Lewis	Cooper	2' 01.0"
Gregory	Cooper	2' 01.4"
Taylor H.	Lotus	2' 01.8"
de Beaufort	Porsche	2' 02.0"
Baghetti	Ferrari	2' 02.0"
Fairman	Ferguson	2' 03.4"
Taylor H.	Lotus (No. 32)	2' 03.4"
Bandini	Cooper	2' 03.6"
Seidel	Lotus	2' 04.2"
Greene	Gilby	2' 06.0"
Maggs	Lotus	2' 06.4"
Burgess	Lotus	2' 06.6"
Ashmore	Lotus	2' 08.2"
Natili	Cooper	2' 10.2"

Friday, July 14 : Intermittent showers in the morning had left the track damp, but not wet, at the start of the third practice. Moss hopped into the Ferguson as soon as 1 pm came around and reeled off three laps, the flying one being accomplished in an excellent 2' 1.6". One almost gets tired of praising Moss but he is almost unique. During this session he switched mounts no less than five times. About five minutes after the start of practice the rain began to fall heavily and persisted throughout the rest of the day. The Ferrari drivers were experiencing some of the difficulties with the wet conditions that many had foretold. Salvadori did a good number of laps and his experience told, for he set the best time in the wet at 2' 5.6", 0.4" faster than von Trips. Ginther was 2.4" slower, and Phil Hill who practised only in the worst of the weather was very much slower.

3rd PRACTICE, FRIDAY MORNING, JULY 14

Moss	Ferguson	2' 01.6"
Salvadori	Cooper	2' 05.6"
von Trips	Ferrari	2' 06.0"
Ginther	Ferrari	2' 08.4"
Surtees	Cooper	2' 10.2"
Clark	Lotus	2' 11.0"
Bonnier	Porsche	2' 11.6"
Hill G.	BRM	2' 12.0"
Fairman	Ferguson	2' 14.6"
McLaren	Cooper	2' 15.4"
Maggs	Lotus	2' 15.8"
Hill P.	Ferrari	2' 15.8"
Moss	Lotus	2' 16.0"
Brooks	BRM	2' 18.0"
Baghetti	Ferrari	2' 18.6"
Gurney	Porsche	2' 18.8"
Marsh	Lotus	2' 19.8"
Bandini	Cooper	2' 23.0"
Brabham	Cooper	2' 25.0"
Taylor H.	Lotus	2' 25.6"
Burgess	Lotus	2' 26.0"
de Beaufort	Porsche	2' 27.0"
Surtees	Cooper (T)	2' 28.0"
Bianchi	Lotus	2' 29.0"
Lewis	Cooper	2' 29.2"
Gregory	Cooper	2' 30.2"

Ashmore	Lotus	2' 30.2"
Ireland	Lotus	2' 42.2"
Parnell	Lotus	2' 59.6"

The fourth and final session was held in even heavier rain for the most part. The water failed to drain away on many parts of the circuit and great puddles like miniature lakes submerged the track at many points. The cars looked more like hydroplanes with "rooster-tails" spouting from all four wheels as the centrifugal force threw the water high into the air. Some drivers did as many laps as possible in an attempt to acquaint themselves with the wet conditions, while others, realising that grid positions would be based mainly on the previous day's times, were content to take shelter. The Ferrari lads were leaving nothing to chance and eventually convinced themselves of their superiority even in the wet. All three of the works drivers ended up quickest, while the three Coopers of Salvadori, Surtees, and Brabham headed the Lotus of Moss.

4th PRACTICE, FRIDAY AFTERNOON,
JULY 14

Hill P.	Ferrari	2' 05.8"
von Trips	Ferrari	2' 06.2"
Ginther	Ferrari	2' 06.4"
Salvadori	Cooper	2' 07.0"
Surtees	Cooper	2' 07.4"
Brabham	Cooper	2' 07.6"
Moss	Lotus	2' 08.0"
McLaren	Cooper	2' 09.2"
Brooks	BRM	2' 09.4"
Marsh	Lotus	2' 09.6"
Gurney	Porsche	2' 10.0"
Surtees	Cooper	2' 11.0"
Hill G.	BRM	2' 11.2"
Clark	Lotus	2' 11.6"
Bonnier	Porsche	2' 12.4"
Bandini	Cooper	2' 12.4"
Baghetti	Ferrari	2' 12.8"
de Beaufort	Porsche	2' 13.0"
Taylor H.	Lotus	2' 13.6"
Ireland	Lotus	2' 13.8"
Seidel	Lotus	2' 15.2"
Parnell	Lotus	2' 16.8"
Maggs	Lotus	2' 17.2"
Bianchi	Lotus	2' 18.8"
Burgess	Lotus	2' 19.0"
Gregory	Cooper	2' 29.8"
Natili	Cooper	2' 38.8"

The race

At 1.45 pm some 45 minutes before the start of the race, team managers and drivers were faced with a not unfamiliar tricky problem. Rain clouds were looming up although a high wind overhead kept them moving across the sky quickly. With Aintree's reputation of wet weather racing the natural inclination was to fit rain tyres. The Dunlop technicians however were adamant that the D12 rain tyres would not stand many laps on a dry track for the heat build-up is considerably greater with the high hysteresis tyre and the rate of wear higher. But soon the rain began to fall : at first lightly then steadily, then soakingly, so that by 2.30 pm the track was practically awash. So those teams which had D9s fitted had spent a busy half-hour changing to "green" tyres as the D12s are named because of the characteristic green stripe which runs around the tyre.

There were a few exceptions, noticeably Masten Gregory who unfortunately had no spare wheels for his Cooper and



The sort of conditions in which the race started are well shown in this view shortly after the fall of the flag. Some of the drivers at the rear estimated that they lost anything from 10 to 20 seconds over the leaders on the very first lap due to the lack of visibility

insufficient time to change tyres. Jackie Lewis elected to run on D9s which was a reasonable move for a private entrant with not much at stake, for had the rain cleared immediately he could have pressed on regardless while others would have been worried about wear or a possible failure. Carel de Beaufort was also using D9s as were Burgess, Gerry Ashmore, Lucien Bianchi, Ian Burgess and Massimo Natili. Seidel had the German Dunlop SP road tyres on his Lotus as did Tony Marsh.

Despite the conditions, the thirty runners got away to an even start, quickly enveloped in a cloud of spray and lost to sight. The only drivers who could see ahead clearly were those at the very front while those behind experienced some of the most frightening minutes of their lives. It was almost impossible to see the car in front as the spray from its wheels beat back on to a driver's visor or goggles, and the exact positions of the corners were judged more by memory than by sight.

By the end of the first lap the Ferraris had taken up their station at the head of the field, with Phil Hill leading von Trips and Ginther. Moss was lying fourth, ahead of Bonnier, Jim Clark, Brooks, Graham Hill, Brabham and Ireland. Salvadori, Henry Taylor and Gurney were next in the scramble around Tatts and past the pits, while Surtees followed them with his exhaust pipe dragging, having fallen victim to a first lap incident.

During the second lap the Ferraris and Moss moved away from Bonnier, who was finding the Porsche a handful in the wet. The rain was still coming down freely and no respite seemed imminent. Innes Ireland hit a puddle and spun off drastically at Bechers losing eleven places before he got back on the road. He took things quietly for a few laps and then began to come through the field once again.

Massimo Natili had brought the Centro Sud Cooper-Maserati to a standstill at the end of Railway straight, retiring on the spot with transmission failure before completing one lap. Ashmore called at the pits after two laps and proceeded to change a wheel, for a tyre had been punctured already.

STARTING GRID

P. HILL Ferrari 1' 58-8"	GINTHER Ferrari 1' 58-8"	BONNIER Porsche 1' 58-8"
von TRIPS Ferrari 1' 58-8"	MOSS Lotus 1' 59-0"	CLARK Lotus 1' 59-2"
BROOKS B.R.M. 1' 59-0"	IRELAND Lotus 1' 59-2"	SURTEES Cooper-Climax 1' 59-6"
BRABHAM Cooper-Climax 1' 59-4"	GURNEY Porsche 2' 00-2"	SALVADORI Cooper-Climax 2' 00-8"
G. HILL B.R.M. 2' 00-0"	McLAREN Cooper-Climax 2' 01-0"	LEWIS Cooper-Climax 2' 01-0"
GREGORY Cooper-Climax 2' 01-4"	H. TAYLOR Lotus 2' 01-8"	de BEAUFORT Porsche 2' 02-0"
BAGHETTI Ferrari 2' 02-0"	FAIRMAN Ferguson 2' 03-4"	GREENE Gilby-Climax 2' 06-0"
BANDINI Cooper-Maserati 2' 03-6"	SEIDEL Lotus 2' 04-2"	BURGESS Lotus 2' 06-6"
MAGGS Lotus 2' 06-4"	MARSH Lotus 2' 09-6"	NATILI Cooper-Maserati 2' 10-2"
ASHMORE Lotus 2' 08-2"	PARNELL Lotus 2' 16-8"	BIANCHI Lotus 2' 18-8"

On lap three Graham Hill moved ahead of Clark and Brooks to run sixth for four laps closing steadily on Bonnier who had dropped back from the first bunch. Moss was still chasing Ginther who was close behind von Trips. On lap six Moss went past Ginther when the American found himself sideways for an instant and proceeded to set about von Trips, who was now on Hill's tail, so these three appeared at Melling Crossing as close together (or even more so) as was prudent under the conditions. Ginther followed a few seconds ahead of Bonnier and Graham Hill. Then came Brabham, Surtees, Clark, and Salvadori, Surtees unperturbed by the dragging exhaust and improving his position by roughly one place per lap. Henry Taylor was following Salvadori down from Melling when the UDT Lotus went into a big spin, left the track and crashed into an advertising hoarding injuring Taylor sufficiently to prevent him quitting the car which had bounced back onto the track.

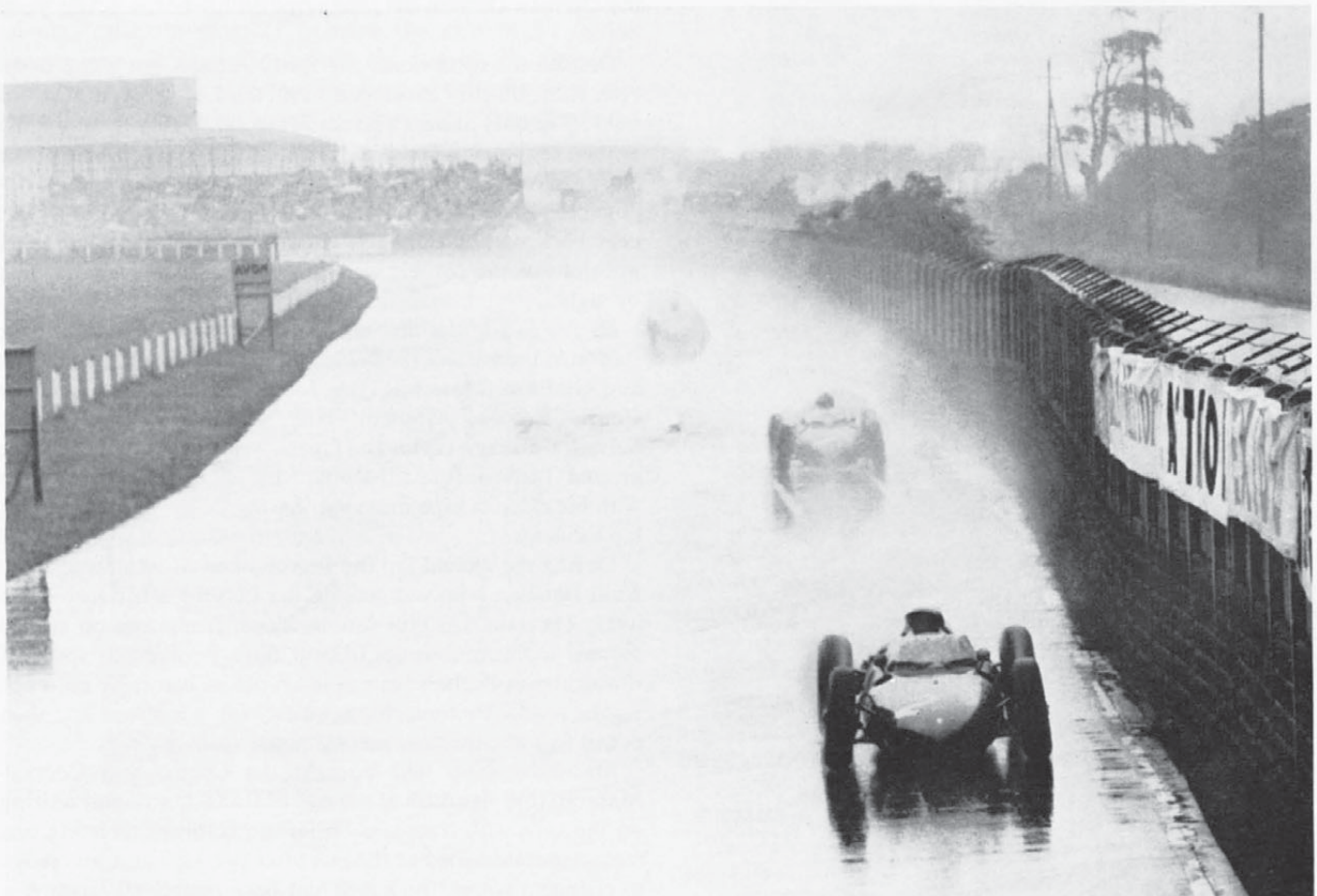
Von Trips went into the lead on lap seven but it was not until lap 10 that Moss managed to take second place by passing Hill, who had been unable to stay with von Trips. Stirling was really driving magnificently and there was no doubt that

if von Trips made one error Moss would have the lead in a flash. The Lotus was, as expected, not handling so well as the Ferraris under the conditions and the back was hanging well out on occasions. Surtees was having trouble with his goggles, calling at the pits after eight laps for a new pair and to have the dangling exhaust removed meanwhile. Because of this he dropped from a well earned ninth place to seventeenth.

At the end of the first ten laps von Trips led narrowly from Moss and Phil Hill, with a gap to Ginther, and a rather larger one to Graham Hill, Jack Brabham, Roy Salvadori and Jo Bonnier. Further back was Jim Clark, and, behind him, Baghetti who had found the atrocious conditions a little foreign at first but was now moving rapidly and holding tenth place. Then followed the BRM of Brooks which had not been running on all four cylinders since hitting a puddle during one of the early laps, thoroughly wetting the plug leads.

Next came Gurney, Tony Marsh, and McLaren not far ahead of Fairman in the Ferguson. Surtees had picked up one place since his stop and was lying sixteenth ahead of Maggs, Bandini, and Ireland who had also picked up a couple of places since his spin. Next were the Camoradi cars of

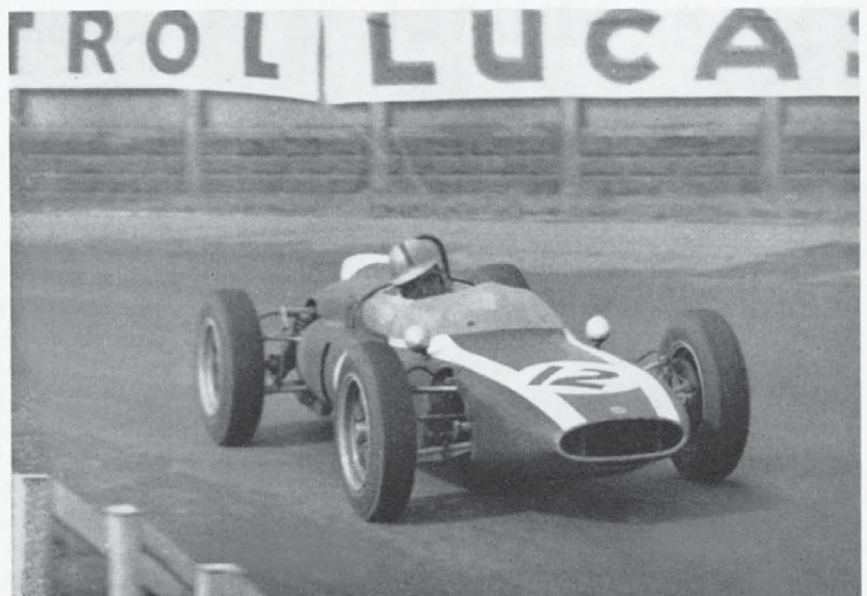
This, appropriately enough, is just after Waterways corner on the second lap. Already the Ferraris of Phil Hill and von Trips are well in the lead, while almost obscured by spray come Bonnier and Moss. The rest of the field is well back

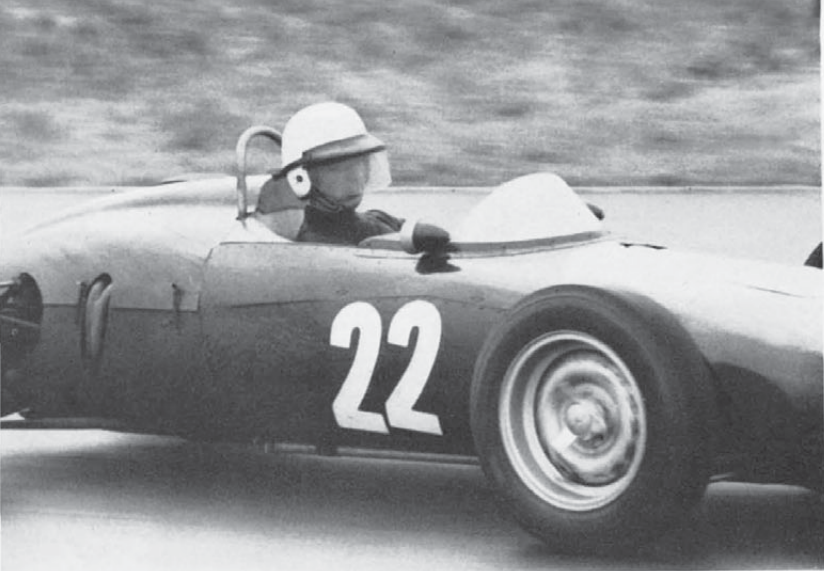




The race is still only a few laps old, and the Moss challenge is progressing. Phil Hill has already gone through, but Moss has held off Bonnier and is pressing Ginther and von Trips

The reigning world champion had to wait until this, the fifth event of the championship season before getting into the first five. He drove quickly and well





Tony Brooks set fastest lap in his BRM towards the end of the race. Had he been able to match this form earlier he would undoubtedly have pressed the Ferraris

Gregory and Burgess both without rain tyres, then Seidel, Bianchi, de Beaufort, and Tim Parnell who was in the pits at this stage.

Jackie Lewis had called it a day after eight laps, finding the conditions extremely dangerous with D9 tyres on his Cooper. Ashmore also retired after eight laps and three pit stops, the last two in efforts to cure misfiring.

On lap 14 Tony Marsh called at the pits and had a plug change, while a lap later Brooks decided to bring the BRM in to get it dried out. By the time this was accomplished and a new set of plugs fitted he had lost well over a lap: he completed his fifteenth just as von Trips and Moss came through Tatts to complete 17.

The Ferguson had stopped on the Railway straight and Fairman investigated the cause before getting a push from some obliging photographers and returning to the pits. Here

McLaren had a lengthy duel with Gurney in the Porsche, the American eventually getting the better of the New Zealander to take seventh place



the plugs were changed and Fairman was push-started and set off on three more laps, after which he again called at the pits where a short in the electrical system was traced and repaired.

The rain came down as steadily as ever, but conditions for the drivers improved as the field spread out a bit, so that their visibility ahead was improved.

At 20 laps Moss was still hard on the heels of von Trips but not capable of making any real effort to get by, which must nevertheless have been as nerve-wracking for the German as the more common thrust and parry tactics of Moss. These two had drawn away from Phil Hill and Ginther while they in turn were well clear of fifth man Brabham, the champion going extremely well in the works Cooper having passed Graham Hill on the previous lap. Simultaneously Salvadori had overtaken Bonnier so that the Swede now lay eighth, but due to concede this place to Jim Clark one lap later.

At the head of the next bunch was Dan Gurney, leading Baghetti, Surtees, and McLaren. Surtees passed Baghetti two laps later and seemed in form to carve his way back through the field, but misfortune intervened and he had to retire the Cooper with a broken drop gear.

As von Trips and Moss came through Melling on their way to complete 25 laps, one third the total distance, Moss slid wide on to the sheet of water covering half the track. He held the car skilfully as the back swung around one way, then the other, before it did a full 180°, leaving Moss travelling behind von Trips at almost unabated velocity, but going backwards. As the car slowed, he got it pointing straight, selected an appropriate gear on the approach to Tatts corner and accelerated away to the immense delight of the crowd, who readily showed their appreciation of a masterly piece of driving. He had lost little more than 10" during this episode and was still well clear of second man Phil Hill!

The rain had slowed to a drizzle by this time and the sky was much clearer. By lap 30 the rain ceased altogether. Baghetti had crashed at Waterways on lap 28 just after being lapped by von Trips.

As the track began to dry, changes took place right down the field, so that when 38 laps were completed and the race half run, von Trips led comfortably from Moss. Ginther had put on the pressure as soon as the rain cleared and took Phil Hill on lap 35. He was now within striking distance of Moss, who appeared to be in some trouble and was travelling as much as three seconds a lap slower than the Ferraris. Two laps later Ginther passed the Lotus into second place. On lap 44 Phil Hill went past Moss and on the next lap the Lotus pulled into the pits and Moss stepped out. The brakes had failed as at Rheims and by the same unlikely means — the balance pipe between the two sides of the caliper had broken again.

At half distance Brabham was still in fifth place while some distance back was Graham Hill, the BRM sounding off colour now. Jim Clark found the Lotus much easier to drive quickly when the water drained off the track and he closed up on Graham Hill, slipping by before the end of lap 38. Roy Salvadori was some distance back but still ahead of Bonnier who was looking more confident as the conditions improved. McLaren now held tenth place, having passed Dan Gurney three laps before, but was unable to draw away from the Porsche so that the two of them settled down to a lengthy battle, a whole lap behind the leaders.

The rest of the field was two laps behind, and the order was

Ireland, Brooks (moving up quickly), Bandini, Gregory, Maggs, Burgess, Greene, de Beaufort and Bianchi who had experienced a big spin, while several laps behind were the Ferguson and Wolfgang Seidel who had also made a couple of pit stops.

Graham Hill pressed on for a few laps with the BRM, but it gradually got worse and he called into the pits on lap 44, did another lap and retired. Five valve springs were later found to be broken. Graham had been getting valve bounce at ridiculously low revs during practice and it was eventually found that the wrong valve springs had been fitted to the Climax Mk 2 engine at the factory.

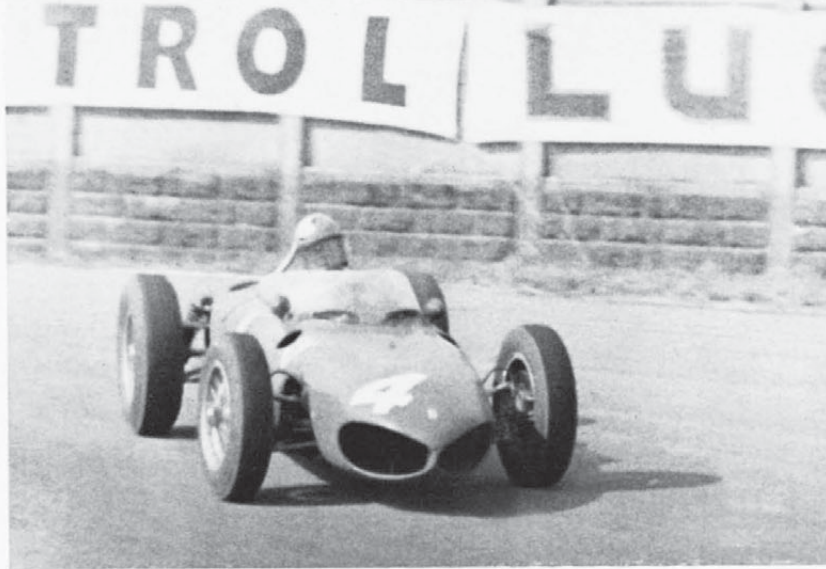
With Moss out von Trips had a handy lead and did not look as if he could be challenged. Phil Hill, however, was not content to stay behind Ginther, caught up, and passed his compatriot on lap 48. Behind the order was static, although Jim Clark was closing steadily on Brabham, Brooks was right in the groove and returning laps around the 2' 5" mark, which was appreciably quicker than the leaders on the slowly drying track. He passed Ireland to be in tenth place for many laps. But he was still over two laps behind the leaders, so that his great drive was accomplishing little beyond proving (and some thought it needed proving) that he is still one of the very fastest drivers in the game, particularly when the conditions are unusually difficult.

The Walker pit had been informed that the Ferguson was disqualified because it was pushed started after one of the early pit stops, so Fairman was called in and Moss set off in the car. He was quick to prove its potential by lapping in just over two minutes, which was quicker than the leaders who were over eight laps ahead of the Ferguson and had by now completed more than 50 of the 75 laps. As Moss became accustomed to the machine and the track dried even further he got faster, eventually getting close to a two minute lap with a best time of 2' 0.8".

Meanwhile Charles Cooper had pointed out to the officials that since the Ferguson had been disqualified it should not be running and formally lodged a protest. There was nothing else the organisers could do except inform the Walker pit to call Moss in. When Stirling came in and found out what had happened he approached Charles Cooper and found that the basis of the objection lay in Ferguson's use of race time for development work. Moss was understandably put out, and it is certainly difficult to understand such an attitude when the car in question was far in arrears and, like every racing car that was ever conceived, required genuine racing conditions to speed on its development.

Bianchi had retired after 46 laps with a gearbox failure, but apart from the Ferguson there were no more retirements for 17 laps. Von Trips was well clear of his team-mates Hill and Ginther, who were running quite close together, for Ginther was not letting his more experienced fellow get away.

Brabham was still fourth and although Clark was never in a position to pass, he whittled down the champion's advantage until the pipe to the oil pressure gauge of the Lotus broke on lap 63 giving the Scot a nasty shower of hot oil. Behind Clark, Bonnier had been doing some very fast motoring, doing a tour in 1' 59" to get past Salvadori on lap 61 and to occupy fifth place when Clark stopped out on the circuit. Gurney in the other works Porsche found his car was a much better proposition on a dry road, and from trailing McLaren he set about passing the New Zealander. A fierce duel followed, until



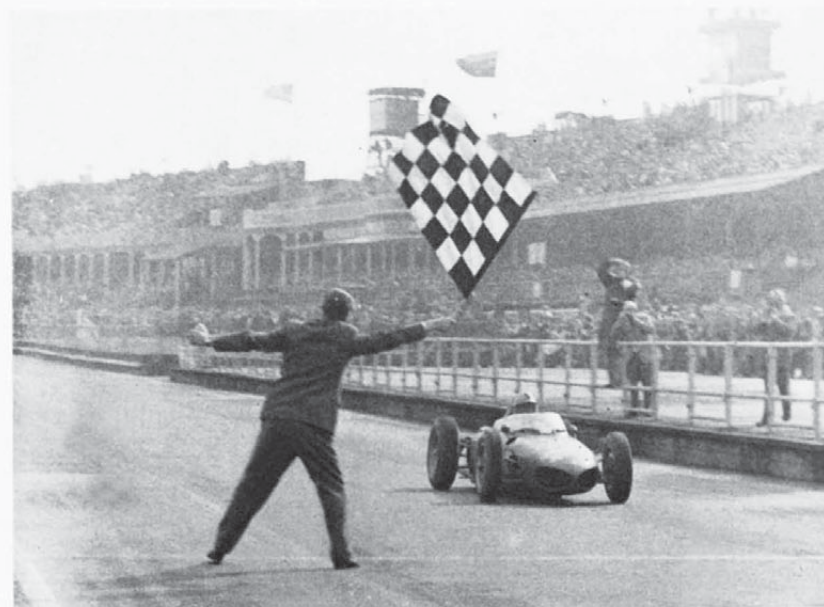
This is the moment described in the text when von Trips momentarily lost control of his Ferrari when securely in the lead

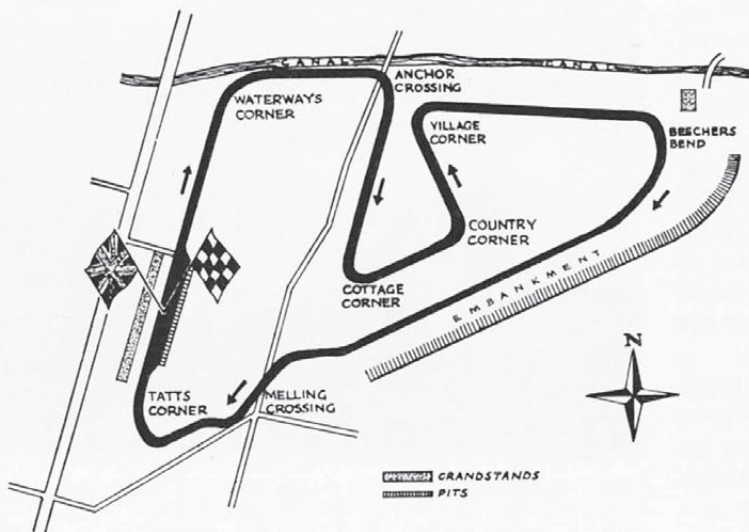
the Porsche eventually passed the Cooper on lap 65.

This left ten laps during which everybody kept station. Von Trips was about 45 seconds in the lead when he nearly suffered a terrible fate on lap 70. As he approached Anchor Crossing Tommy Sopwith waved his overcoat in salutation and von Trips, recognising him, waved back as he braked, a happy grin across his face. The grin changed quickly to a look of worried concern as he realised he was well off line and the Ferrari's tail end was hanging wide. He swiftly threw on some opposite lock and just caught the slide. He pressed on, no doubt remembering that motor racing is a full-time job even when you are well out in front !

Ginther stayed right on Hill's tail and eventually finished 0.8" behind, giving Scuderia Ferrari their second one-two-three victory of the season. This was well deserved, for they had decisively outstripped or cracked the entire opposition.

The flag comes down on von Trips' second championship win of the season





WEATHER

1st practice : fine, high wind
 2nd practice : fine, high wind
 3rd practice : wet
 4th practice : extremely wet
 Race : extremely wet for 25 laps, then cleared to fine

ENTRIES

No.	Driver	Car	Entrant
2	P. Hill	Ferrari V6 120°	Sefac Ferrari
4	W. von Trips	Ferrari V6 120°	Sefac Ferrari
6	R. Ginther	Ferrari V6 120°	Sefac Ferrari
8	J. Bonnier	Porsche 1960	Porsche System Engineering
10	D. Gurney	Porsche 1960	Porsche System Engineering
12	J. Brabham	Cooper-Climax 2	Cooper Car Co.
14	B. McLaren	Cooper-Climax 2	Cooper Car Co.
16	I. Ireland	Lotus-Climax 2	Team Lotus
18	J. Clark	Lotus-Climax 2	Team Lotus
20	G. Hill	BRM-Climax 2	Owen Racing Organisation
22	T. Brooks	BRM-Climax 2	Owen Racing Organisation
26	J. Fairman	Ferguson P.99	R.R.C. Walker Racing Team
28	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
30	H. Taylor	Lotus-Climax 2	UDT-Laystall Racing Team
32	L. Bianchi	Lotus-Climax 2	UDT-Laystall Racing Team
34	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
36	R. Salvadori	Cooper-Climax 2	Yeoman Credit Racing Team
38	T. Parnell	Lotus-Climax 1	R. H. H. Parnell
40	G. Ashmore	Lotus-Climax 1	G. Ashmore
42	M. Gregory	Cooper-Climax 1	Camoradi International
44	I. Burgess	Lotus-Climax 1	Camoradi International
46	J. Lewis	Cooper-Climax 2	H. & L. Motors
48	T. Marsh	Lotus-Climax 1	T. Marsh
50	T. Maggs	Lotus-Climax 1	Mrs. L. Bryden-Brown
52	W. Seidel	Lotus-Climax 1	Scuderia Colonia
54	K. Greene	Gilby-Climax 1	Gilby Engineering Co. Ltd.
56	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen
58	G. Baghetti	Ferrari V6 60°	Scuderia Sant Ambroeus
60	L. Bandini	Cooper-Maserati	Scuderia Centro-Sud
62	M. Natili	Cooper-Maserati	Scuderia Centro-Sud

BRITISH GRAND PRIX

RETIREMENTS

No.	Driver	Car	Laps	Reason
62	M. Natili	Cooper	—	Transmission failure
30	H. Taylor	Lotus	5	Crashed
46	J. Lewis	Cooper	7	Handling
40	G. Ashmore	Lotus	7	Misfiring
38	T. Parnell	Lotus	12	Clutch failure
34	J. Surtees	Cooper	23	Broken drop gear
48	T. Marsh	Lotus	25	Misfiring
58	G. Baghetti	Ferrari	27	Crashed
20	G. Hill	BRM	43	Broken valve springs
28	S. Moss	Lotus	44	Broken brake pipe
32	L. Bianchi	Lotus	45	Gearbox trouble
26	S. Moss	Ferguson	56	Disqualified
18	J. Clark	Lotus	62	Broken oil pipe

PAST WINNERS

Year	Circuit	Driver	Car	Mph
1926	Brooklands	Senechal/Wagner	Delage	71-60
1927	Brooklands	Benoist	Delage	85-89
1948	Silverstone	Villoresi	Maserati	72-28
1949	Silverstone	de Graffenried	Maserati	77-31
1950	Silverstone	Farina	Alfa Romeo	90-95
1951	Silverstone	Gonzales	Ferrari	96-11
1952	Silverstone	Ascari	Ferrari	90-92
1953	Silverstone	Ascari	Ferrari	92-97
1954	Silverstone	Gonzales	Ferrari	89-69
1955	Aintree	Moss	Mercedes-Benz	86-47
1956	Silverstone	Fangio	Ferrari	98-65
1957	Aintree	Moss/Brooks	Vanwall	86-80
1958	Silverstone	Collins	Ferrari	102-05
1959	Aintree	Brabham	Cooper	89-88
1960	Silverstone	Brabham	Cooper	108-69

RESULTS

(75 laps of 3-mile circuit)

Driver	Car	Laps	Time	Mph.
1. W. von Trips	Ferrari	75	2 : 40' 53.6"	83.91
2. P. Hill	Ferrari	75	2 : 41' 39.6"	
3. R. Ginther	Ferrari	75	2 : 41' 40.4"	
4. J. Brabham	Cooper-Climax	75	2 : 42' 02.2"	
5. J. Bonnier	Porsche	75	2 : 42' 09.8"	
6. R. Salvadori	Cooper-Climax	75	2 : 42' 19.8"	
7. D. Gurney	Porsche	74		
8. B. McLaren	Cooper-Climax	74		
9. T. Brooks	B.R.M.	73		
10. I. Ireland	Lotus	72		
11. M. Gregory	Cooper-Climax	71		
12. L. Bandini	Cooper-Maserati	71		
13. T. Maggs	Lotus	69		
14. I. Burgess	Lotus	69		
15. K. Greene	Gilby-Climax	69		
16. C. de Beaufort	Porsche	69		
17. W. Seidel	Lotus	58		

Fastest lap : Brooks, BRM, 1' 57.8", 91.68 mph (new F1 lap record).

DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Belgian	French	British	Total
1. W. von Trips	3	9	6	—	9	27
2. P. Hill	4	6	9	—	6	25
3. R. Ginther	6	2	4	—	4	16
4. S. Moss	9	3	—	—	—	12
5. D. Gurney	2	—	1	6	—	9
6. G. Baghetti	—	—	—	9	—	9
7. J. Clark	—	4	—	4	—	8
8. J. Brabham	—	1	—	—	3	4
9. I. Ireland	—	—	—	3	—	3
10. B. McLaren	1	—	—	2	—	3
11. O. Gendebien	—	—	3	—	—	3
12. J. Surtees	—	—	2	—	—	2
13. J. Bonnier	—	—	—	—	2	2
14. G. Hill	—	—	—	1	—	1
15. R. Salvadori	—	—	—	—	1	1

23rd German Grand Prix 1961 European Grand Prix

Raced at Nurburgring, August 6, 1961

W. D. Gavin

THIS year the title of "Grand Prix d'Europe" was bestowed upon the German race at the Nurburgring on August 7. With five championship rounds already run and Ferrari taking the last four in a row it seemed that the red cars would again dominate on the 14.165 mile Nordschleife circuit of the Nurburgring. Traditionally the most difficult of all circuits and one steeped in legends of extraordinary driving feats, one felt nevertheless that the Ferraris' superior acceleration out of the corners and their high speed would outweigh sheer driver ability on a circuit which has a fair length of straights combined with its 170 corners.

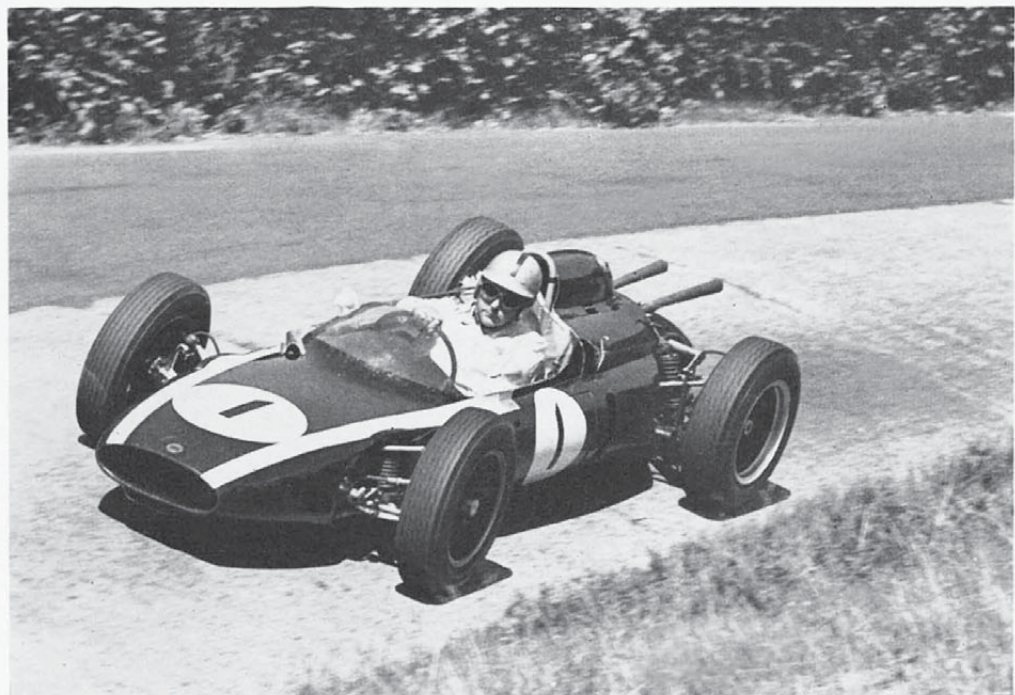
There is no doubt that the Nurburgring is the most difficult of the grande epreuve venues. It has several times as many corners as any other circuit, which consequently makes the learning of it a long, arduous and expensive task, but these corners are difficult in themselves by reason of their varying nature, many being unlike anything encountered in normal motoring or on any other racing circuit. There are many curves which seem initially to be extremely fast, but as they progress through the pine trees they alter radius unexpectedly, dip sharply or change surface. One can approach the brow of a hill at high speed and suddenly have doubts as to which way any corner beyond may turn, a situation that can be aggravated

by parts of the circuit being remarkably similar. Accordingly the corners must be learnt in strict sequence. At various points there are treacherous humps, almost unnoticed in a touring car, but in a racing car moving quickly they can put a driver right off course. If ever there was a circuit where the emphasis is placed on driver ability rather than on the machine's, it must surely be Nurburgring.

The cars

Big news was the first public appearance of the new Coventry-Climax V8 engine which was fitted to Brabham's car. Delivered to Surbiton on July 27 it had been fitted to a specially-modified chassis over the weekend and first tested at Silverstone on Tuesday August 1. The tests proved satisfactory, both Brabham and McLaren lapping in just over 1' 38", well within the 1½-litre record. The car was declared fit for the Nurburgring and sent off the next day.

The two banks of four cylinders are set at an angle of 90°, with the four twin-choke Weber downdraught carburettors situated above the vee. The exhaust system calls for some complex plumbing: to achieve the correct pulsation effects, two of the exhaust pipes from one side of the engine join two from the opposite side. These pipes wind up around the engine



The V8 power unit had an auspicious first outing in the Cooper of Jack Brabham. Here it is seen during the final practice session when a lap time of 9' 1.4" was recorded

so that they join just behind the upper cam box on each side and the megaphones pass over the most rearward upper transverse chassis members, and the gearbox.

The twin cam boxes on each bank surround the upper longitudinal chassis members so it has been necessary to have a removable section in the left tube. Thus the engine is installed in a sideways fashion.

This is the first engine to boast the new Lucas transistorised ignition system which consists of breakers fitted to the flywheel and a series of "little black boxes" which were a mystery to most. Fortunately a Lucas technician was on hand!

The body of the Cooper was much altered at the rear to enclose the carburettors which project quite far in the vertical plane. The lower part of the body was also altered at the rear, this section now having two Ferrari-like nostrils!

Coopers also brought along Brabham's four-cylinder car and McLaren's similar one.

Sefac Ferrari were out in strength with their rear-engined cars with V6 120° engines for Wolfgang von Trips, Phil Hill, and Ritchie Ginther, and the 60° car for the Belgian Willy Mairesse.

Number seven on the entry list was R.R.C. Walker's Lotus for Stirling Moss. The organisers having provided him with his favoured number, things seemed nicely set for Moss even though Coventry-Climax of necessity ignored the fact that he was the only British driver with even a bolter's chance of winning the world championship.

Porsche also were out in strength with 1960 F2 cars for Joakim Bonnier, Dan Gurney, and Hans Herrmann. A fourth car for Edgar Barth did not appear but Carel de Beaufort had his privately-entered vehicle which is almost identical to the works cars. Dan Gurney's car was fitted with Porsche disc brakes on all four wheels for practice.

Team Lotus brought along all three 1961 cars but had entries only for Jim Clark and Innes Ireland. BRMs were similarly equipped with three cars for Tony Brooks and Graham Hill while Yeoman Credit had their two normal-bodied cars and the streamliner for drivers Roy Salvadori and John Surtees. Camoradi had entered their Cooper for Masten Gregory but the American's commitments with UDT (who were not competing in Germany) prevented his running, so Ian Burgess forsook his Lotus for this vehicle. This seemed more logical for Burgess has been production manager at Cooper's since the driving school finished!

In all there were thirteen private entries — the most in a grand prix for a long time. Trintignant drove the Serenissima stable's old leaf-sprung Cooper-Maserati Colotti. The German Scuderia Colonia entered their 1960 Lotuses for Michael May and Wolfgang Seidel. Gerry Ashmore was representing the Three Musketeers with his Lotus. Jack Lewis was making his fourth foray into the grande epreuve field with his Cooper-Climax. Mimo Dei again entered his promising protégé Lorenzo Bandini in the Centro Sud Cooper-Maserati. One wonders at the wisdom of installing the 1½-litre Maserati engine after going to the expense of purchasing a new-type chassis; a Mk I Climax engine would surely give better reliability and greater opportunity for the young Italian to demonstrate his worth than the Maserati unit.

Tony Maggs was at the wheel of Mrs. Louise Bryden-Brown's 1960 Lotus driving for the remarkable American patroness for the second time. Tony Marsh, a regular and

worthy grand prix competitor nowadays had entered his Lotus with five-speed Cooper-Ersa gearbox. Frenchman Bernard Collomb completed the entry list with his 1960-type Cooper.

Practice

Friday, August 4: The first practice was timed to start at 10 am when the weather was a little cool although the sun was doing its best and everybody was out in force to either learn or re-learn this most difficult circuit. All, that is, except Brabham's Cooper-Climax V8 which had refused to start even with a tow. There had been a lack of oil at the top of the distributor driveshaft which had seized. Wally Hassan of Climax was present in person to see that suitable modifications were carried out.

Brabham practised in his four-cylinder car and although he completed only a few laps was fourth fastest at 9' 10.6". This car had been fitted with special low-friction halfshaft splines which Coopers had developed themselves last year but had never got round to fitting.

Times came down slowly and Moss's lap record of 9' 9.2" set in the 2½-litre Vanwall of 1958 seemed to be the target. But Bonnier alone was able to better this time and recorded 9' 6.6", the Swedish driver being fairly conversant with the Nurburgring after doing a good deal of development driving for Porsche here during the season. The best Moss could achieve was 9' 10.5", just fractionally slower than Hill's Ferrari which was second fastest.

Von Trips damaged his motor after lapping in 9' 23.5" and the Ferrari mechanics set about installing a spare unit. Ritchie Ginther was 0.5" slower than von Trips so it seemed that the circuit was exerting a very strong influence on the lap times. A splendid example of this was the 9' 19.2", a fast time at this stage, recorded by Hans Herrmann who knows the circuit perhaps better than anybody.

The endeavours of Jackie Lewis to get to grips with 14 miles of sinuous roadway were interrupted when the magneto declined to give any more sparks. Wolfgang Seidel had a narrow escape when the king post broke on his Lotus and he crashed into the trees. Maggs too, was unable to learn much, for the blue Lotus was bottoming badly when negotiating the many hump-backs of the Nurburgring. Ian Burgess was in trouble with oil-leaking between the gearbox and bell housing.

1st PRACTICE, FRIDAY MORNING, AUGUST 4

Bonnier	Porsche	9' 06.6"
Hill P.	Ferrari	9' 10.2"
Moss	Lotus	9' 10.5"
Brabham	Cooper	9' 10.6"
Gurney	Porsche	9' 13.3"
Hill G.	BRM	9' 18.6"
Herrmann	Porsche	9' 19.2"
Clark	Lotus	9' 20.9"
McLaren	Cooper	9' 22.4"
Ireland	Lotus	9' 22.9"
von Trips	Ferrari	9' 23.5"
Ginther	Ferrari	9' 23.8"
Mairesse	Ferrari	9' 32.7"
de Beaufort	Porsche	9' 39.8"
Surtees	Cooper	9' 39.9"
Salvadori	Cooper	9' 41.1"
Lewis	Cooper	9' 42.3"
Bandini	Cooper	9' 43.2"
Brooks	BRM	9' 50.2"
Marsh	Lotus	9' 52.3"
Seidel	Lotus	9' 59.9"
Trintignant	Cooper	10' 08.6"

Ashmore	Lotus	10' 37.9"
Collomb	Cooper	10' 41.8"
Burgess	Cooper	11' 00.7"
Maggs	Lotus	16' 21.9"
May	Lotus	17' 00.9"

The afternoon's practice saw some fireworks. Phil Hill decided to put things in their proper perspective and when he returned to the pits after several laps he was so visibly shaken that one felt he must have been driving right on the limit. So when a time of 8' 55.2" was announced for the American nobody was really incredulous. This was many seconds inside the 2½-litre record and gives some idea of the tremendous improvement in handling that has been accomplished during the intervening three seasons.

The ratio had been changed in the Walker Lotus between sessions but Moss was unable to improve on the morning's times. Brabham took the V8 out towards the end of the practice but came in quickly to report that the sump was bottoming at various points around the circuit. Some spacers were fitted under the rear springs which gave him a little extra clearance and he then managed 9' 15.6" from a standing lap. Earlier he had completed one lap in 9' 10.6" with the older car, the seventh fastest time to date.

Jo Bonnier improved on the morning's time and was second fastest at 9' 4.8" while team-mate Gurney was 1.8" slower. Jim Clark showed his worth by recording 9' 8.1", a creditable effort for his first appearance at the Ring in a formula car. John Surtees was also getting to know the circuit quickly in a racing car and took one of the Yeoman Credit Coopers around in 9' 11.2".

2nd PRACTICE, FRIDAY AFTERNOON
AUGUST 4

Hill	Ferrari	8' 55.2"
Bonnier	Porsche	9' 04.8"
Gurney	Porsche	9' 06.6"
Clark	Lotus	9' 08.1"
Brooks	BRM	9' 10.5"
Brabham	Cooper	9' 10.6"
Surtees	Cooper	9' 11.2"
Moss	Lotus	9' 11.4"
Herrmann	Porsche	9' 12.7"
McLaren	Cooper	9' 13.0"
Hill G.	BRM	9' 13.5"
Mairesse	Ferrari	9' 15.9"
Ginther	Ferrari	9' 16.6"
de Beaufort	Porsche	9' 28.4"
Lewis	Cooper	9' 34.0"
Bandini	Cooper	9' 35.4"
Seidel	Lotus (works)	9' 38.1"

A fine study of the Ferrari team leader, Phil Hill, in action on a circuit which requires the utmost in concentration



Maggs	Lotus	10' 04.4"
Trintignant	Cooper	10' 04.6"
Ashmore	Lotus	10' 18.2"
Burgess	Cooper	10' 22.6"
Collomb	Cooper	10' 23.0"
May	Lotus	17' 00.9"
Ireland	Lotus	17' 18.6"

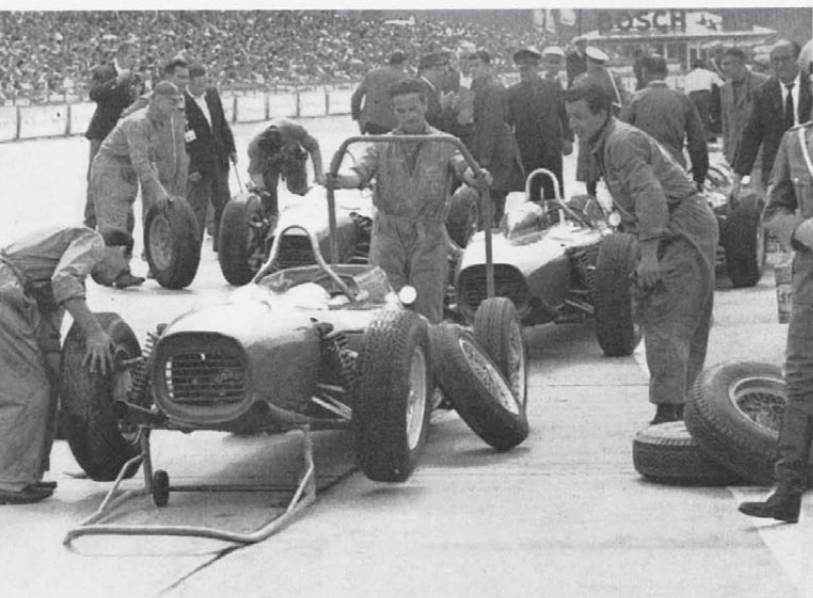
Saturday August 5 : During the night the Cooper team had raised the front engine mountings to give reasonable ground clearance and then, after a few hours sleep, they rose early for a private practice period shared with von Trips at 7 am. Jack settled down very quickly and broke nine minutes twice with laps at 8' 58.6" and 8' 58.2", times which Brabham said he could maintain without difficulty. Trips also got below nine minutes on one lap, recording 8' 59".

Colin Chapman had arranged to lend Wolfgang Seidel the third Lotus as the damage to his could not be made good, but the arrangement came to naught because Jim Clark crashed not far from the pits when a steering joint broke. He walked back again and appeared remarkably unshaken by the experience, although the car had been extensively damaged during its unscheduled sortie into the woods. He then managed to do one lap in the third car, the same as he had driven at Monaco and Zandvoort, before practice ended. Innes Ireland was also having trouble with his steering joints and Clark's accident did nothing to inspire the confidence of the Team Lotus drivers. It seems that Ireland is destined never to learn the Ring ; he has competed here three times but each time an incident either during training or early in the race had curtailed his experience.

Brabham officially recorded 9' 1.4" which put him on the front row of the grid next to Phil Hill, whose time of the previous day had assured him pole position. Stirling Moss was on rare form and also qualified for the front row despite his old car/old engine combination.

Bandini's Cooper-Maserati caught fire at the Karussel but was quickly extinguished and later he was able to drive it back to the pits. Michael May crashed just before the Karussel wrecking the other Scuderia Colonia Lotus.

Last-minute action in the Ferrari pits when the unsettled state of the weather required some second thoughts on the question of tyres



Graham Hill made the best of the BRM's excellent handling and did extremely well to qualify at 9' 6.4" so that the list of fastest times read, Ferrari, Cooper, Lotus, Porsche, Ferrari, and BRM which all emphasises that the Ring is a driver's circuit.

3rd PRACTICE, SATURDAY MORNING, AUGUST 5

Brabham	Cooper (V8)	9' 01.4"
Moss	Lotus	9' 01.7"
von Trips	Ferrari	9' 05.5"
Hill G.	BRM	9' 06.4"
Hill P.	Ferrari	9' 07.9"
Brooks	BRM	9' 09.3"
Bonnier	Porsche	9' 11.3"
McLaren	Cooper	9' 14.4"
Gurney	Porsche	9' 16.9"
Surtees	Cooper	9' 19.8"
Ginther	Ferrari	9' 20.1"
Ireland	Lotus	9' 23.2"
Mairesse	Ferrari	9' 23.5"
Herrmann	Porsche	9' 24.6"
Salvadori	Cooper	9' 25.2"
de Beaufort	Porsche	9' 29.7"
Lewis	Cooper	9' 31.4"
Clark	Lotus	9' 37.9"
Trintignant	Cooper	9' 38.5"
Bandini	Cooper	9' 40.9"
Maggs	Lotus	9' 45.5"
Burgess	Cooper	10' 01.4"
Ashmore	Lotus	10' 06.0"
May	Lotus	10' 37.5"

The race

The weather had been fine during all three practice sessions and a fine day for the race was a bit too much to hope for : accordingly, it rained during the GT race which preceded the Grand Prix. The rain eventually stopped some time before the start of the big race, the track being still damp but drying out fast. The decision to use rain tyres or normal D 9s was troubling most team managers and the Dunlop technicians. Ferraris were strongly advised not to use the rain tyres for both the rate of wear and the temperature build-up is greater on their cars than on Coopers and Lotuses. Moss had made it clear that he was going to take advantage of the better adhesion of the rain tyres, whether it was wet or dry and despite the warnings of the Dunlop technicians. Courageous or foolhardy according to how you look at these things ! The Dunlop racing-tyre monopoly does of course breed a certain

STARTING GRID

BONNIER Porsche 9' 04.8"	MOSS Lotus 9' 01.7"	BRABHAM Cooper 9' 01.4"	P. HILL Ferrari 8' 55.2"
	GURNEY Porsche 9' 06.6"	G. HILL B.R.M. 9' 06.4"	von TRIPS Ferrari 9' 05.5"
HERRMANN Porsche 9' 12.7"	SURTEES Cooper 9' 11.2"	BROOKS B.R.M. 9' 09.3"	CLARK Lotus 9' 08.1"
	GINTHER Ferrari 9' 16.6"	MAIRESSE Ferrari 9' 15.9"	McLAREN Cooper 9' 13.0"
LEWIS Cooper 9' 31.4"	de BEAUFORT Porsche 9' 28.4"	IRELAND Lotus 9' 22.9"	SALVADORI Cooper 9' 22.0"
	TRINTIGNANT Cooper-Maserati 9' 38.5"	MARSH Lotus 9' 37.7"	BANDINI Cooper 9' 35.4"
ASHMORE Lotus 10' 06.0"	BURGESS Cooper 10' 01.4"	SEIDEL Lotus 9' 59.9"	MAGGS Lotus 9' 45.5"
	COLLOMB Cooper 10' 23.0"		



Behind the pits after the start. Brabham and Moss disappear over the crest of the hill with three Porsches and a Ferrari in close pursuit

conservatism, for they know they will win every race and naturally wish to avoid the adverse publicity that might arise if a tyre were to burst.

Due to a complex set of circumstances Brabham was obliged to run with rain tyres at the front only.

Like Ferrari, Porsche changed back to normal tyres when it seemed obvious that a good part of the race would be run on a dry track. Both Yeoman Credit cars were on rain tyres, while BRM did the logical thing with a two-man team — they ran one car (Hill's) on rain tyres and the other on D 9s. Both Clark and Ireland were on rain tyres.

De Beaufort chose to run his private Porsche on a set of Continentals as he had no Dunlop D 12s.

Juan-Manuel Fangio lowered the flag for the start of the Grand Prix and Brabham made one of his copybook starts moving into the lead ahead of Moss and Bonnier with Dan Gurney and Graham Hill close by.

Up past the back of the pits and into the North Curve Brabham maintained the advantage on Moss, then came Bonnier, Gurney and Phil Hill. But Brabham's lead was short-lived for a mile after the start he hit a puddle in the middle of a corner, and the odd combination of tyres was a little more than the Champion could cope with under the circumstances. The V8 Cooper-Climax over-steered off the road very quickly, and entered a hedge. The other drivers were most amused to see the hedge being pushed out by a now

invisible Cooper. The car had unfortunately stalled and refused to fire on the starter. A German policeman rightly prevented the spectators from giving Jack a push.

Phil Hill screamed past Moss after the Flugplatz, but by the time they reached the Karussel Moss was breathing down the American's neck. He passed him shortly afterwards to lead by 1.5" when they reached the pits at the end of lap one. Hans Herrmann was in third place a little ahead of Gurney, Graham Hill, and von Trips who were all in a bunch. Then came Clark, Ginther, Ireland and McLaren in that order. Bonnier called at the pits and had the off-side rear wheel changed, while de Beaufort, who found the different dimensions of the Continental tyres were upsetting the Porsche's handling, had all four wheels changed thus ensuring that the Porsche mechanics were kept busy for a few minutes.

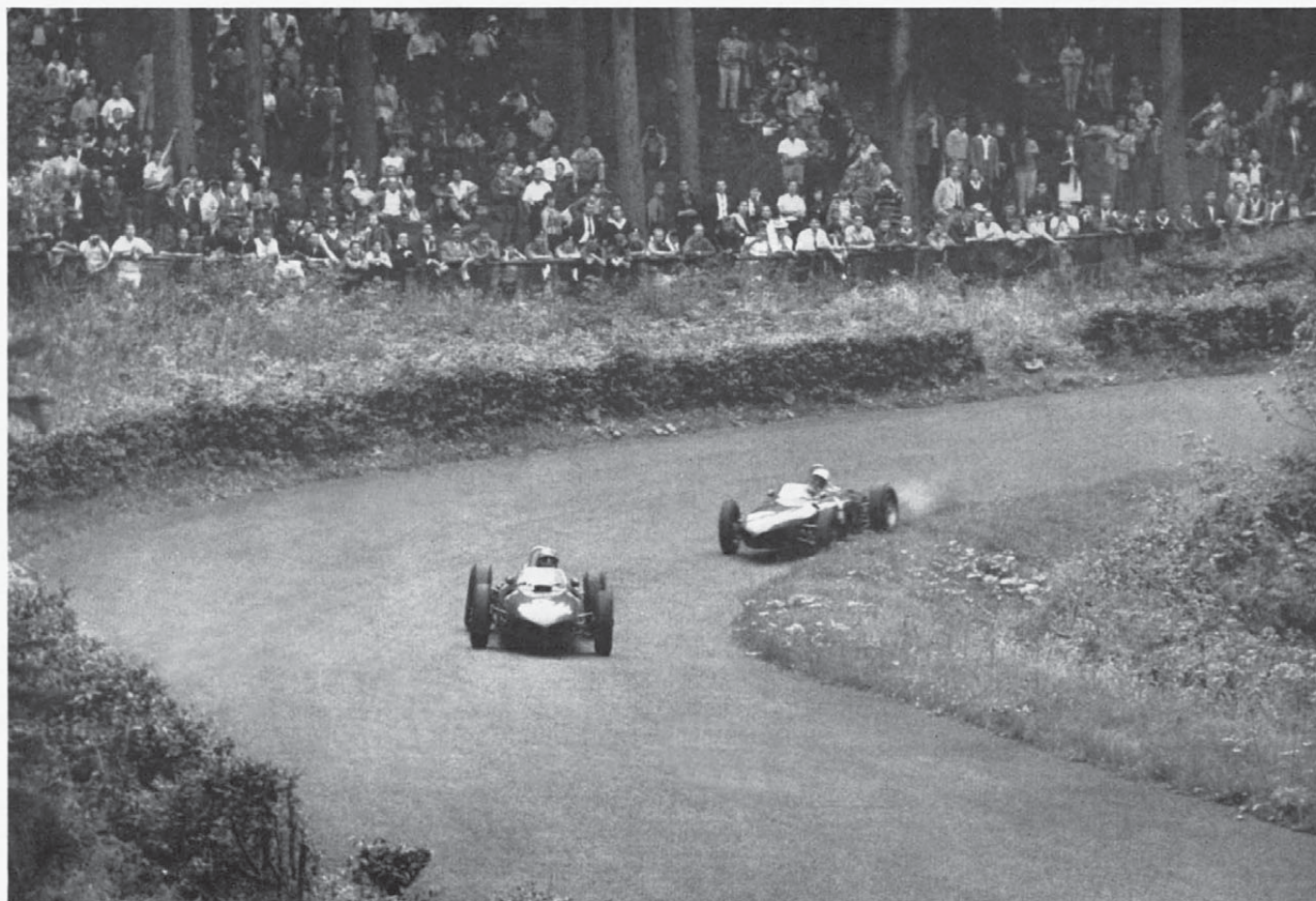
Graham Hill found himself in a compromising position as the bunch entered the South curve. He was forced off line by Herrmann, who was determined to do well on a circuit on which he is still capable of impressing, lost control and bumped Gurney's Porsche before the BRM left the road, its race already over.

Moss increased his lead during lap two: a colleague who had the good fortune to watch the race from a light aeroplane said that while Moss was obviously gaining through the corners the Ferrari of Phil Hill did not appear to catch up noticeably along the straight. Trips had moved up into third place



Moss' mastery of difficult circuits and tricky conditions was never better demonstrated than on this occasion. By the ability to lap not just quickly, but quickly and consistently he staved off the Ferrari pursuit

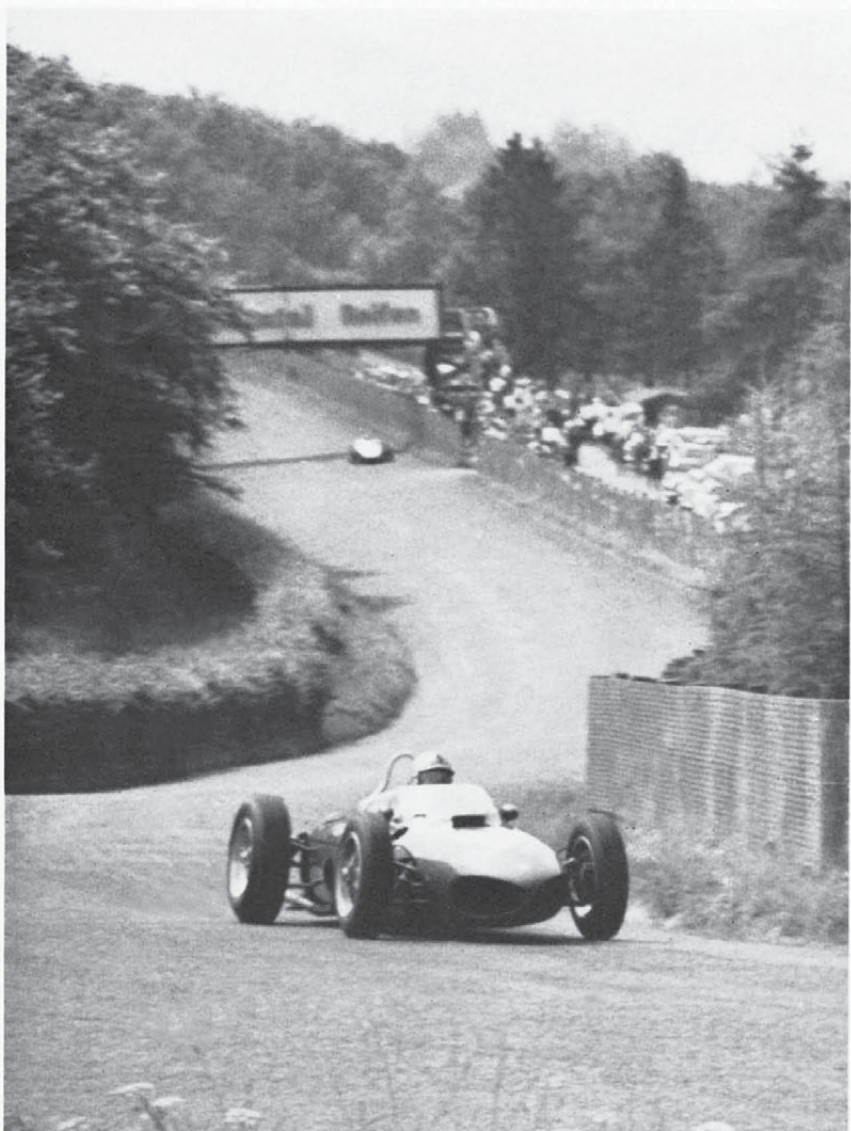
And the effort being put into the pursuit can be gauged from this picture, as von Trips and Hill vainly chase the Lotus, the latter using the inside verge



The worried expression on Phil Hill's face might well have been caused by the upset to Ferrari's plans, for he would have been justified in expecting Moss to stop and change his wet weather tyres after running most of the race in the dry



Natives at work : von trips leads his fellow German, Hans Herrmann on a works Porsche. Both used their intimate knowledge of the Ring to advantage



during the first half of the second lap and held that position past the pits. Herrmann and Jim Clark came past the pits together disputing fourth place while very little separated Ginther, Gurney, McLaren and Surtees. The remainder of the field was fairly well spaced. Next were Mairesse in the 60 V6 Ferrari and Jackie Lewis doing extremely well. Salvadori, Brooks, and Tony Maggs followed. Then came Ian Burgess, Lorenzo Bandini, Gerry Ashmore, and Bernard Collomb; ahead of Jo Bonnier and Carel de Beaufort, whose pit stops had blighted their chances.

Ashmore had called at the Lotus pit to report that Ireland's car was on fire, which explained the plume of smoke which could be seen from the pits. The Team Lotus leader had had another narrow escape, jumping out just before the petrol tanks exploded and the whole car went up in flames that reached high into the air, setting some of the pines alight.

The bonnet of the Lotus had blown off during the opening lap, but the fire was caused when the pipe leading to the fuel pressure gauge broke.

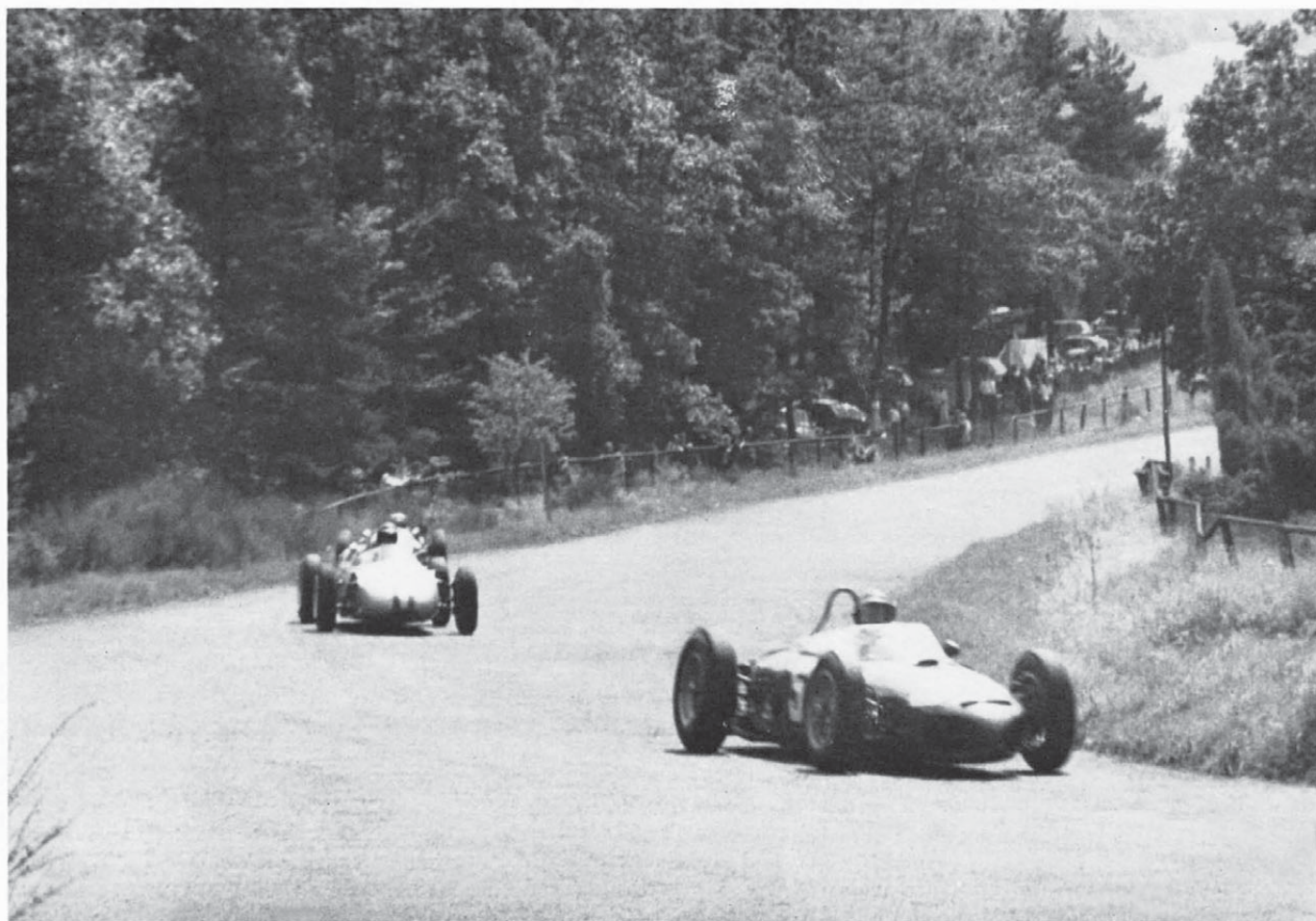
Tony Marsh had stopped out on the circuit during lap one to investigate some ignition trouble and later returned to the pits for some lengthy adjustment. Trintignant was also in trouble early, this time it was the suspension which let him down — about the only thing that does not usually bother the hybrid Italian machines.

Moss had an advantage of 10 seconds when he next passed the pits, while Hill had several seconds on von Trips who in turn was well clear of Clark, Herrmann, and Surtees who had done wonders to gain three places in one lap, putting in a lap of 9' 15.6", the third fastest to date, and showing clearly that McLaren and company had been getting in his way. Mairesse, Ginther, Gurney and McLaren all flashed past together.

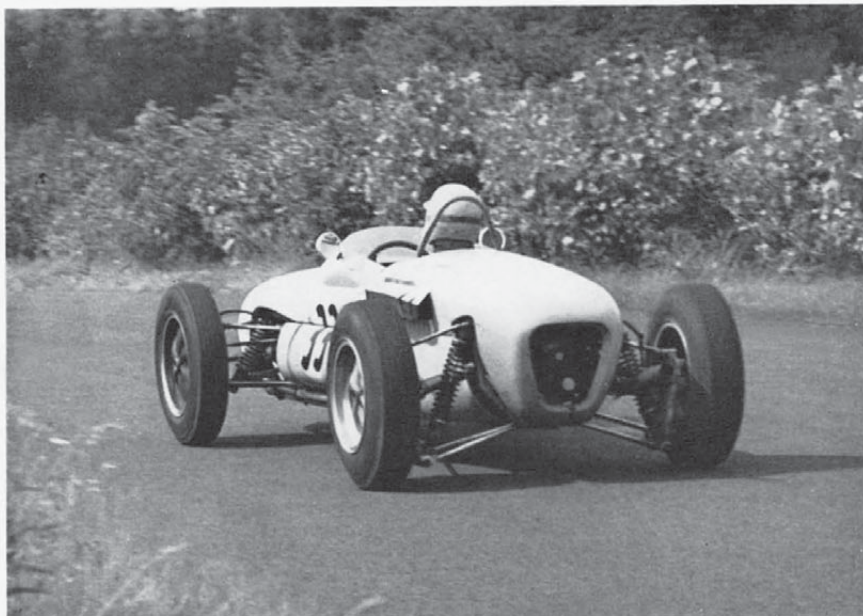
Moss continued to increase his lead during the next few laps, still looking unruffled as he cornered the Lotus near the limit of adhesion. With five laps, one third of the race behind him, Moss led by 15 seconds from Phil Hill, who had eight seconds advantage over von Trips. Clark was securely in fourth place ahead of Surtees, Herrmann having dropped back during lap four before coming into the pits after five laps for some adjustments to his clutch mechanism. Fifth place was still in doubt, Mairesse leading Ginther, Gurney and McLaren with very little in it. Lewis led Salvadori and Brooks. Then came Bandini, Maggs, Burgess, Ashmore, all the rest being a lap in arrears. Bonnier called at the pits and retired with smoke billowing from the exhaust of the Porsche.

During the next three laps the lap speeds increased as the circuit dried out. The first to do a quick lap was von Trips, who closed on Hill and overtook him on lap 8 recording a time of 9' 1.6", a new lap record. The Ferraris were able to use their extra 30 bhp to better effect on the dry track and

Gurney and Lewis close on Ginther. Gurney went past and away from the Ferrari, but Lewis just failed to overtake



Junior exponent, Tony Maggs, drove the Lotus of Mrs Louise Bryden-Brown into a very creditable 11th place despite a bumpy ride!



reduced Moss' advantage to less than 10" by lap 10. Clark was on his own in fourth place, but Mairesse was challenging Surtees. McLaren had taken Gurney at the start of the ninth lap as they braked into the South curve and Phil Hill played the same trick on Trips at the start of lap 11; but Taffy put things right by exactly the same method at the North curve a few seconds later! Hill had recorded 8' 57.8" on the tenth lap which time was to stand as the new absolute record.

Roy Salvadori had some very anxious moments when he spun in the Karussel. His car was grounded on the lip of the drain and he struggled to budge it as his fellows came rushing in. First to arrive was Jackie Lewis whom Roy had succeeded in passing on the previous lap (lap seven). Jackie braked hard, ran out of the "ditch" and went around the outside of the corner. It was fully three minutes before Roy got the car free and restarted, but it must have seemed more like three years!

Brooks who had been following Lewis and Salvadori for these six laps even though hampered by dry weather tyres with which the BRM was shod retired when the valve springs of his Climax engine broke up.

Von Trips shaved Stirling's lead to a mere 6.9" on lap 11, but the next lap the gap was out to 7.5", while Phil Hill had dropped back some nine seconds.

With only three laps to go tension mounted among the 250,000 spectators. They obviously hoped for a von Trips victory, but nevertheless the Germans are great respecters of the man Moss. And he was probably putting up the best performance of a career already studded with memorable drives. He was taking corners "flat" where he had never contemplated it before. Every inch of the sinuous road he was using, looking perhaps a little less tidy than usual, as he strove to stay ahead of the Ferraris. Not that Hill and von Trips need be ashamed of their efforts: both were trying extremely hard but lacking the uncanny virtuosity of Moss, they seemed slightly wild at times, clipping banks and getting into odd attitudes as they relentlessly pursued the Briton.

Clark was safe in fourth place but Mairesse was worrying Surtees. Bruce McLaren had cleared well away from Gurney, who was experiencing some trouble with the hydraulic mechanism of the Porsche clutch. Ginther had dropped back

and Jack Lewis was closing on the Ferrari. Salvadori was in eleventh place and Maggs was the only other driver on the same lap as the leaders.

Rain started to fall again during the final three laps; first lightly, and then more heavily as the end approached. Thus Moss, with the benefit of his rain tyres, which were now getting dangerously worn, regained the seconds he had lost during the dry spell. He had 10.7" after 13 laps, and 15 seconds after 14 laps. Now interest centred on who would be second, for team-mates von Trips and Hill were obviously not driving to orders.

At the Karussel on lap 14 Hill had moved to second place and just had the advantage at the pits. Mairesse had spun in his efforts to overhaul Surtees thus boosting McLaren to sixth place. Stirling still led by 14.1" at the Karussel on the last lap. Von Trips, having pushed Hill hard for the first part of the lap, eased off as they neared the straight, realising that whoever got the tow up the straight would be able to pull out and pass nearer the line. This nearly led to mutual undoing, for while taking a corner slower than usual both took a different line and went into a hitherto unnoticed puddle. Both Ferraris travelled sideways for some distance before the drivers regained control and set off for the line, which von Trips reached just 1.1" in front of Hill and 21 seconds behind Moss.

Moss had driven a race just as fantastic as at Monaco to win his second grande epreuve of the year. His superior driving skill more than outweighed the power advantage of the Ferraris over his much-modified Lotus.

Jim Clark's fourth place was an excellent effort. Had it rained earlier a Lotus one-two would not have been impossible. Surtees also put up a fine display to take fifth place and with McLaren sixth the British teams had every reason to be more than satisfied.

Dan Gurney's was the only Porsche to last the distance in anything like good shape. It was a pity that the German cars did not find better form on their home ground, but luck seems to have deserted them.

One of the best performances was that of Jackie Lewis who almost snatched eighth place from the ailing Ferrari of Ginther.

GERMAN GRAND PRIX

Lap	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th
1	7 9' 31.8"	4 9' 33.3"	11 9' 40.9"	9 9' 41.3"	17 9' 41.6"	3 9' 41.8"	14 9' 44.1"	5 9' 47.7"	15 9' 48.0"	2 9' 48.3"	18 9' 48.9"	6 9' 50.5"	28 9' 55.6"
2	7 9' 13.8"	4 9' 21.8"	3 9' 17.7"	11 9' 26.5"	14 9' 23.5"	5 9' 30.1"	9 9' 37.0"	2 9' 30.2"	18 9' 29.9"	6 9' 29.6"	28 9' 29.6"	19 9' 31.5"	16 9' 35.4"
3	7 9' 14.4"	4 9' 15.4"	3 9' 18.5"	14 9' 19.8"	18 9' 15.6"	11 9' 28.6"	6 9' 23.2"	5 9' 25.7"	9 9' 26.2"	2 9' 27.0"	28 9' 28.9"	19 9' 29.4"	16 9' 30.6"
4	7 9' 13.5"	4 9' 14.3"	3 9' 16.2"	14 9' 16.6"	18 9' 24.6"	6 9' 20.4"	5 9' 21.9"	11 9' 30.4"	9 9' 22.2"	2 9' 21.6"	28 9' 24.4"	19 9' 26.9"	16 9' 37.0"
5	7 9' 13.0"	4 9' 16.1"	3 9' 12.2"	14 9' 17.2"	18 9' 18.9"	6 9' 18.5"	5 9' 18.1"	9 9' 18.3"	2 9' 18.6"	28 9' 25.0"	19 9' 22.0"	16 9' 29.3"	11 11' 54.1"
6	7 9' 13.4"	4 9' 09.7"	3 9' 08.1"	14 9' 13.1"	18 9' 14.6"	6 9' 11.8"	9 9' 16.3"	2 9' 17.2"	5 9' 29.6"	28 9' 24.3"	19 9' 22.8"	16 9' 24.3"	32 9' 47.0"
7	7 9' 05.4"	4 9' 06.9"	3 9' 04.3"	14 9' 13.2"	18 9' 08.0"	6 9' 11.9"	9 9' 15.2"	2 9' 14.1"	5 9' 24.4"	19 9' 20.1"	28 9' 27.9"	32 9' 40.9"	33 9' 46.0"
8	7 9' 02.8"	3 9' 01.6"	4 9' 03.3"	14 9' 07.7"	18 9' 11.0"	6 9' 10.3"	9 9' 13.9"	2 9' 13.7"	5 9' 21.1"	28 9' 26.1"	12' 52.5"	32 9' 42.4"	33 9' 44.5"
9	7 9' 03.4"	3 9' 01.1"	4 9' 03.0"	14 9' 07.3"	18 9' 09.2"	6 9' 07.5"	2 9' 10.2"	9 9' 17.1"	5 9' 18.4"	28 9' 25.6"	19 9' 29.8"	32 9' 40.7"	33 9' 48.2"
10	7 9' 01.2"	3 8' 59.9"	4 8' 57.8"	14 9' 07.2"	18 9' 11.1"	6 9' 08.6"	2 9' 12.1"	9 9' 10.0"	5 9' 19.0"	28 9' 24.5"	19 9' 32.2"	32 9' 40.5"	33 9' 45.1"
11	7 9' 01.5"	3 8' 59.9"	4 9' 08.7"	14 9' 11.6"	18 9' 07.8"	6 9' 09.6"	2 9' 10.5"	9 9' 10.7"	5 9' 21.6"	28 9' 22.6"	19 9' 18.3"	33 9' 46.6"	30 10' 09.3"
12	7 9' 01.4"	3 9' 01.6"	4 9' 02.1"	14 9' 10.5"	18 9' 06.1"	6 9' 04.1"	2 9' 10.1"	9 9' 10.5"	5 9' 18.3"	28 9' 22.7"	19 9' 25.5"	33 9' 49.9"	30 10' 09.6"
13	7 9' 01.0"	3 9' 04.4"	4 9' 03.6"	14 9' 10.9"	18 9' 07.0"	6 9' 08.7"	2 9' 13.9"	9 9' 16.7"	5 9' 25.6"	28 9' 25.5"	10' 06.2"	33 10' 42.0"	30 12' 11.4"
14	7 9' 24.6"	4 9' 23.3"	3 9' 33.1"	14 9' 19.1"	18 9' 27.0"	2 9' 38.9"	9 9' 57.6"	5 10' 11.3"	28 10' 00.4"	19 10' 34.0"	33 11' 21.5"	30 10' 58.3"	11 10' 11.1"
15	7 9' 51.2"	3 9' 53.4"	4 9' 55.6"	14 9' 47.7"	18 10' 05.8"	2 10' 07.4"	9 10' 22.0"	5 11' 02.7"	28 10' 33.0"	19 12' 26.0"			

14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th
19 9' 56.7"	16 9' 58.1"	33 10' 25.7"	30 10' 35.5"	32 10' 36.0"	27 10' 43.5"	26 10' 51.9"	31 10' 58.2"	38 11' 18.7"	8 11' 31.7"	37 21' 37.5"	20 23' 55.6"
33 10' 02.2"	30 10' 02.5"	32 10' 02.8"	27 10' 34.1"	26 11' 14.0"	38 11' 20.6"	8 12' 02.1"	31 16' 55.0"	37 13' 37.6"	20 23' 56.1"		
33 9' 58.7"	32 9' 53.3"	30 10' 06.1"	27 10' 37.2"	8 9' 29.9"	38 11' 11.7"	26 12' 32.6"	31 10' 02.3"	37 9' 43.1"	20 10' 11.1"		
32 9' 51.0"	33 9' 58.3"	30 10' 04.5"	27 10' 14.4"	8 9' 22.0"	38 11' 11.4"	31 9' 45.8"	37 9' 40.1"	20 9' 55.4"			
32 9' 50.3"	33 9' 59.2"	30 10' 01.2"	27 10' 09.1"	8 11' 35.6"	38 11' 08.9"	31 9' 33.6"	37 9' 36.9"	20 9' 52.4"			
33 9' 51.8"	30 9' 59.2"	27 9' 58.2"	31 9' 27.6"	38 11' 03.4"	11 17' 27.9"	37 9' 34.7"	20 9' 47.2"				
30 10' 01.2"	27 9' 55.4"	31 9' 30.8"	11 9' 30.7"	38 11' 01.3"	37 9' 37.0"	20 9' 44.5"					
30 9' 58.4"	27 9' 52.5"	31 9' 30.4"	11 9' 25.5"	38 11' 01.9"	37 9' 34.5"	20 9' 41.9"					
30 9' 58.0"	27 9' 50.3"	31 9' 29.8"	11 9' 21.8"	38 10' 54.5"	37 9' 31.9"	20 9' 45.1"					
30 9' 53.6"	27 9' 55.0"	31 9' 27.4"	11 9' 25.8"	38 10' 55.0"	37 9' 29.3"	20 10' 02.8"					
27 9' 57.9"	31 9' 27.7"	11 9' 20.0"	37 9' 30.2"	38 11' 26.5"	20 10' 40.1"						
27 9' 46.1"	31 9' 38.2"	11 9' 35.2"	37 10' 01.7"	20 11' 34.1"							
31 10' 12.6"	11 10' 04.0"	37 10' 52.4"	27 30' 12.2"								
31 10' 42.2"											

CONVERSION TABLE

8' 50"	...	154-94 kph
8' 52"	...	154-35 kph
8' 54"	...	153-78 kph
8' 56"	...	153-20 kph
8' 58"	...	152-63 kph
9' 00"	...	152-07 kph
9' 02"	...	151-50 kph
9' 04"	...	150-95 kph
9' 06"	...	150-40 kph
9' 08"	...	149-85 kph
9' 10"	...	149-30 kph
9' 12"	...	148-76 kph
9' 14"	...	148-22 kph
9' 16"	...	147-69 kph
9' 18"	...	147-16 kph
9' 20"	...	146-64 kph
9' 22"	...	146-11 kph
9' 24"	...	145-60 kph
9' 26"	...	145-08 kph
9' 28"	...	144-57 kph
9' 30"	...	144-06 kph
9' 32"	...	143-56 kph
9' 34"	...	143-06 kph
9' 36"	...	142-56 kph
9' 38"	...	142-07 kph
9' 40"	...	141-58 kph
9' 42"	...	141-09 kph
9' 44"	...	140-61 kph
9' 46"	...	140-13 kph
9' 48"	...	139-65 kph
9' 50"	...	139-18 kph
9' 52"	...	138-71 kph
9' 54"	...	138-24 kph
9' 56"	...	137-78 kph
9' 58"	...	137-32 kph
10' 00"	...	136-86 kph



RESULTS

(15 laps of 14.12-mile circuit)

Driver	Car	Laps	Time	M.p.h.
1. S. Moss	Lotus-Climax	15	2 : 18' 12.4"	92.34
2. W. von Trips	Ferrari	15	2 : 18' 33.8"	
3. P. Hill	Ferrari	15	2 : 18' 34.9"	
4. J. Clark	Lotus-Climax	15	2 : 19' 29.5"	
5. J. Surtees	Cooper-Climax	15	2 : 20' 05.5"	
6. B. McLaren	Cooper-Climax	15	2 : 20' 53.8"	
7. D. Gurney	Porsche	15	2 : 21' 35.0"	
8. R. Ginther	Ferrari	15	2 : 23' 35.5"	
9. J. Lewis	Cooper-Climax	15	2 : 23' 36.1"	
10. R. Salvadori	Cooper-Climax	15	2 : 30' 23.9"	
11. T. Maggs	Lotus-Climax	14		
12. I. Burgess	Cooper-Climax	14		
13. H. Herrmann	Porsche	14		
14. C. de Beaufort	Porsche	14		
15. T. Marsh	Lotus-Climax	13		
16. G. Ashmore	Lotus-Climax	13		

Fastest lap : P. Hill, Ferrari, 8' 57.8", 94.89 m.p.h. (new lap record).

GERMAN GRAND PRIX

ENTRIES

No.	Driver	Car	Entrant
1	J. Brabham	Cooper-Climax V8	Cooper Car Co.
2	B. McLaren	Cooper-Climax 2	Cooper Car Co.
3	W. von Trips	Ferrari V6 120°	Sefac Ferrari
4	P. Hill	Ferrari V6 120°	Sefac Ferrari
5	R. Ginther	Ferrari V6 120°	Sefac Ferrari
6	W. Mairesse	Ferrari V6 60°	Sefac Ferrari
7	S. Moss	Lotus-Climax 2	R. R. C. Walker Racing Team
8	J. Bonnier	Porsche 1960	Porsche System Engineering
9	D. Gurney	Porsche 1960	Porsche System Engineering
11	H. Herrmann	Porsche 1960	Porsche System Engineering
14	J. Clark	Lotus-Climax 2	Team Lotus
15	I. Ireland	Lotus-Climax 2	Team Lotus
16	T. Brooks	BRM-Climax 2	Owen Racing Organisation
17	G. Hill	BRM-Climax 2	Owen Racing Organisation
18	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
19	R. Salvadori	Cooper-Climax 2	Yeoman Credit Racing Team
20	M. Trintignant	Cooper-Maserati	Scuderia Serenissima
25	M. May	Lotus-Climax 1	Scuderia Colonia
26	W. Seidel	Lotus-Climax 1	Scuderia Colonia
27	G. Ashmore	Lotus-Climax 1	G. Ashmore
28	J. Lewis	Cooper-Climax 2	H. & L. Motors
30	I. Burgess	Cooper-Climax 1	Camoradi International
31	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen
32	L. Bandini	Cooper-Maserati	Scuderia Centro-Sud
33	T. Maggs	Lotus-Climax 1	Mrs. L. Bryden-Brown
37	T. Marsh	Lotus-Climax 1	T. Marsh
38	B. Collomb	Cooper-Climax 1	B. Collomb

RETIREMENTS

No.	Driver	Car	Laps	Reason
1	J. Brabham	Cooper V8	—	Crashed
17	G. Hill	BRM	1	Crashed
15	I. Ireland	Lotus	1	Fire
26	W. Seidel	Lotus	3	Steering failure
8	J. Bonnier	Porsche	5	Engine failure
16	T. Brooks	BRM	6	Broken valve spring
32	L. Bandini	Cooper	10	
38	B. Collomb	Cooper	11	Disqualified
20	M. Trintignant	Cooper	12	
6	W. Mairesse	Ferrari	13	Crashed

PAST WINNERS

Year	Circuit	Driver	Car	Mph
1926	Avus	Caracciola	Mercedes-Benz	84.50
1927	Nurburgring	Merz	Mercedes-Benz	63.75
1928	Nurburgring	Caracciola/Werner	Mercedes-Benz	64.60
1929	Nurburgring	Chiron	Bugatti	66.79
1931	Nurburgring	Caracciola	Mercedes-Benz	67.29
1932	Nurburgring	Caracciola	Alfa Romeo	74.13
1934	Nurburgring	Stuck	Auto-Union	75.14
1935	Nurburgring	Nuvolari	Alfa Romeo	75.25
1936	Nurburgring	Rosemeyer	Auto-Union	81.80
1937	Nurburgring	Caracciola	Mercedes-Benz	82.77
1938	Nurburgring	Seaman	Mercedes-Benz	80.75
1939	Nurburgring	Caracciola	Mercedes-Benz	75.18
1950	Nurburgring	Ascari	Ferrari	77.67
1951	Nurburgring	Ascari	Ferrari	83.76
1952	Nurburgring	Ascari	Ferrari	82.21
1953	Nurburgring	Farina	Ferrari	83.89
1954	Nurburgring	Fangio	Mercedes-Benz	82.77
1956	Nurburgring	Fangio	Ferrari-Lancia	85.57
1957	Nurburgring	Fangio	Maserati	88.79
1958	Nurburgring	Brooks	Vanwall	90.35
1959	Avus	Brooks	Ferrari	143.60

NON-STARTER

No.	Driver	Car
25	M. May	Lotus

WEATHER

1st practice : fine, cool
 2nd practice : fine
 3rd practice : fine
 Race : overcast ; damp track at start, drying out during race, with rain on last two laps

DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Belgian	French	British	European	Total
1. W. von Trips	3	9	6	—	9	6	33
2. P. Hill	4	6	9	—	6	4	29
3. S. Moss	9	3	—	—	—	9	21
4. R. Ginther	6	2	4	—	4	—	16
5. J. Clark	—	4	—	4	—	3	11
6. D. Gurney	2	—	1	6	—	—	9
G. Baghetti	—	—	—	9	—	—	9
8. B. McLaren	1	—	—	2	—	1	4
J. Brabham	—	1	—	—	3	—	4
J. Surtees	—	—	2	—	—	2	4
11. I. Ireland	—	—	—	3	—	—	3
O. Gendebien	—	—	3	—	—	—	3
13. J. Bonnier	—	—	—	—	2	—	2
14. G. Hill	—	—	—	1	—	—	1
R. Salvadori	—	—	—	—	1	—	1

32nd Italian Grand Prix

Raced at Monza, September 10, 1961

W. D. Gavin

ALTHOUGH the last championship event of the European season, the Italian Grand Prix was awaited with as much interest as the first. For at Monza the new British V8 engines from Coventry-Climax and BRM were expected to offer some opposition to the V6 units that had so far propelled the Ferraris to victory in four out of six grandes epreuves.

Despite a polite note from the drivers informing the organisers that they would rather have the race confined to the road circuit, the A.C. Milano decided that the Grand Prix would take place over 43 laps of the combined circuit, a total distance of 430 kilometres.

Each lap begins in the outside lane of the pit straight where the cars are at full speed. They travel a few hundred yards before braking for the fast Curva Grande. This is a long curve slightly banked which turns the course through roughly 80°. Then follows a flat-out curve to the left before the cars slow to negotiate the two parts of Lesmo, which between them make a 180° turn. There follows a period of uninterrupted acceleration through Serraglio then Vialone, the fast left-hander which is almost flat-out in the 1½-litre cars. By the time the cars have reached the end of the back straight they are almost at top speed, so that some heavy braking is required to take the well cambered Curvetta which takes the cars around and onto the inside lane of the pit straight. This turn is tight at first but the radius eases in the latter part so cars enter the straight quite quickly. The two parts of the pit straight are divided by rubber markers. Up past the pits the cars accelerate, most changing into top gear just before the cars swing on to the North banking. Then it is full throttle all the way around the banking, down the East straight, around the South banking and back into the outside lane of the pit straight leading down to the Curva Grande once more.

The 5.75 km road circuit is wonderfully smooth, but the banking (4.25 km) is extremely rough. The bottom part of the banking is built in a huge ditch while the upper part is supported on ferro-concrete piles. The surface was laid as separate concrete slabs which have now shifted slightly causing large irregularities. On a steep banking like this the terrific centrifugal forces created as the cars corner at around 150 mph tend to push the car into the road thus increasing the load on the already hard-worked suspensions many times, so that nearly all machines tend to bottom and ground on the treacherous surface.

The whole circuit is situated in a beautiful national park which must cover several thousand acres. The appointments of the Monza Autodrome are among the best of any circuit in the world, with permanent grandstands, restaurants, pits,

and lock-up garages for the racing cars. Such was the venue for the seventh race of the championship series, which at this time was likely to number eight.

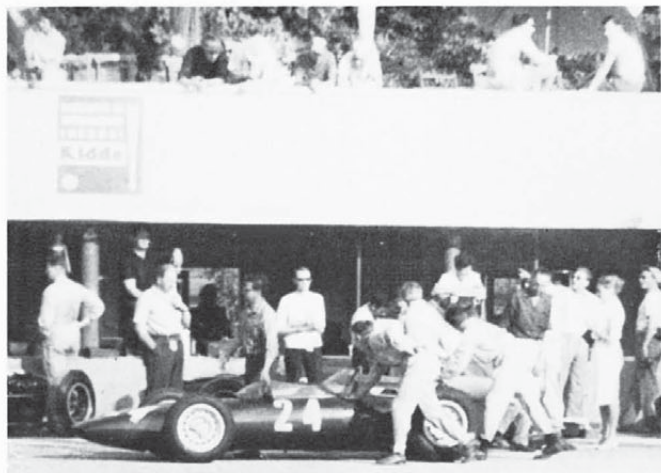
The cars

Enzo Ferrari was intent on ensuring a victory for his cars on Italian soil and had accordingly sent along the fullest team to appear for some time. Team men Phil Hill, von Trips, and Ginther had their regular mounts fitted with V6 120° engines. The perspex bubbles over the carburettors introduced at Rheims were not used at Monza, the original mesh-type grilles being employed. The nose of all the cars bore an extra slit to admit more air to the radiators. Baghetti had a 120° engine for the first time but he was still entered by Scuderia Saint Ambroeus. The meteoric Mexican Ricardo Rodriguez was given a 60° car for his formula one debut while Baghetti's old car was employed as the team's muletta.

The Cooper Car Company entered the new Climax V8-engined car for Brabham. This car was virtually the same as at the Nurburgring. The front engine mountings had been raised and the rear of the body altered but it still looked unfinished. In addition both Brabham and McLaren's normal racers with four-cylinder Climax Mk 2 engine were on hand.

BRMs arrived early in the week bringing two completely new V8 cars. They had gone to the trouble of designing a new chassis and body for the new engine and had produced the finest looking car of this formula. The engine is extremely compact by reason of a high bore/stroke ratio and sits extremely low in the chassis, even more than the 4-cylinder. A Lucas low pressure port fuel injection system is used and also the new Lucas transistorised electronic ignition system. The front and rear suspension units are the same as on the earlier 1961 cars while the same five-speed gearbox is used. Overall the car is extremely low and thin — a triumph of design. Now one can but hope that it works. Both Brooks and Graham Hill had the new cars but their older four-cylinder cars were brought along as well. The V8s were still in the hands of the development department, so many strange faces were seen in the BRM pits, the usual works mechanics being mainly involved with the older machines.

The Walker team's new Lotus-Climax V8 for Stirling Moss was completed just a few days before the race and was transported to Monza on a trailer behind Rob Walker's Facel Vega HK500. (Beat that for a tow-car !) The installation was very much a hasty improvisation but quite ingenious. The upper tubes, both longitudinal and transverse, at the rear of the chassis, had been formed into a removable frame :



As anticipated, the new V8 BRM engine made its first appearance during practice at Monza. The new car was very sleek and the engine impressive

to extract the engine this section of the chassis is unbolted and lifted clear. The V8 engine was mated to the latest type Colotti gearbox with quick change ratios. Like Stirling's normal mount (which was also present) the new car had been converted to 1961 rear suspension specifications.

Team Lotus had the two new 4-cylinder cars which had first appeared at Modena the previous week for drivers Ireland and Clark. Private Lotuses abounded — two UDT streamliners for Henry Taylor and Gregory, both with the older type suspension. Tim Parnell and Gerald Ashmore had their 1960 cars while Belgian Andre Pilette had his yellow Emeryson-Climax, so that the Three Musketeers were together. Gaetano Starraba had the Lotus-Maserati with Colotti gearbox which we had first seen at Modena a week previously.

Scuderia Colonia had entered one of two white Lotuses for Seidel. Michael May who had driven the Scuderia Colonia cars earlier in the season was spectating from the Porsche pit. The young Swiss is now employed by Porsche and is said to be working on the fuel injection of the flat-eight engine.

Yeoman Credit had two normal-bodied Coopers for Salvadori and Surtees, the latter also having a new experimental car. This is based on a Cooper formula junior chassis and the tiny junior body houses a full complement of fuel tanks, plus Climax Mk 2 engine and Colotti Tipo 29 gearbox. It had been tried at Modena the week before Monza but small difficulties curtailed the testing programme.

The Porsche works team brought the cars that Bonnier and Gurney have driven during most of the season plus the car Eddy Barth drove at Solitude with longer wheel-base and a still unpainted body. Barth himself was present but had no entry and it was only at the last minute that the organisers accepted the private entry of Carel de Beaufort with his Porsche.

There was the usual host of hybrid Italian machines — Trintignant in a Cooper-Maserati and Vaccarella in a de Tomaso with Alfa Conrero engine representing Count Volpi's Scuderia Serenissima. Centro Sud had entered both Lorenzo Bandini and Massimo Natili. The former drove his usual Cooper-Maserati while Natili practised but did not race his number eventually being assigned to Englishman Jackie Lewis (Cooper-Climax) who had gone to Monza on spec — originally he had been accepted then received a telegram while

at Modena to say that he was not wanted but he was prepared to start for nothing just to gain experience. Renato Pirocchi seemed to be in the Centro Sud fold and drove one of Dei's Coopers though he was entered by the Pescara Racing Club.

Isabelle de Tomaso entered an Osca-engined "works" car for Roberto Bussinello while Roberto Lippi was in a similar machine owned by Scuderia Settecicoli.

There were two more British entries — Jack Fairman in an aged Cooper-Climax belonging to Fred Tuck and Brian Naylor in the JBW-Climax.

Practice

Ferrari's unofficial practice on the Tuesday of race week was spoiled by rain although Ricardo Rodriguez gave some indication of his promise by recording some good times in the conditions. It was the turn of the V8 BRMs to do a little pre-race testing on the Thursday though minor teething troubles prevented them from showing any significant form.

Friday September 8: All those drivers who had not driven on the banked circuit before (and this included most of the British drivers) were obliged to do a special test which consisted of completing six laps of the banking only at increasing speeds within limits set by the organisers. This was accomplished by calculating the rpm which would give the required speeds and maintaining that number of revs in top gear for the whole lap. Nobody failed the test.

Official practice commenced at 3 p.m. in particularly humid conditions — the sun was shining though there was some cloud about. The Ferraris were the first to practise working to a brisk routine in the presence of Enzo Ferrari himself, albeit in his braces!

Ritchie Ginther was the first to put in a very quick lap seemingly with little difficulty, his time being 2' 46.8". The British drivers were still learning the 10 km circuit (both road and banked tracks were being used) and anything close to three minutes was a good time in a Climax 4-cylinder car. BRMs had brought only the Climax engined cars and Graham Hill was a little quicker than most of his non-Ferrari colleagues at this stage with a lap in 2' 58.4". About thirty-five minutes after the start of practice there was a flash of lightning followed by a roll of thunder and within seconds the first rain drops fell and minutes later it was raining steadily. One by one the drivers came in for any banking, particularly one so rough as Monza, can be treacherous in the wet. But before this Rodriguez had broken 2' 50" while Jim Clark got his Lotus going very quickly and was within three seconds of this mark.

Both Moss and Brabham had been doing odd laps in between adjustments to their V8 Climax-engined cars but neither had managed to put in a quick flying lap. As the rain eased off some drivers had rain tyres fitted and went out on to the damp track possibly fearing similar conditions for race day.

Moss tried the 4-cylinder after the rain ceased altogether and thereafter played ducks and drakes for a while as only he can. Then the Lotus V8 was taken away to have a change of ratio — it was reaching 8600 up the straight and in addition some modification to the water system was needed as water was coming out via the breather.

Von Trips had no difficulty in blasting past Brabham's V8 Cooper down the pit straight and appeared to have a good 10 mph more than the champion. Taffy's best time of the session (which lasted a ridiculously long 3½ hours) was

2' 50.3" both Phil Hill (2' 48.9") and Ricardo Rodriguez (2' 49.6") being quicker while Baghetti was 0.9" slower than Jim Clark (2' 52.4") who had put up a heartening performance with his 4-cylinder Lotus-Climax.

1st PRACTICE, FRIDAY, SEPTEMBER 8		
Ginther	Ferrari	2' 46.8"
Hill P.	Ferrari	2' 48.9"
Rodriguez R.	Ferrari	2' 49.6"
von Trips	Ferrari	2' 50.3"
Moss	Lotus (V8)	2' 51.8"
Clark	Lotus	2' 52.4"
Baghetti	Ferrari	2' 53.4"
Gurney	Porsche	2' 53.4"
Bonnier	Porsche	2' 53.6"
Hill G.	BRM	2' 55.0"
Brabham	Cooper (V8)	2' 55.1"
Ireland	Lotus	2' 56.7"
Bandini	Cooper	2' 57.7"
de Beaufort	Porsche	2' 57.9"
Brooks	BRM	2' 58.8"
Surtees	Cooper	2' 59.3"
McLaren	Cooper	2' 59.8"
Gregory	Lotus	3' 01.4"
Salvadori	Cooper	3' 02.0"
Vaccarella	de Tomaso	3' 03.7"
Taylor H.	Lotus	3' 03.8"
Trintignant	Cooper	3' 03.9"
Fairman	Cooper	3' 06.7"
Bussinello	de Tomaso	3' 09.8"
Naylor	JBW	3' 13.0"
Parnell	Lotus	3' 15.4"
Pirocchi	Cooper	3' 18.3"
Pilette	Emeryson	3' 19.4"
Lippi	de Tomaso	3' 27.7"

Saturday September 9: The heat was fierce and the humidity still high for the start of the second and final official practice which like the first was to occupy 3½ hours. Von Trips was among the first to practice and seemed well satisfied with his time of 2' 46.3". This time is only 3" slower than the absolute lap record set by Phil Hill in a 2½-litre Ferrari during the European Grand Prix last year! Later Ricardo Rodriguez got within one tenth of this time but at the expense of a good many laps, while Ginther was unable to improve on his first day's time. Phil Hill was anything but satisfied with his car although fourth fastest at 2' 47.2", so his engine was changed overnight.

In the British camp things could scarcely have been worse. The Climax V8 engines of both Moss and Brabham had developed an extraordinary thirst for water — it was then thought that the installation of the water systems was not yet sorted, for on the test bench the engines ran to 9000 rpm without any trace of overheating, but when the engines were subsequently returned to Coventry a fault in the engine itself was discovered. Graham Hill was driving the only V8 BRM present and practice was stopped for a short time to allow him to push the car in when the seat shifted on the banking and broke the distributor cap. Towards the end of the practice he managed one flying lap, an encouraging 2' 48.7", the fifth fastest to date. However the car was scarcely raceworthy chief snags being recurring vapour locks in the fuel injection system and an uncomfortable amount of oil surge.

Both Jim Clark and Joakim Bonnier were inside the 2' 50" mark thus giving heart to the 4-cylinder brigade, while Innes Ireland was just beyond it. Brabham persisted with the V8 and eventually got down to 2' 51.6".

John Surtees was in quite a state for his normal mount

suddenly lost power suggesting incipient valve spring failure that has plagued the Yeoman cars of late while the new small car scarcely did a lap before the magneto worked loose just as it had during tests at Modena. Coopers kindly lent him Brabham's old car and he qualified at a respectable 2' 55.6".

Meanwhile Roy Salvadori was in trouble with a faulty cylinder head and got little practice. Overnight a new head was fitted to the Yeoman Cooper.

That evening Moss announced that he would drive the 4-cylinder car, rightly feeling that he had a better chance of improving his championship prospects in this well-trying vehicle. And it was no surprise to learn that Graham Hill would drive a 4-cylinder BRM-Climax in the race. Monza is a formidable circuit at any time and to run a virtually untried vehicle there is courting trouble.

2nd PRACTICE, SATURDAY, SEPTEMBER 9

von Trips	Ferrari	2' 46.3"
Rodriguez R.	Ferrari	2' 46.4"
Ginther	Ferrari	2' 47.1"
Hill P.	Ferrari	2' 47.2"
Hill G.	BRM (V8)	2' 48.7"
Baghetti	Ferrari	2' 49.0"
Clark	Lotus	2' 49.2"
Bonnier	Porsche	2' 49.6"
Ireland	Lotus	2' 50.3"
Brabham	Cooper (V8)	2' 51.6"
Gurney	Porsche	2' 52.0"
Brooks	BRM	2' 52.2"
McLaren	Cooper	2' 53.4"
de Beaufort	Porsche	2' 53.8"
Lewis	Cooper	2' 54.0"
Salvadori	Cooper	2' 55.2"
Surtees	Cooper	2' 55.6"
Vaccarella	de Tomaso	2' 56.0"
Moss	Lotus	2' 57.5"
Trintignant	Cooper	2' 58.7"
Taylor H.	Lotus	3' 00.6"
Bussinello	de Tomaso	3' 01.7"
Ashmore	Lotus	3' 03.0"
Fairman	Cooper	3' 04.8"
Parnell	Lotus	3' 05.7"
Seidel	Lotus	3' 06.0"
Pirocchi	Cooper	3' 06.5"
Starrabba	Lotus	3' 07.9"
Naylor	JBW	3' 08.1"
Lippi	de Tomaso	3' 08.9"
Pilette	Emeryson	3' 11.6"

The race

The sun seemed at its hottest for the start at 3 pm. The grid had been arranged in twos to reduce the chance of any of the British or German cars getting a "tow" — or so one uncharitably might imagine for lack of a more obvious reason. The hour before the race had seen feverish activity in the Walker box for Innes Ireland had sportingly offered Stirling Moss his works Lotus which was appreciably quicker than the older Walker car, particularly when Ireland's practice engine had been replaced by a new one reputed to be a particularly good Mk 2. Ireland deserves the label of sportsman. The upper part of the works machine was accordingly quickly painted blue while the panels of Moss's car were exchanged for the light green ones from the spare UDT car so that Innes drove a green car though not the normal Team Lotus variation of British racing green.

Rodriguez was already on the move when the flag fell for the start and all the Ferraris except Baghetti made a good start. Of the British cars Clark and Graham Hill were able to

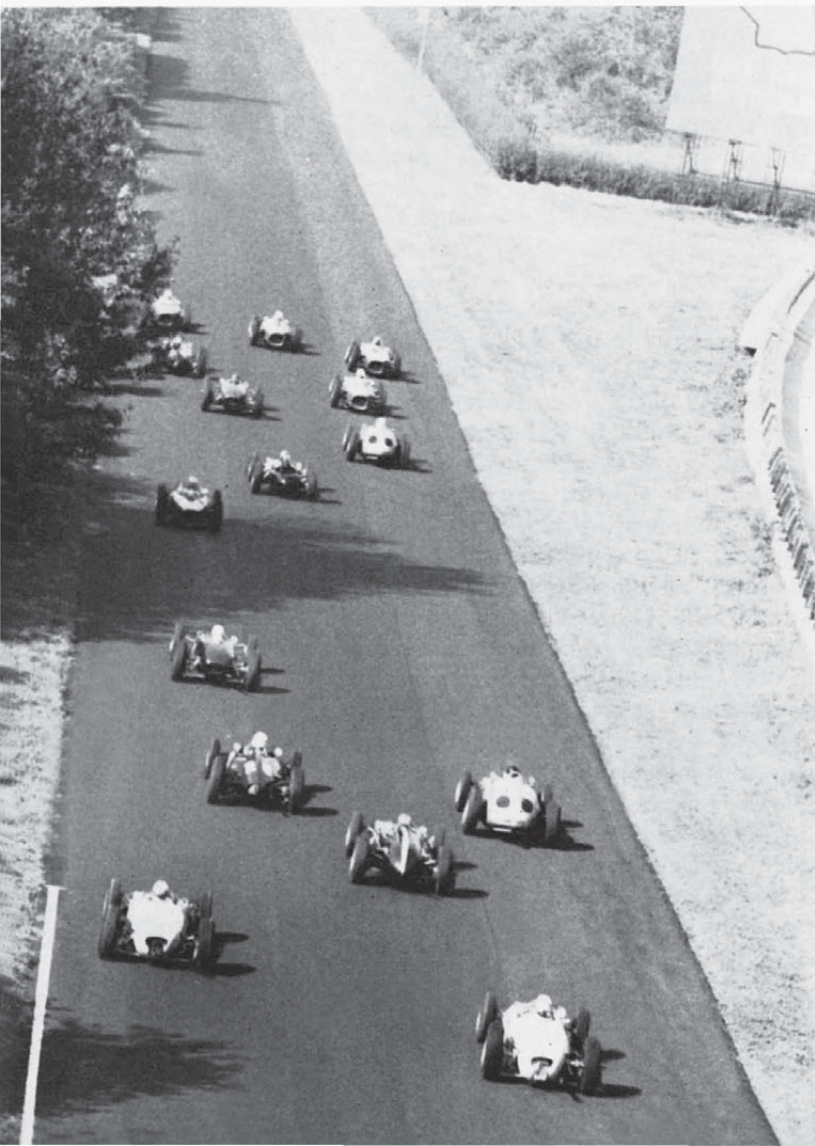
get amongst the red cars on this first lap and the young Scot was second to Ginther as they flashed past the pits at the end of the road circuit but by the time the banked circuit and lap one was completed the order was Phil Hill, Ginther, Rodriguez, Clark, von Trips, in the first bunch then just a small gap to Brabham and Baghetti.

Then back on to the road circuit through the curva grande then the two right-handers that form Lesmo, down to Vialone and along the straight to the curvetta. As they reached the end of this straight Clark pulled out of von Trips slipstream ready to repass the Ferrari on braking. Suddenly von Trips moved over unexpectedly and just clipped Clark's front wheel putting both cars into a 140 mph spin. Von Trips' car left the road, crashed into a fence taking the lives of twelve spectators and the gallant von Trips himself. Clark's car finished up at the side of the track without overturning though quite damaged.

So with less than two laps gone the field of thirty-two was already reduced by three, for on the first lap Gerry Asmore had left the road at Curvetta and though later taken to hospital was not seriously injured. The order at the completion of two laps was Hill, Ginther, and Rodriguez, all three together and just slightly ahead of Baghetti and Brabham. Moss was leading the next quintet as they passed the pits, the other players being Gurney and Bonnier in Porsches and Surtees and McLaren in Coopers, the Yeoman car having been fitted with a new engine overnight. The BRMs of Brooks and Graham Hill were running close together ahead of Ireland's Walker Lotus, Jackie Lewis in his Cooper, and Roy Salvadori in a

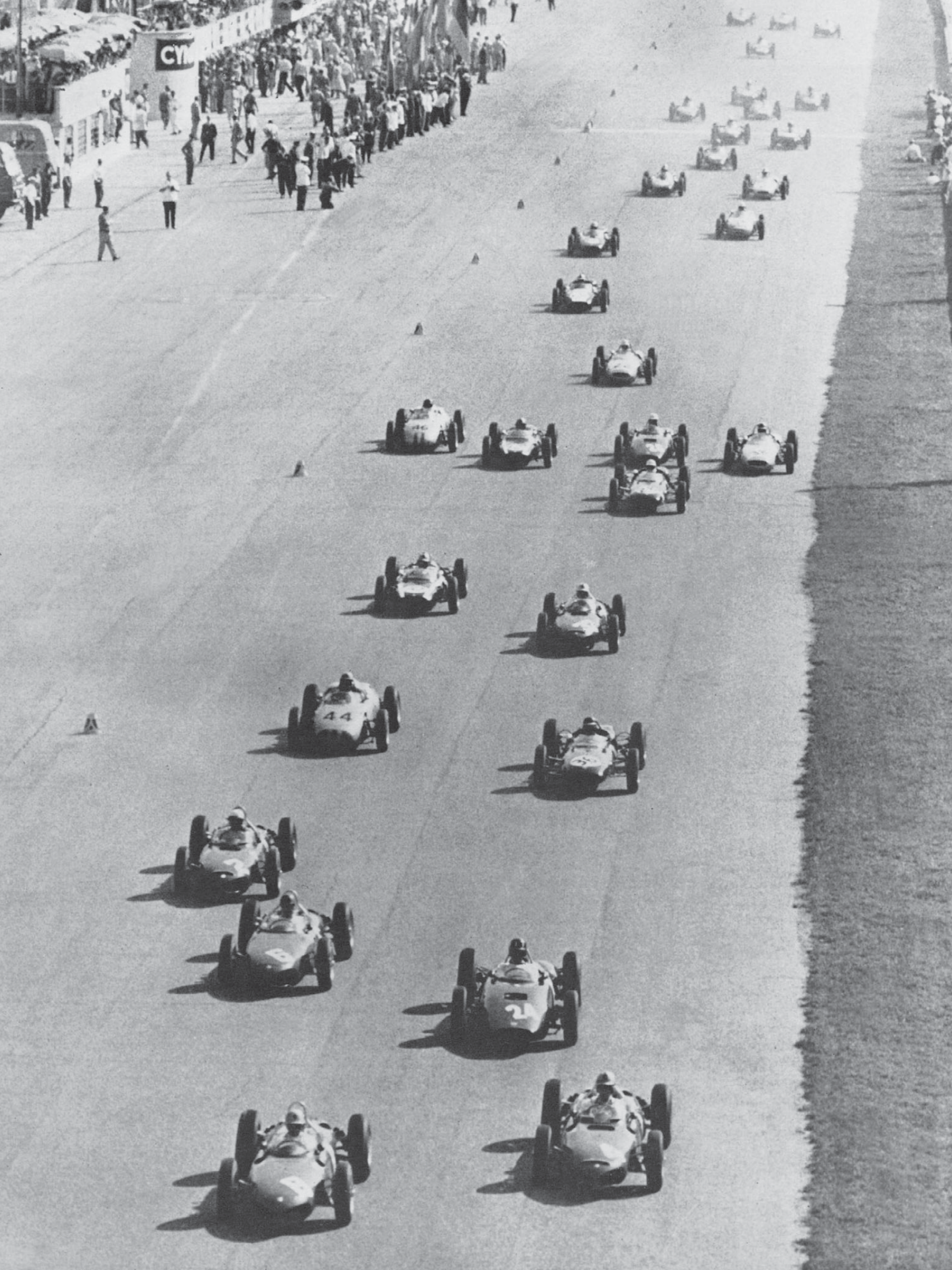
A magnificent photograph of the entire field in the Italian Grand Prix shortly after the fall of the flag. Rodriguez is in the lead with von Trips on his left, followed by Graham Hill in the four-cylinder BRM then the two Ferraris of Ginther and Phil Hill

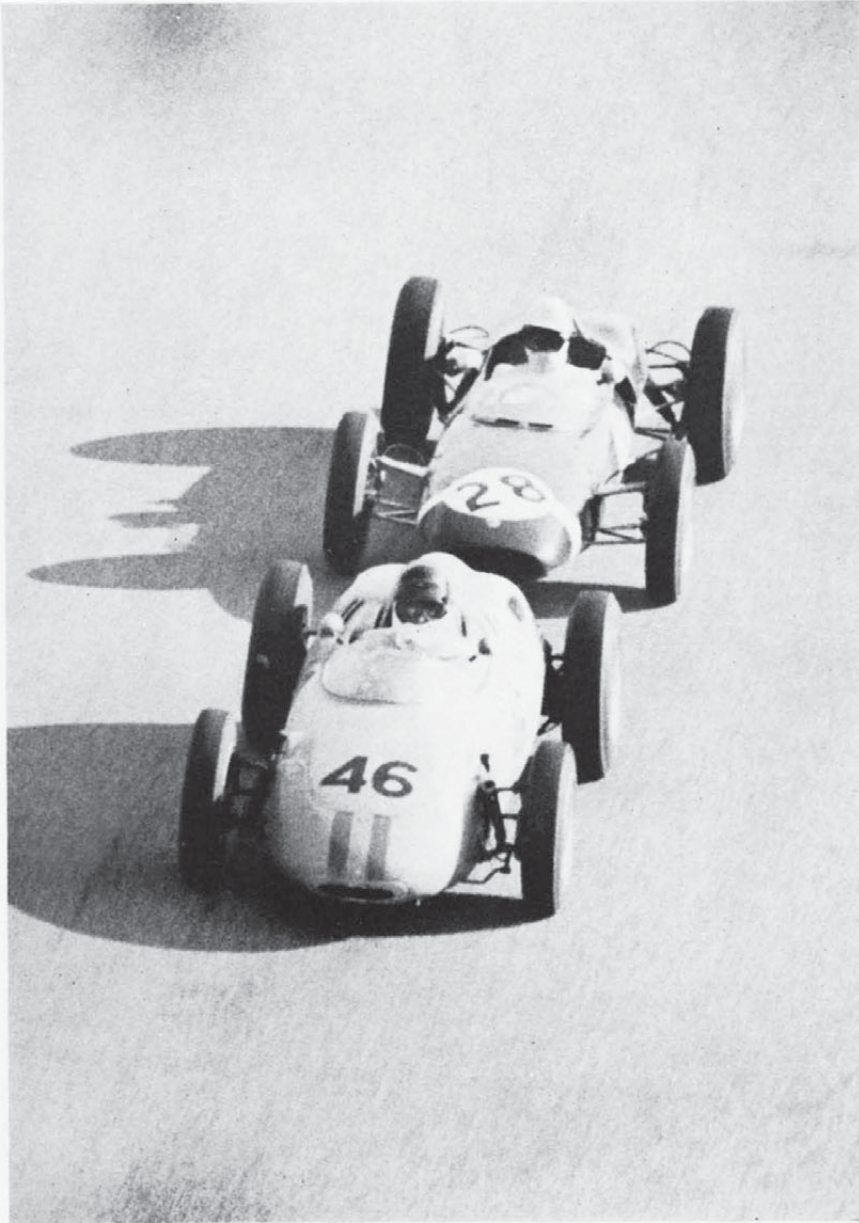
As the cars disappear down the straight towards the Curva Grande, an interesting study in acceleration results: it can be seen that the Lotus of Jimmy Clark has caught up the leading group, while Brabham and Baghetti are both making ground



STARTING GRID

von TRIPS Ferrari 2' 46.3"		R. RODRIGUEZ Ferrari 2' 46.4"	
	GINTHER Ferrari 2' 46.8"		P. HILL Ferrari 2' 47.2"
G. HILL B.R.M. 2' 48.7"		BAGHETTI Ferrari 2' 49.0"	
	CLARK Lotus 2' 49.2"		BONNIER Porsche 2' 49.6"
IRELAND Lotus 2' 50.3"		BRABHAM Cooper 2' 51.6"	
	MOSS Lotus 2' 51.8"		GURNEY Porsche 2' 52.0"
BROOKS B.R.M. 2' 52.2"		McLAREN Cooper 2' 53.4"	
	de BEAUFORT Porsche 2' 53.8"		LEWIS Cooper 2' 54.0"
GREGORY Lotus 2' 55.2"		SALVADORI Cooper 2' 55.2"	
	SURTEES Cooper 2' 55.6"		VACCARELLA De Tomaso Conrero 2' 56.0"
BANDINI Cooper-Maserati 2' 57.7"		TRINTIGNANT Cooper-Maserati 2' 58.7"	
	H. TAYLOR Lotus 3' 00.6"		BUSSINELLO De Tomaso Conrero 3' 01.7"
ASHMORE Lotus 3' 03.0"		FAIRMAN Cooper 3' 04.8"	
	PARNELL Lotus 3' 05.7"		SEIDEL Lotus 3' 06.0"
PIROCCHI Cooper-Maserati 3' 06.5"		STARRABBA Lotus-Maserati 3' 07.9"	
	NAYLOR JBW 3' 08.1"		LIPPI De Tomaso Osca 3' 08.9"





An interesting exposition of slipstreaming was provided for much of the race by Gurney and Moss. So effective was their technique that before Moss' retirement they were overhauling Phil Hill's Ferrari

Unaware of the tragic death of his team-mate, Phil Hill hurtles round the banking within a foot or two of the protecting rail, on his way to becoming World Champion

Yeoman Cooper. The remainder of the field was already well strung out.

On the first leg of the third lap Bonnier slowed at the site of von Trips crash where his car still lay in the middle of the road. Surtees who was following the Porsche ran up the back of the silver car then left the road at high speed. He returned the damaged Cooper to the pits and retired while the Porsche pressed on for some laps though deranged at the rear.

By lap four Baghetti had managed to close right up on the three remaining works cars and in his efforts set the fastest lap at 2' 48.4". Brabham had managed to stay with the young Italian during these early laps and actually led at the end of road circuit on most laps. Moss was still dicing with the Porsche of Gurney while Bonnier was having a job keeping McLaren at bay. Then came the two BRMs still side by side or at car's length, now a little ahead of Lewis, and well clear of Salvadori who had been in trouble practically from the

start, the distributor having shifted making the Climax engine run about 10° retarded and 500 rpm down. Maurice Trintignant was driving a brave race in the Serenissima car and was still leading de Beaufort, who had been very quick in practice. Then came Masten Gregory about to make a pit stop to investigate an acute lack of power. He later stopped out on the circuit when the car handled badly to find he had damaged a wishbone when the pale green Lotus ran over von Trips wreckage. Innes Ireland, currently running behind Gregory was unable to select some gears. A pit stop found that a chassis failure at the rear was the culprit and the Team Lotus man had to retire the Walker Lotus.

Next to go by was the young Italian Bandini in the Centro Sud Cooper Maserati and then the Sicilian lawyer Nino Vaccarella in the Osca-de Tomaso.

The leading Ferraris were providing quite a spectacle as they swept around the banking in Indian file or columns of



two at around 160 mph. It was scarcely feasible to say who really led, but Ginther and Hill seemed to share the honours during the first ten laps. Rodriguez conspicuous in his yellow helmet fluctuated between second and third while Baghetti held fourth consistently, harrassed by Brabham until lap nine by which time the champion's V8 Cooper-Climax had lost all its cooling water and was mercifully retired after a most encouraging display. The margin between the leading cars and the Moss-Gurney duel was approaching twenty seconds after ten laps and these two were now moving away from Bonnier and McLaren. There was a pause before Tony Brooks appeared, alone for the first time, for team-mate Hill's engine had dropped a valve.

Despite their advantage over the rest the leading Ferraris were maintaining a cracking pace, lapping inside 2' 50". But this was soon to tell. On the fourteenth lap Rodriguez came into the pits and the front body section was removed to

check the oil level before his car was retired, while Baghetti, who arrived only seconds later, retired immediately with his engine emitting much smoke.

Hill and Ginther took heed and immediately slowed to 2' 53" laps though holding a steady lead of some 25 seconds over Moss and Gurney who seemed equally matched. Gurney leading at the end of the banked section and Moss gaining the advantage again on the road circuit.

McLaren was now alone in fourth place, Bonnier having already made the first of three pit stops in an effort to diagnose a vibration, but he eventually retired some laps later. Brooks, Lewis, Salvadori, and Trintignant were the only other drivers on the same lap as the leaders. Next runners were de Beaufort, Bandini, and Vaccarella. Henry Taylor had made the first of two pit stops for water because the Lotus had a faulty gasket.

From lap nineteen onwards Ginther gradually dropped back

ITALIAN GRAND PRIX

ENTRIES

No.	Driver	Car	Entrant
2	P. Hill	Ferrari V6 120°	Sefac Ferrari
4	W. von Trips	Ferrari V6 120°	Sefac Ferrari
6	R. Ginther	Ferrari V6 120°	Sefac Ferrari
8	R. Rodriguez	Ferrari V6 60°	Sefac Ferrari
10	J. Brabham	Cooper-Climax V8	Cooper Car Co.
12	B. McLaren	Cooper-Climax 2	Cooper Car Co.
14	B. Naylor	JBW-Climax 1	J.B.W. Car Co.
16	T. Parnell	Lotus-Climax 1	T. Parnell
18	G. Ashmore	Lotus-Climax 1	G. Ashmore
20	H. Taylor	Lotus-Climax 2	UDT-Laystall Racing Team
22	M. Gregory	Lotus-Climax 2	UDT-Laystall Racing Team
24	G. Hill	BRM-Climax 2	Owen Racing Organisation
26	T. Brooks	BRM-Climax 2	Owen Racing Organisation
28	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
30	J. Fairman	Cooper-Climax 1	Fred Tuck Cars
32	G. Baghetti	Ferrari V6 120°	Scuderia Sant Ambroeus
36	J. Clark	Lotus-Climax 2	Team Lotus
38	I. Ireland	Lotus-Climax 2	Team Lotus
40	R. Salvadori	Cooper-Climax 2	Yeoman Credit Racing Team
42	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
44	J. Bonnier	Porsche 1960	Porsche System Engineering
46	D. Gurney	Porsche 1960	Porsche System Engineering
48	M. Trintignant	Cooper-Maserati	Scuderia Serenissima
50	N. Vaccarella	De Tomaso- Conrero	Scuderia Serenissima
52	R. Lippi	Osca-De Tomaso	Scuderia Settecolli
54	R. Bussinello	De Tomaso- Lonrero	Isabelle De Tomaso
56	W. Seidel	Lotus-Climax 2	Scuderia Colonia
58	R. Pirocchi	Cooper-Maserati	Pescara Racing Club
60	J. Lewis	Cooper-Climax 2	H & L. Motors
62	L. Bandini	Cooper-Maserati	Scuderia Centro-Sud
68	A. Pilette	Emeryson- Maserati	André Pilette
72	G. Starrabba	Lotus-Maserati	Gaetano Starrabba
74	C. de Beaufort	Porsche 1960	Ecurie Maarsbergen

RETIREMENTS

No.	Driver	Car	Laps	Reason
18	G. Ashmore	Lotus	—	Crashed
4	W. von Trips	Ferrari	1	Crashed
36	J. Clark	Lotus	1	Crashed
52	R. Lippi	De Tomaso	1	
54	R. Bussinello	De Tomaso	1	
56	W. Seidel	Lotus	1	
42	J. Surtees	Cooper	2	Crashed
38	I. Ireland	Lotus	5	Broken chassis member
30	J. Fairman	Cooper	5	
14	B. Naylor	JBW	6	
10	J. Brabham	Cooper V8	8	Coolant blown out
24	G. Hill	BRM	10	Dropped valve
22	M. Gregory	Lotus	11	Broken rear suspension
8	R. Rodriguez	Ferrari	13	Engine failure
32	G. Baghetti	Ferrari	13	Engine failure
50	N. Vaccarella	De Tomaso	13	
44	J. Bonnier	Porsche	15	Damaged rear suspension
72	G. Starrabba	Lotus	19	
6	R. Ginther	Ferrari	23	Engine failure
28	S. Moss	Lotus	36	Broken front wheel bearing

PAST WINNERS

Year	Circuit	Driver	Car	Kph
1921	Brescia	Goux	Ballot	144-737
1922	Monza	Bordino	Fiat	139-853
1923	Monza	Salamono	Fiat	146-502
1924	Monza	Ascari, Antonio	Alfa Romeo	158-896
1925	Monza	Brilli, Peri	Alfa Romeo	152-596
1926	Monza	Charavel	Bugatti	138-204
1927	Monza	Benoist	Delage	144-928
1928	Monza	Chiron	Bugatti	159-896
1930	Monza	Varzi	Maserati	150-444
1931	Monza	Campari/Nuvolari	Alfa Romeo	155-775
1932	Monza	Nuvolari	Alfa Romeo	167-521
1933	Monza	Fagioli	Alfa Romeo	174-740
1934	Monza	Fagioli/Caracciola	Mercedes-Benz	105-175
1935	Monza	Stuck	Auto Union	137-080
1936	Monza	Rosemeyer	Auto Union	135-352
1937	Livorno	Caracciola	Mercedes	131-310
1938	Monza	Nuvolari	Auto Union	155-726
1947	Milan	Trossi	Alfa Romeo	113-194
1948	Turin	Wimille	Alfa Romeo	113-263
1949	Monza	Ascari, Alberto	Ferrari	169-039
1950	Monza	Farina	Alfa Romeo	176-542
1951	Monza	Ascari, Alberto	Ferrari	185-916
1952	Monza	Ascari, Alberto	Ferrari	177-090
1953	Monza	Fangio	Maserati	178-130
1954	Monza	Fangio	Mercedes	180-210
1955	Monza	Fangio	Mercedes	206-791
1956	Monza	Moss	Maserati	208-787
1957	Monza	Moss	Vanwall	193-563
1958	Monza	Brooks	Vanwall	195-077
1959	Monza	Moss	Cooper	200-320
1960	Monza	Hill P.	Ferrari	212-534

RESULTS

(43 laps of 6.214-mile circuit)

Driver	Car	Laps	Time	Mph.
1. P. Hill	Ferrari	43	2 : 03' 13.0"	130.08
2. D. Gurney	Porsche	43	2 : 03' 44.2"	
3. B. McLaren	Cooper-Climax	43	2 : 05' 41.4"	
4. J. Lewis	Cooper-Climax	43	2 : 05' 53.4"	
5. T. Brooks	B.R.M.	43	2 : 05' 53.5"	
6. R. Salvadori	Cooper-Climax	42	2 : 04' 54.8"	
7. de Beaufort	Porsche	41	2 : 04' 29.0"	
9. L. Bandini	Cooper-Maserati	41	2 : 04' 29.8"	
10. M. Trintignant	Cooper-Maserati	41	2 : 05' 37.6"	
11. T. Parnell	Lotus	40	2 : 05' 30.8"	
12. H. Taylor	Lotus	39	2 : 04' 16.2"	
13. R. Pirocchi	Cooper-Maserati	38	2 : 03' 56.4"	

Fastest lap : Baghetti, Ferrari, 2' 48.4", 132.84 m.p.h.

NON-STARTER

No.	Driver	Car
68	A. Pilette	Emeryson

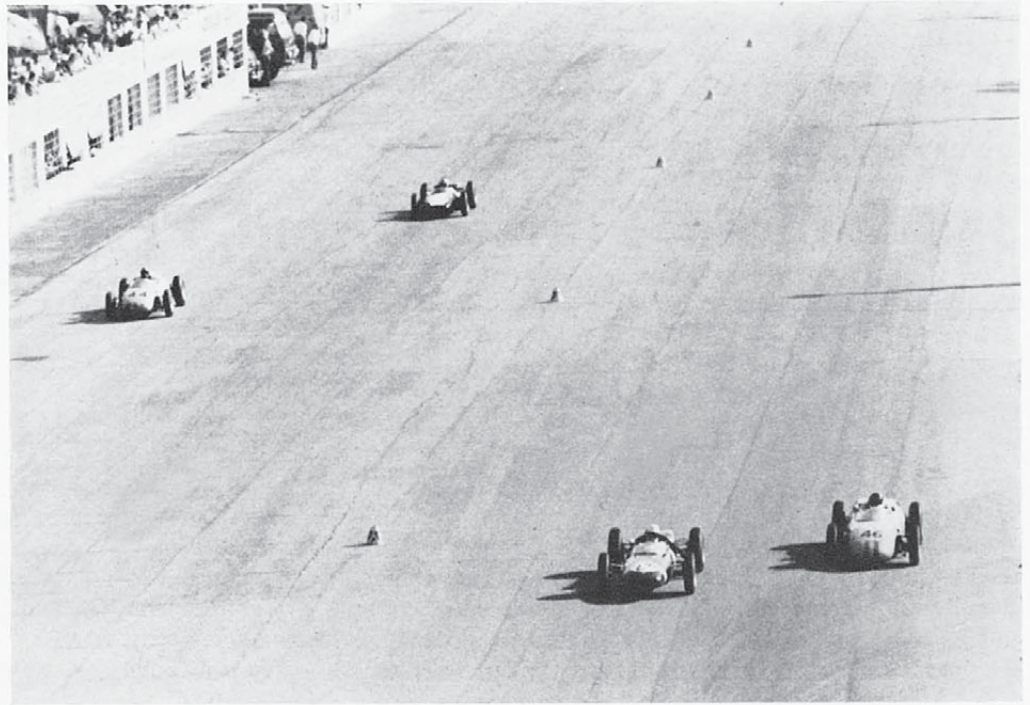
WEATHER

1st practice : very humid, some heavy rain, but track dried out later
 2nd practice : very hot and humid
 Race : very hot

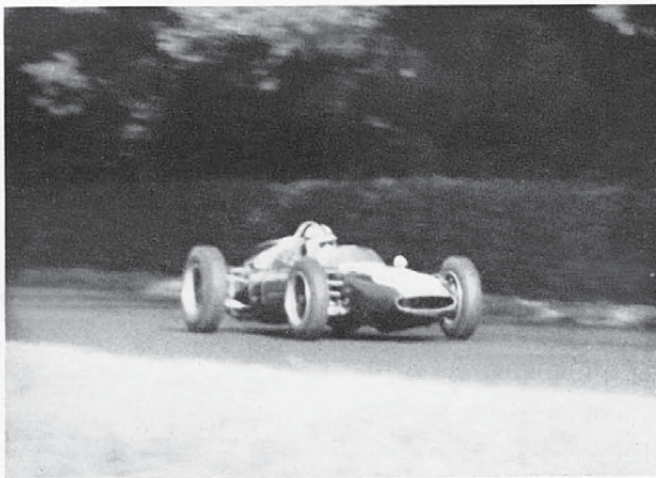
DRIVERS' CHAMPIONSHIP

Driver	Monaco	Dutch	Belgian	French	British	European	Italian	Total
1. P. Hill	4	6	9	—	6	4	9	38
2. W. von Trips	3	9	6	—	9	6	—	33
3. S. Moss	9	3	—	—	—	9	—	21
4. R. Ginther	6	2	4	—	4	—	—	16
5. D. Gurney	2	—	1	6	—	—	6	15
6. J. Clark	—	4	—	4	—	3	—	11
7. G. Baghetti	—	—	—	9	—	—	—	9
8. B. McLaren	1	—	—	2	—	1	4	8
9. J. Brabham	—	1	—	—	3	—	—	4
J. Surtees	—	—	2	—	—	2	—	4
11. I. Ireland	—	—	—	3	—	—	—	3
J. Lewis	—	—	—	—	—	—	3	3
O. Gendebien	—	—	3	—	—	—	—	3
14. T. Brooks	—	—	—	—	—	—	2	2
J. Bonnier	—	—	—	—	2	—	—	2
R. Salvadori	—	—	—	—	1	—	1	2
17. G. Hill	—	—	—	1	—	—	—	1

Double duel : the divided track in front of the pits allows the camera to catch the two Porsches of Gurney and Bonnier (the latter half a lap in arrears) as they struggle with Moss and Lewis respectively



Jackie Lewis put up easily his best performance to date by taking fourth place by one tenth of a second from Tony Brooks' BRM



and was only seven seconds ahead of Moss on the twenty-third lap, his last, for the next time round he drew into the pits with clouds of smoke pouring from his engine.

The Ferrari pit informed Hill that he had been losing ground to Moss and Gurney (they were within 18 seconds of the sole Ferrari) so the American simply put in a few laps around the 2' 50" mark and by lap thirty was 25 seconds ahead. The race still held considerable interest, for if Hill failed to finish and Moss eventually overwhelmed Gurney then the Englishman would lead the championship.

While nearly two minutes separated McLaren from the Porsche-Lotus duel, after thirty laps fifth place was again open, for Jackie Lewis was driving magnificently in his Cooper. He looked very polished on the road circuit whereas Tony Brooks was having difficulty with the BRM handling. The car had been raised considerably to prevent its grounding on the banking and this had resulted in acute understeer as the fuel load lightened.

On lap 37 Moss again suffered the cruel luck which seems to haunt him in championship races (during the previous five

weekends he had won six non-championship events) : a wheel bearing on the works Lotus broke up while on the banking and the maestro was fortunate to be able to keep the car under control and get it safely to the pits.

At this stage, and with only six laps remaining, Jackie Lewis shot through on the inside of Brooks as they swept on to the South banking but Tony proceeded to slipstream him and Lewis found his very experienced rival more difficult to leave than to catch.

Salvadori was a long way back, but still pressing on, now almost certain of a championship point. Bandini had caught de Beaufort and stormed past the Dutch Count, who promptly shed his lethargy and chased the red car, cunningly slipstreaming it even though the Porsche had sufficient power to draw away. Eventually he moved back into seventh place close to the end of the race. Maurice Trintignant was tenth now, having made a brief pit stop, while some three laps behind the leaders was Tim Parnell, and even further back were Henry Taylor and Renato Pirocchi.

Up in front Hill eased off again, content to maintain a half minute lead on Gurney — and this was approximately the interval when Phil Hill took the chequered flag after forty-three laps (267 miles) to become the first American World Champion. It had been a terrific race from the start :- first the high speed run of the Ferraris and Brabham's encouraging pursuit ; the almost race-long dispute of Moss and Gurney, the latter driving his best race to date ; McLaren's unexpected third place in a 4-cylinder Cooper-Climax after a fine display of driving ; the final laps during which private entrant Jackie Lewis caught Tony Brooks to take fourth place by inches when the flag was out. Altogether the Italian Grand Prix was one of the most dramatic of the season and it was sad indeed that it should have been overshadowed by the tragedy of the opening laps. A tragedy, it might be added, that immediately sparked off a spate of anti-motor racing criticism in the Italian press, and could even result in the withdrawal of Ferrari from formula one racing.

	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st
38	60	20	40	50	48	74	16	62	54	14	72	30	58	52	56	
3' 08.8"	3' 11.3"	3' 13.1"	3' 13.9"	3' 14.4"	3' 15.8"	3' 18.2"	3' 20.3"	3' 20.5"	3' 26.7"	3' 27.0"	3' 33.3"	3' 37.3"	3' 38.2"	3' 55.5"	22' 32.2"	
48	22	20	74	62	16	50	14	72	30	58						
2' 58.7"	3' 07.8"	3' 06.3"	3' 01.6"	3' 05.2"	3' 05.0"	3' 21.2"	3' 10.8"	3' 14.7"	3' 13.4"	3' 21.4"						
22	74	20	62	16	14	72	30	58	50							
2' 58.0"	2' 56.8"	3' 00.6"	3' 03.1"	3' 04.4"	3' 11.8"	3' 09.0"	3' 17.5"	3' 21.4"	3' 59.4"							
22	38	20	62	16	14	72	58	50	30							
3' 04.5"	3' 14.0"	3' 06.0"	3' 08.6"	3' 10.6"	3' 17.8"	3' 14.4"	3' 26.6"	3' 02.8"	18' 56.0"							
22	38	20	62	16	14	72	58	50	30							
2' 59.8"	3' 01.8"	3' 02.0"	3' 05.4"	3' 08.3"	3' 13.6"	3' 09.8"	3' 18.4"	3' 03.0"	3' 13.8"							
74	20	62	16	72	14	58	50									
3' 03.6"	3' 02.4"	3' 04.0"	3' 08.5"	3' 11.0"	3' 56.2"	3' 25.4"	3' 00.8"									
20	62	16	72	22	58	50										
3' 01.4"	3' 03.0"	3' 08.9"	3' 08.4"	3' 26.4"	3' 21.0"	3' 00.0"										
20	62	16	72	22	58	50										
3' 01.0"	3' 02.6"	3' 08.2"	3' 09.0"	3' 03.0"	3' 17.4"	3' 00.2"										
62	16	72	58	50	22											
3' 03.4"	3' 07.8"	3' 10.1"	3' 14.2"	3' 01.2"	7' 40.8"											
62	16	72	50	58	22											
3' 03.0"	3' 08.4"	3' 06.1"	3' 01.2"	3' 15.2"	3' 03.6"											
16	72	50	58	22												
3' 05.0"	3' 09.8"	3' 01.8"	3' 18.1"	3' 02.2"												
16	72	50	58													
3' 04.7"	3' 08.0"	3' 01.0"	3' 15.1"													
72	50	20	58													
3' 07.6"	3' 01.3"	3' 52.5"	3' 12.0"													
44																
6' 46.8"																

CONVERSION TABLE

2' 40"	...	139-72 mph
2' 41"	...	138-85 mph
2' 42"	...	137-99 mph
2' 43"	...	137-16 mph
2' 44"	...	135-71 mph
2' 45"	...	135-48 mph
2' 46"	...	134-66 mph
2' 47"	...	134-86 mph
2' 48"	...	133-86 mph
2' 49"	...	132-28 mph
2' 50"	...	131-49 mph
2' 51"	...	130-73 mph
2' 52"	...	129-96 mph
2' 53"	...	129-22 mph
2' 54"	...	128-46 mph
2' 55"	...	127-73 mph
2' 56"	...	127-02 mph
2' 57"	...	126-29 mph
2' 58"	...	125-59 mph
2' 59"	...	124-89 mph
3' 00"	...	124-20 mph
3' 01"	...	123-51 mph
3' 02"	...	122-83 mph
3' 03"	...	122-16 mph
3' 04"	...	121-49 mph
3' 05"	...	120-94 mph
3' 06"	...	120-19 mph
3' 07"	...	119-55 mph
3' 08"	...	118-91 mph
3' 09"	...	118-28 mph

3rd United States Grand Prix

Raced at Watkins Glen, N.Y., October 8, 1961

Ernest Weil

THE CLOUD which had obscured the future of the United States Grand Prix lifted about the beginning of September and it was announced that it would be run at Watkins Glen, New York on October 7. The previous venues, Sebring and Riverside, had proved financially unsuccessful but so keen are the FIA to foster grand prix racing in the United States that permission to stage the race was granted to the Watkins Glen Grand Prix Corporation, even though it entailed the contravention of at least two CSI rules.

During the past few seasons international formule libre races have been staged at Watkins Glen, many well supported by European entries, and there was no doubt that the organisers were capable of successfully staging a grande épreuve. So the eighth and final championship race of the 1961 series was held on the 2.3 mile Watkins Glen circuit which was built especially for road racing and dates from 1956, although the town formerly boasted a real road circuit where the first post-war U.S. road race was staged in 1948.

The Cars

Unfortunately for the organisers and the American-Canadian crowd Ferrari decided not to send his cars, for he had convincingly won the Constructors Championship while Phil Hill, his leading driver, wore the crown of World Champion. Nevertheless the first-ever American World Champion Driver attended in person and the organisers obligingly appointed him Honorary Chief Marshal.

Heading the entry list was Jack Brabham, who had the Cooper-Climax V8 which he had raced at the Nurburgring and Monza. After Monza the engine had been returned to Coventry-Climax for further development and their engineers were sufficiently satisfied to let two V8s race at Watkins Glen. Bruce McLaren had his normal works mount with Climax Mk 2 four-cylinder engine while Brabham's similar machine was also at hand. The car which Brabham had taken to Indianapolis in May as a spare was entered by Texan Hap Sharp for himself.

BRMs left their V8s at home and sent two of the regular Climax-engined cars for drivers Graham Hill and Tony Brooks. American Roger Penske of Philadelphia drove a privately-entered Cooper-Climax.

R. R. C. Walker had sent both his Lotuses for Stirling Moss to choose from; the old faithful with Climax Mk 2 engine, and the Climax V8-engined car which had been practised at Monza. Both Jo Bonnier and Dan Gurney had their regular mounts, the oft-raced 1960 F2 Porsches.

Team Lotus have no V8 as yet and Innes Ireland and Jim Clark were to drive the two 1961 cars of the third series completed at the end of August. Lotuses for Canadian Peter Ryan, Texan Jim Hall and Lloyd Ruby of Indianapolis were entered privately.

Yeoman Credit had two of their regular Cooper-Climaxes for John Surtees and Roy Salvadori, while their opposite number, UDT-Laystall, had Lotuses for Olivier Gendebien and Masten Gregory. Another Cooper, entered by Briggs Cunningham's Momo Corporation for Walt Hansgen completed the 19-strong entry list.

Practice

Friday, October 6: Both Moss and Brabham tried their 4-cylinder cars as well as their V8s. Both had a little misfiring trouble during this first session, although Brabham got things sorted by late afternoon and went around in 1' 17.3". Moss's V8 was a little more persistent in its misfiring and the handling of the Lotus was not up to scratch. His best time was 1' 19", 0.3" slower than his best time with the 4-cylinder Lotus-Climax. McLaren tied with Moss for second fastest on the first day.

Friday's practice had its fair share of drama with Gendebien flipping a UDT Lotus and Innes Ireland dashing off into the trees with no steering when a joint broke. Fortunately neither was seriously hurt and, while the works car was practically undamaged, Gendebien's needed some extensive repairs.

1st PRACTICE, FRIDAY, OCTOBER 6

Brabham	Cooper (V8)	1' 17.3"
Moss	Lotus (4)	1' 18.7"
McLaren	Cooper	1' 18.7"
Moss	Lotus (V8)	1' 18.7"
Hill G.	BRM	1' 18.8"
Surtees	Cooper	1' 19.0"
Gurney	Porsche	1' 19.1"
Gregory	Lotus	1' 19.1"
Brooks	BRM	1' 19.4"
Bonnier	Porsche	1' 19.6"
Salvadori	Cooper	1' 19.6"
Ireland	Lotus	1' 20.0"
Clark	Lotus	1' 20.6"
Hall	Lotus	1' 22.3"
Penske	Cooper	1' 22.5"
Ruby	Lotus	1' 22.5"
Gendebien	Lotus	1' 22.7"
Ryan	Lotus	1' 26.0"
Hansgen	Cooper	1' 26.6"
Brabham	Cooper (4)	1' 30.2"

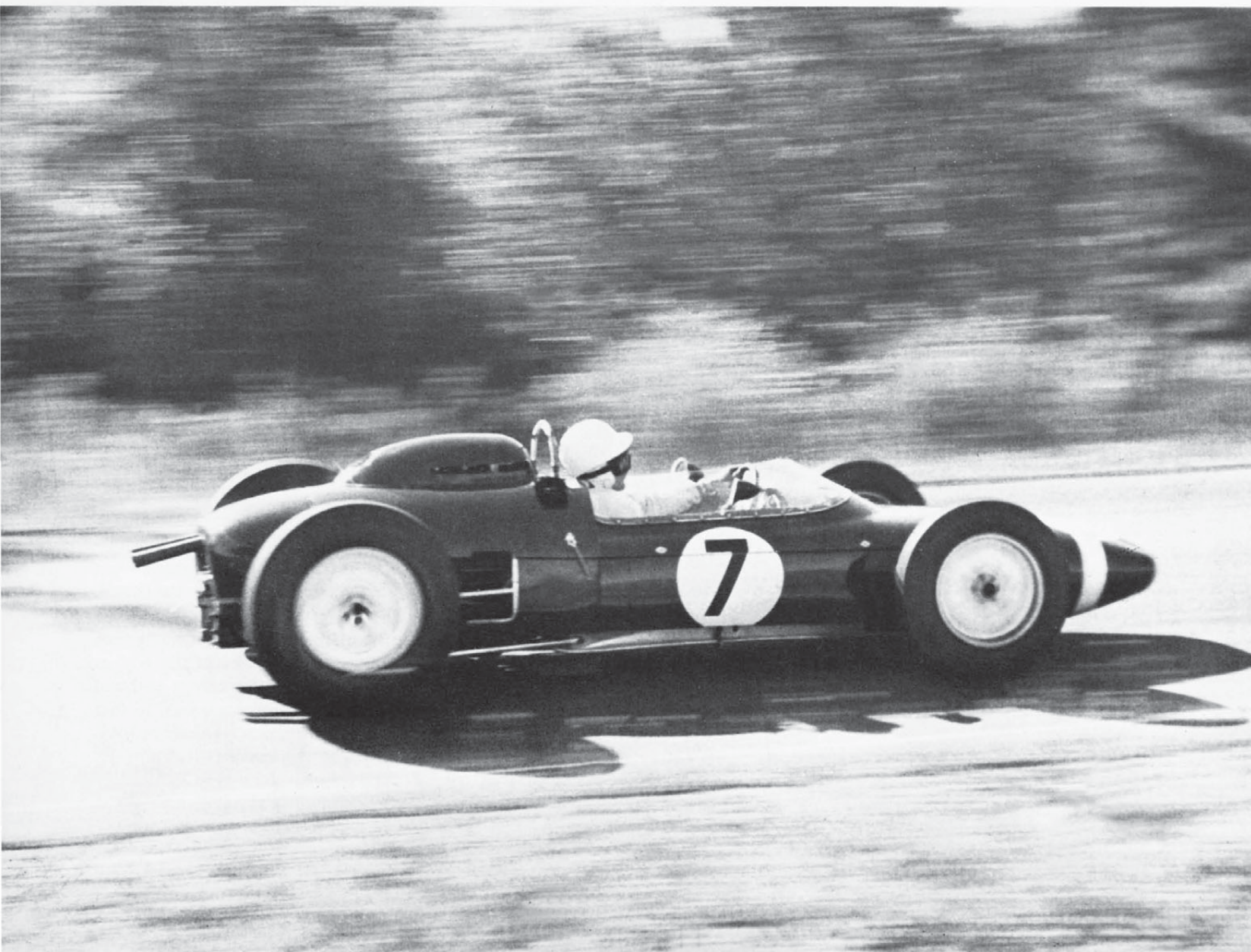
Saturday, October 7: The morning session was not very well attended and the best times came from Dan Gurney (1' 18.6") and Innes Ireland (1' 18.8"). Roy Salvadori and John Surtees did their best practice times in this session, 1' 19.2" and 1' 18.9" respectively. Graham Hill also practised but was not able to improve on the previous day's time.

2nd PRACTICE, SATURDAY MORNING, OCTOBER 7		
Clark	Lotus	1' 18.5"
Gurney	Porsche	1' 18.6"
Ireland	Lotus	1' 18.8"
Surtees	Cooper	1' 18.9"
Bonnier	Porsche	1' 19.0"
Hill G.	BRM	1' 19.1"
Salvadori	Cooper	1' 19.2"
Gregory	Lotus	1' 20.5"
Penske	Cooper	1' 21.2"

The afternoon session was the last opportunity to qualify for grid positions. Moss again tried both cars, first of all getting down to 1' 18.2" in the 4-cylinder, which was second fastest time to date, and later with the Lotus V8 to 1' 17.2", Brabham replied to this with a fastest lap of 1' 17.0" which was as near as anybody got to the lap record, which still stands to the credit of Moss and the 1960 2½-litre Lotus-Climax at 1' 16.0". Graham Hill steadily improved to 1' 18.1" which gave him a front row position when Moss decided to race the 4-cylinder. Despite this being their first grande epreuve, the organisers showed a little more comprehension of the situation than their counterparts at Monza, where both Graham Hill and Moss started their 4-cylinder cars from grid positions earned in the V8s.

Jim Clark took 0.2" off his morning's time to record 1' 18.3" while McLaren bettered this by one tenth after Brabham had

The Walker Lotus with Coventry Climax V8 engine put in its second appearance at Watkins Glen. Although ugly, the car looked purposeful and Moss was able to record a time which would have put him on the front row of the grid. In the interests of reliability, however, he elected to drive the four-cylinder



obligingly showed him the way round, enabling the New Zealander to find an elusive half second.

3rd PRACTICE, SATURDAY AFTERNOON,
OCTOBER 7

Brabham	Cooper (V8)	1' 17.0"
Moss	Lotus (V8)	1' 17.2"
Hill G.	BRM	1' 18.1"
Moss	Lotus (4)	1' 18.2"
McLaren	Cooper	1' 18.2"
Brooks	BRM	1' 18.3"
Clark	Lotus	1' 18.3"
Bonnier	Porsche	1' 18.9"
Salvadori	Cooper	1' 19.6"
Surtees	Cooper	1' 19.8"
Ryan	Lotus	1' 20.0"
Hansgen	Cooper	1' 20.4"
Gendebien	Lotus	1' 20.5"
Penske	Cooper	1' 20.6"
Sharp	Cooper	1' 21.0"
Hall	Lotus	1' 21.8"
Ruby	Lotus	1' 21.8"
Surtees	Lotus (No. 26)	1' 23.6"

The Race

When the flag fell Brabham and Hill accelerated away in front, to be overtaken by Moss during this first lap. Surtees drove his quickest race for some time: the engine of his Yeoman blew up on the opening lap. At the completion of lap one Moss led from Brabham, Innes Ireland, and Graham Hill. Then came Dan Gurney, Masten Gregory, and Bruce McLaren all bunched up, and behind them Jim Clark, Jo Bonnier, and Tony Brooks. Next was Roy Salvadori followed by Roger Penske, Peter Ryan, Hap Sharp, Lloyd Ruby, Walt Hansgen, Jim Hall, and, in eighteenth place, Olivier Gendebien.

The positions remained almost unchanged during the second lap but there was an incident on the third which resulted in Innes Ireland and Graham Hill losing 10 seconds apiece and Dan Gurney being checked. So after three laps the order was still Moss and Brabham drawing away from the rest of the field. In third place now was McLaren who had gained four places in the re-shuffle, and then Gregory, Bonnier, Clark, Brooks, Gurney, Salvadori, Hill, and Ireland.

Brabham took the Cooper-Climax V8 into the lead on lap 6 but was unable to draw away from Moss who had a clear

five seconds lead over McLaren, in turn ahead of Masten Gregory by a similar margin. Already Ireland had climbed back to fifth place from tenth, having just passed Bonnier, while hard on the Swede's heels was Graham Hill.

Jim Clark called at the pits for adjustments to his gear selector mechanism and it was more than three minutes before he was in his stride again, running three laps behind.

Ireland passed Gregory on lap 8 to take up fifth place, and two laps later Graham Hill moved the BRM past the American's pale green UDT Lotus. After ten laps the order settled down for a while, Brabham still leading Moss narrowly and the pair of them moving away from McLaren at the rate of about one second per lap. Fourth was Innes Ireland, fifth Graham Hill, sixth Masten Gregory, seventh Jo Bonnier in the Porsche followed by his team mate Dan Gurney. Ninth was Roy Salvadori, beginning to put in the pressure which took him through to second place in a notably fine drive.

The order was substantially the same at 20 laps with Brabham no more than 0.5" in front of Moss, the two of them setting a cracking pace and already 26 seconds ahead of third man McLaren who led Ireland by 1.1" only. Graham Hill was 2.1" behind Ireland, while five seconds back Dan Gurney was disputing sixth place with Masten Gregory. Salvadori now led Bonnier by 1.6" while Tony Brooks was just over a second away. First of the "local" boys was nearly 25 seconds behind Brooks, and it was Lloyd Ruby lying 11th in his Lotus, the last car on the same lap as the leaders. One lap behind were Peter Ryan, Hap Sharp, Roger Penske, and Olivier Gendebien whose rebuilt Lotus was not handling at all well. Indeed the UDT Lotus spun on lap 16 and Walt Hansgen who was following in his Cooper got involved and left the road damaging the Cunningham Cooper badly, thus forcing his retirement. Jim Clark was running last, still having trouble with his transmission, and over three laps behind the leaders.

Three laps later Masten Gregory retired his UDT Lotus with gear selection difficulties. Brooks went past Bonnier on lap 25, and, shortly after, the Porsche driver seemed to be in trouble. He subsequently called at the pits on lap 30 losing over a minute while a stone that had jammed behind his throttle pedal was removed. Meanwhile the leaders went by so that now there were only eight of the sixteen runners on the same lap as Brabham and Moss.

Moss had decided he had followed Brabham long enough and after 23 laps he went into the lead. Brabham responded by repassing two laps later and putting on the pressure, doing several laps inside 1' 19" which until then had been the fastest. The best of these was 1' 18.2" on laps 28 and 30.

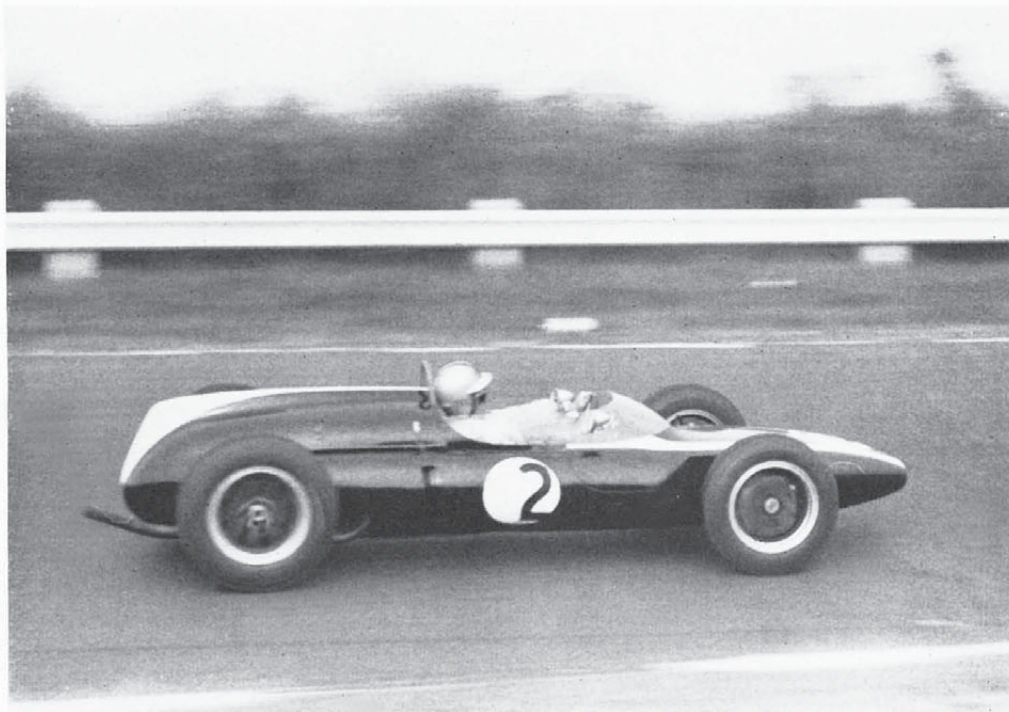
On lap 34 Moss again took the lead and held it for one more lap before Brabham took his V8 ahead of the Walker 4-cylinder. Meanwhile Innes Ireland and Graham Hill had speeded up, now lapping inside 1' 20" on occasions, so that they closed up on McLaren who had been all alone in third place about half a minute behind the leaders. Ireland took the Team Lotus car past the works Cooper on lap 34, and two laps later McLaren was relegated to fifth place when the BRM went by.

Up front Brabham and Moss were still hard at it, neither prepared to give an inch. The 60,000-strong crowd were enjoying it all immensely, and Moss was greeted with a great cheer when he went back into the lead on lap 39. Next time round he led by 3.4". Ireland ran 31.3" behind Brabham on

STARTING GRID

McLaren Cooper 1' 18.2"	G. Hill BRM 1' 18.1"	Moss Lotus 1' 18.2"	Brabham Cooper V8 1' 17.0"
Ireland Lotus 1' 18.8"	Brooks BRM 1' 18.2"	Gurney Porsche 1' 18.6"	Clark Lotus 1' 18.3"
Salvadori Cooper 1' 19.2"	Bonnier Porsche 1' 18.9"	Gregory Lotus 1' 19.1"	Surtees Cooper 1' 18.9"
Penske Cooper 1' 20.6"	Hansgen Cooper 1' 20.4"	Ryan Lotus 1' 20.0"	
	Hall Lotus 1' 21.8"	Gendebien Lotus 1' 20.5"	Sharp Cooper 1' 21.0"
		Ruby Lotus 1' 21.8"	

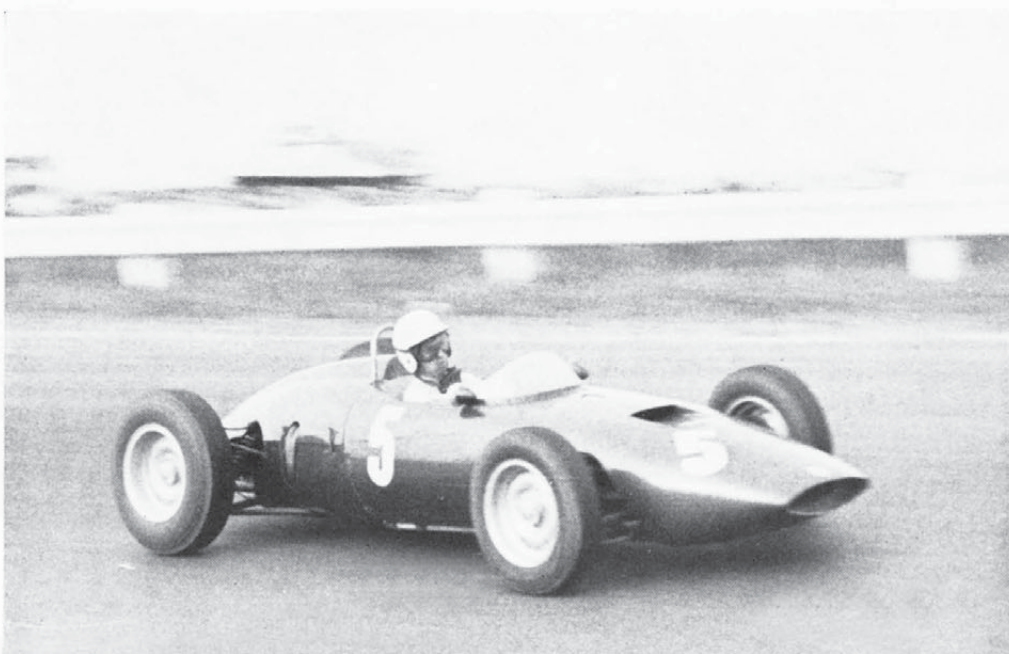
Bruce McLaren drove consistently to round off a not unsuccessful season with a fourth place

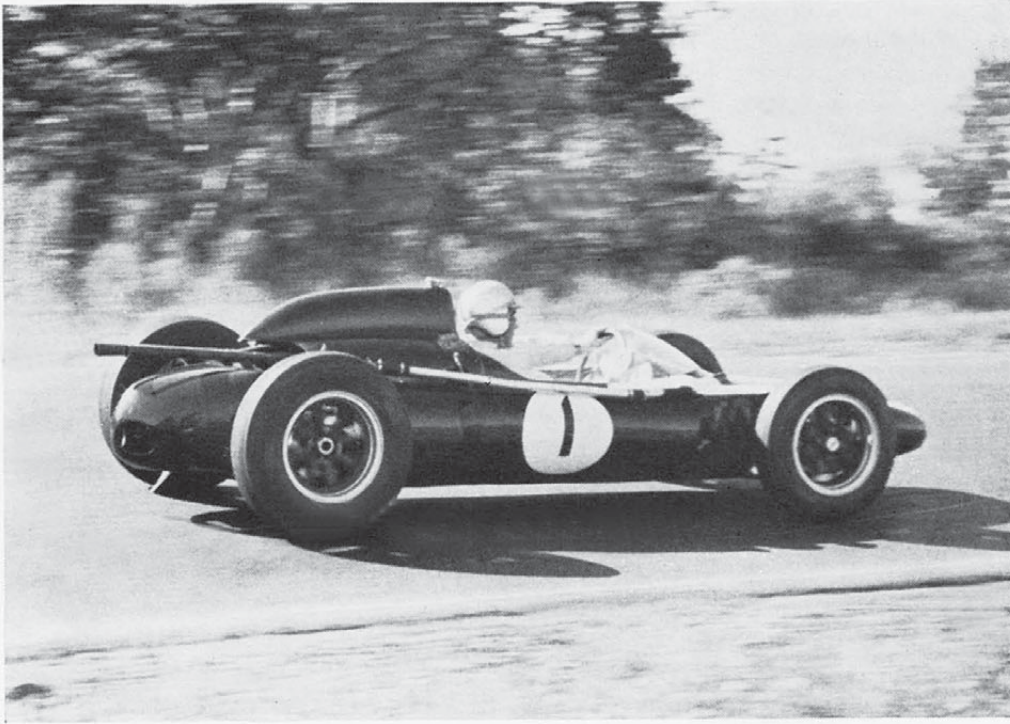


Although the Porsche flat-eight engine never materialized Gurney drove the 1960-type car to good effect, eventually sharing third place in the championship table by virtue of his second place at Watkins Glen



Tony Brooks' driving has been getting faster and faster throughout the year, and he also rounded things off appropriately by taking third place in the U.S. Grand Prix





Once again the V8-engine looked promising, only to suffer from loss of coolant when Brabham was challenging for the lead

lap 40 and Graham Hill was 3.3" behind the meteoric Scotsman. McLaren was sticking like glue to the BRM's tail and only a tenth of a second separated the two green cars. Dan Gurney running sixth was 14.0" behind and 4.6" behind the Porsche came Roy Salvadori. Further back by 12.8" was Tony Brooks in the second BRM, about to be lapped by the leaders.

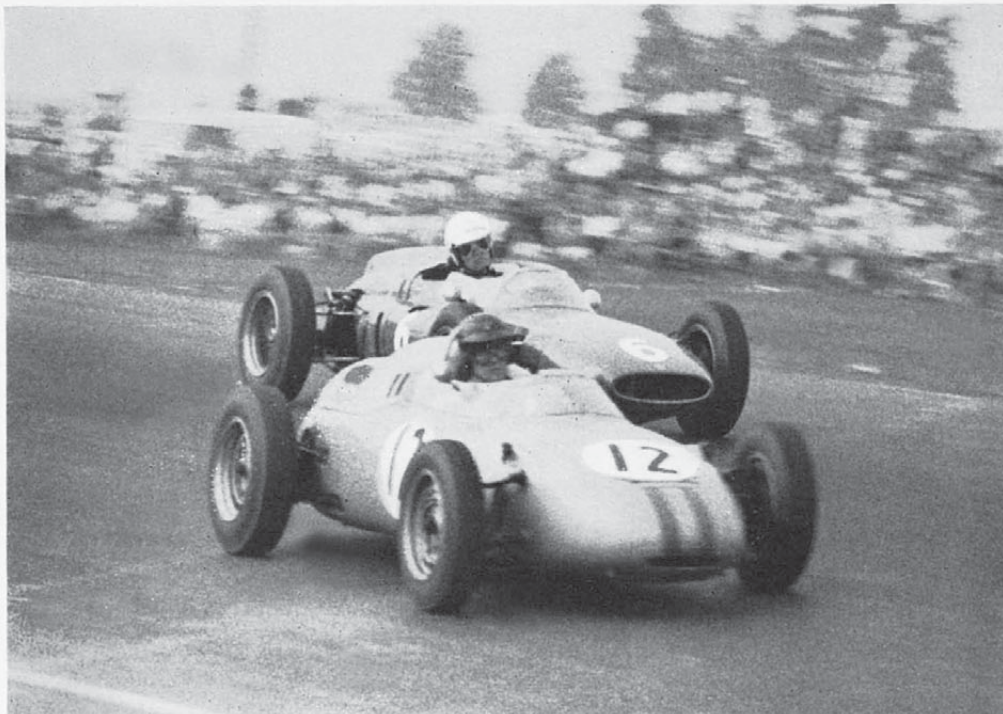
With 39 laps completed at this stage came Lloyd Ruby in his Lotus while Ryan, Bonnier, and Penske had completed 38. Jim Clark was now four laps in arrears while Hall, Gendebien, and Sharp were all five laps behind the leaders.

The battle at the front of the field resolved itself when Brabham noticed that the V8 was overheating, backed off and eventually came into the pits for water to be added to the

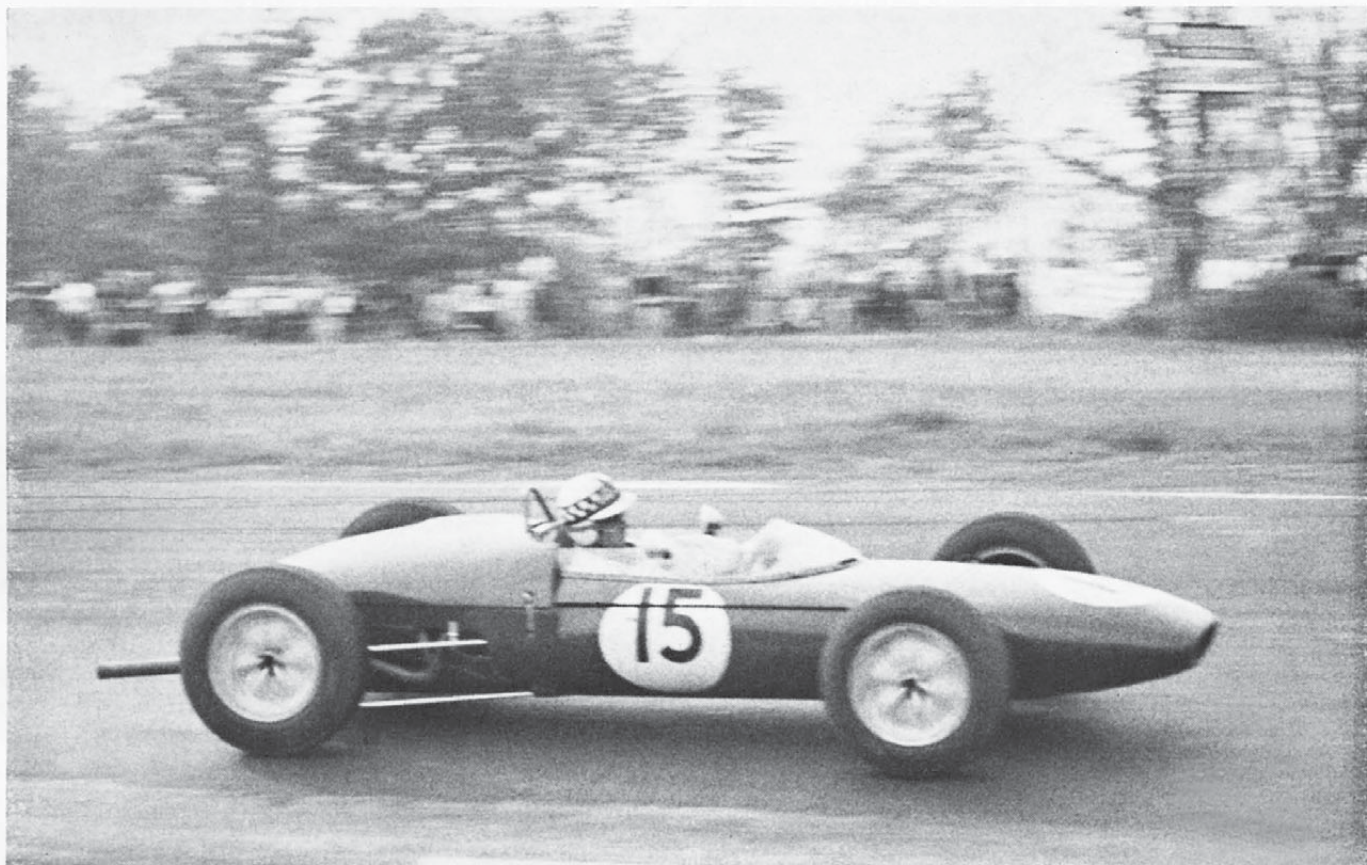
radiator after 45 laps. The stop took just over a minute and the Australian rejoined the race in eighth place, his lap times getting steadily slower, until he retired on the 58th. It was later found that a cylinder head had warped, allowing the water to blow out.

Moss had it all his own way out in front for 13 laps but found little comfort, for his oil pressure was dropping. Eventually he covered but one more lap than Brabham. The centre main bearing of his 4-cylinder Lotus-Climax had failed.

This left Innes Ireland in the lead and after 60 of the 100 laps he led Graham Hill by 5.5". Graham however had not been able to draw away from Bruce McLaren and his net



The American drivers who made up the entry, in out-dated Coopers and Lotuses for the most part, were not able to keep pace with the European works cars and drivers. Here Gurney laps the Cooper of Penske



Ireland crowned a magnificent return to form after his serious Monaco accident at the beginning of the year by scoring the first-ever grande epreuve victory for the works Lotus team

gain after twenty fierce laps was one tenth of a second. In fourth place just over ten seconds away was Roy Salvadori who was travelling very quickly, but, although he had passed him, unable to shake off Dan Gurney who was hard on his heels. Tony Brooks was placed sixth, half a minute behind, the last car to have completed sixty laps, and the only car to have completed 59 laps was Bonnier's Porsche.

Salvadori, finding himself better placed in a grand prix than for many a day, decided this was his moment. He set about reducing McLaren's 10 second lead. Thereafter he broke 1' 20" on every lap until by lap 70 he had brought the Yeoman Credit Cooper-Climax to within striking distance but still without shaking off Dan Gurney. On the next lap Roy nipped through into third place behind Graham Hill. Three laps later and Roy was in second place, when Graham dropped back and shot into the pits to have a loose magneto tightened up, which took about a minute and a half, relegating the BRM to sixth place, over a lap behind Innes Ireland.

Salvadori had quite a gap to close before he could get at Ireland but nevertheless he had a good try. After 80 laps Ireland led by 14.5". Salvadori was second, but only a tenth of a second ahead of Gurney. McLaren had lost the fifth of his six gears and continued to fall back. He was nevertheless still in fourth place, nearly half a minute ahead of Tony Brooks.

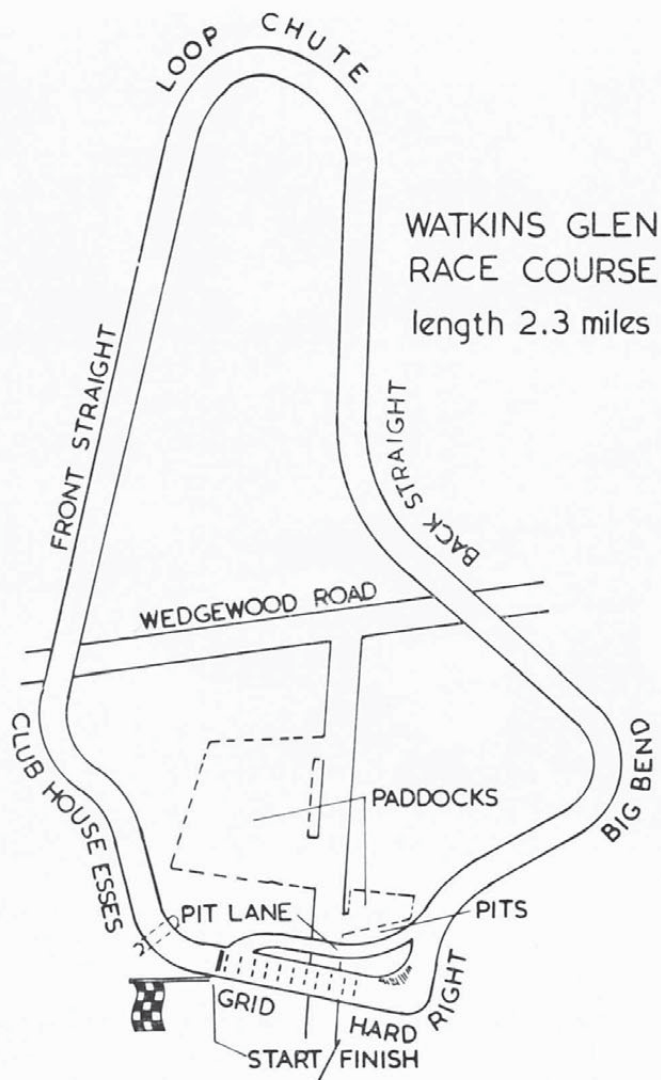
Graham Hill had now completed 79 laps and was all on his own in sixth place. Next was Bonnier two laps behind the leaders after his pit stop, then came Roger Penske three laps down. Jim Clark and Peter Ryan were both four laps behind, Clark maintaining a very fast pace but right out of things

due to his earlier difficulties. Hap Sharp was six laps and the UDT-Laystall Lotus eight laps in arrears, Masten Gregory having taken over from Gendebien on lap 33. He had stopped, complaining of the handling, after 43 laps, but things were now improved and Masten was circulating at just over 1' 20". Jim Hall and Lloyd Ruby on their private Lotuses were many laps in arrears.

Roy Salvadori kept up his scintillating pace and was soon breaking 1' 19" for the lap. Gurney was managing to do similar times, and the gap to Ireland closed steadily until by lap 90 it was only eight seconds. The crowd was back on its feet for the closing laps were bound to bring drama. The victim was the luckless Salvadori, who got to within a few seconds of Innes Ireland before the bearings on his Cooper-Climax failed on the 97th lap. A sad end to a magnificent drive. Ireland was still not having things all his own way. The fuel pressure had dropped alarmingly and the Team Lotus man had been nursing his car along, maintaining a very fast but remarkably steady pace despite the threat from behind. Tremendously popular for his more meteoric drives, on this occasion he demonstrated remarkable restraint in these closing laps, and eventually crossed the line just 4.3" ahead of Dan Gurney who also drove a splendid race.

This was the fifth time a Lotus had won a grande epreuve but the first time Team Lotus themselves had been the victors and of course it was Ireland's first championship win.

Tony Brooks by dint of some of his usual fast work in the closing stages passed McLaren on lap 97 to take third place. A lap behind came Graham Hill, and one more behind him, Jo Bonnier.



WATKINS GLEN
RACE COURSE
length 2.3 miles

WEATHER

1st practice : fine
2nd practice : fine
3rd practice : fine
Race : fine

RESULTS

(100 laps of 2.3-mile circuit)

Driver	Car	Laps	Time	Mph.
1. I. Ireland	Lotus	100	2 : 13' 45.8"	103.17
2. D. Gurney	Porsche	100	2 : 13' 50.1"	103.11
3. T. Brooks	BRM	100	2 : 14' 33.6"	102.56
4. B. McLaren	Cooper	100	2 : 14' 43.8"	102.43
5. G. Hill	BRM	99	2 : 14' 22.4"	101.67
6. J. Bonnier	Porsche	98	2 : 13' 46.6"	101.13
7. J. Clark	Lotus	96	2 : 13' 50.2"	98.99
8. R. Penske	Telar-Cooper	96	2 : 14' 35.3"	98.44
9. P. Ryan	Lotus	96	2 : 14' 35.3"	98.43
10. H. Sharp	Cooper	93	2 : 14' 48.8"	95.20
11. O. Gendebien/ M. Gregory	Lotus	92	2 : 14' 34.2"	94.34

Fastest lap : Brabham, Cooper, 1' 18.2" 106.25 mph.

UNITED STATES GRAND PRIX

ENTRIES

No.	Driver	Car	Entrant
1	J. Brabham	Cooper-Climax V8	Cooper Car Co.
2	B. McLaren	Cooper-Climax 2	Cooper Car Co.
3	H. Sharp	Cooper-Climax 1	H. Sharp
4	G. Hill	BRM-Climax 2	Owen Racing Organisation
5	T. Brooks	BRM-Climax 2	Owen Racing Organisation
6	R. Penske	Cooper-Climax 1	John M. Wyatt III
7	S. Moss	Lotus-Climax 2	R.R.C. Walker Racing Team
11	J. Bonnier	Porsche 1960	Porsche System Engineering
12	D. Gurney	Porsche 1960	Porsche System Engineering
14	J. Clark	Lotus-Climax 2	Team Lotus
15	I. Ireland	Lotus-Climax 2	Team Lotus
16	P. Ryan	Lotus-Climax 1	Jack Wheeler Autosport
17	J. Hall	Lotus-Climax 1	J. Hall
18	J. Surtees	Cooper-Climax 2	Yeoman Credit Racing Team
19	R. Salvadori	Cooper-Climax 2	Yeoman Credit Racing Team
21	O. Gendebien	Lotus-Climax 2	UDT-Laystall Racing Team
22	M. Gregory	Lotus-Climax 2	UDT-Laystall Racing Team
26	L. Ruby	Lotus-Climax 1	J. Frank Harrison
60	W. Hansgen	Cooper-Climax 1	Momo Corporation

RETIREMENTS

No.	Driver	Car	Laps	Reason
18	J. Surtees	Cooper	—	Broken con rod
60	W. Hansgen	Cooper	14	Crashed
22	M. Gregory	Lotus	23	Broken gear selector
1	J. Brabham	Cooper	57	Stretched cylinder head
7	S. Moss	Lotus	58	Bearing failure
26	L. Ruby	Lotus	76	Broken magneto drive
17	J. Hall	Lotus	76	
19	R. Salvadori	Cooper	96	Bearing failure

PAST WINNERS

Year	Circuit	Driver	Car	Mph
1959	Sebring	McLaren	Cooper	98.83
1960	Riverside	Moss	Lotus	99.00

World Championship of Drivers 1961

<i>Driver</i>	<i>Car</i>	<i>Monaco</i>	<i>Dutch</i>	<i>Belgian</i>	<i>French</i>	<i>British</i>	<i>European</i>	<i>Italian</i>	<i>United States</i>	<i>Gross Total</i>	<i>Net Total</i>
1. P. Hill	Ferrari	4	6	9	—	6	4	9	—	38	34
2. W. von Trips	Ferrari	3	9	6	—	9	6	—	—	33	33
3. S. Moss	Lotus-Climax	9	3	—	—	—	9	—	—	21	21
D. Gurney	Porsche	2	—	1	6	—	—	6	6	21	21
5. R. Ginther	Ferrari	6	2	4	—	4	—	—	—	16	16
6. I. Ireland	Lotus-Climax	—	—	—	3	—	—	—	9	12	12
7. J. Clark	Lotus-Climax	—	4	—	4	—	3	—	—	11	11
B. McLaren	Cooper-Climax	1	—	—	2	—	1	4	3	11	11
9. G. Baghetti	Ferrari	—	—	—	9	—	—	—	—	9	9
10. T. Brooks	BRM-Climax	—	—	—	—	—	—	2	4	6	6
11. J. Brabham	Cooper-Climax	—	1	—	—	3	—	—	—	4	4
J. Surtees	Cooper-Climax	—	—	2	—	—	2	—	—	4	4
13. G. Hill	BRM-Climax	—	—	—	1	—	—	—	2	3	3
J. Bonnier	Porsche	—	—	—	—	2	—	—	1	3	3
J. Lewis	Cooper-Climax	—	—	—	—	—	—	3	—	3	3
O. Gendebien	Ferrari	—	—	3	—	—	—	—	—	3	3
17. R. Salvadori	Cooper-Climax	—	—	—	—	1	—	1	—	2	2

Formula One Manufacturers Cup 1961

<i>Make</i>	<i>Monaco</i>	<i>Dutch</i>	<i>Belgian</i>	<i>French</i>	<i>British</i>	<i>European</i>	<i>Italian</i>	<i>United States</i>	<i>Gross Total</i>	<i>Net Total</i>
Ferrari	6	8	8	8	8	6	8	—	52	40
Lotus	8	4	—	4	—	8	—	8	32	32
Porsche	2	—	1	6	2	—	6	6	23	22
Cooper	1	1	2	2	3	2	4	3	18	14
BRM	—	—	—	1	—	—	2	4	7	7

The 1961 Indianapolis 500 Mile Race

Raced at Indianapolis Speedway, May 30, 1961

Ernest Weil

U.S. race car champion, A. J. Foyt won this 50th anniversary Indianapolis Race. Eddie Sachs, the fastest qualifier, appeared to be a certain winner until he was forced to change a tyre with only three laps to go, finishing five seconds behind Foyt. There was drama too, when a five car collision took place in front of the pits. Jack Turner's car overturned end over end several times, but despite this most spectacular crash, no one was seriously injured. Jack Brabham in the Cooper-Climax finished a creditable ninth after his first try at the 500 Miles.

Indianapolis can not be compared to any other race on the calendar. Everything is unique at the Brickyard. It is, for instance, the only event that lasts for three to four weeks. There are two weekend qualification sessions which are almost as well attended by the public as the race. The first day of qualifications, on Saturday, May 13, attracted approximately 150,000 spectators. The fastest qualifier of the first day starts the race from the inside front row, which is the pole position, followed by the other first-day qualifying cars. Eddie Sachs, driving the Dean Van Lines Special, had a four lap average of 147.481 mph. and collected the money awarded to the pole position. A. J. Foyt, the eventual winner, started from the third row and third man, Rodger Ward, was in the second row.

Jack Brabham was first in line for the qualifications and first on the track. This was planned to enable Jack to fly to Monaco to compete in the Grand Prix immediately after his qualification run. The drivers may take only two warm-up laps and must signal to the starter that they are ready. If not ready, the complicated rules require that the car must go to the end of the waiting line. Unfortunately, the timers did not

see Jack raise his hand after two practice laps and flagged him off the course. Thus, Bill Cheesbourg was first to qualify the other Dean Van Lines car, but then Brabham was permitted to try again, and his four lap average was 145.144 mph., which placed the Australian inside in the fifth row.

Unique also are the cars and their origin. With the exception of the Cooper, all cars were Indianapolis roadsters, powered by Meyer-Drake four-cylinder, 4.2 litre fuel-injected engines. A typical roadster has a tubular chassis, a rigid front axle and non-independent rear suspension. The engine and drive line are offset and the engine can be upright or flat or at any intermediate position. None of the US cars can be called factory entries. Usually they are built by talented mechanics in small shops and are sponsored by some commercial interest, often totally remote from auto racing. Therefore we have the Dean Van Lines Special (long distance movers), the Leader Card Roadster (greeting cards), etc.

The Cooper's wheelbase was a bit shorter than the regulations require, but was accepted because certain latitude is granted foreign entries. The car was specially constructed for this race, and although resembling a 1960 Cooper, it was slightly longer, more ruggedly constructed and at 1100 lbs., a little heavier than the GP car. The suspension was modified to suit the left turns, the engine was offset and developed about 255 hp from 2.75 litres. Compression ratio was approximately 12:1 : 1 and the fuel a gasoline-alcohol blend. The engine was geared to a maximum of 6200 rpm and the three-speed gear box was used only for starts.

Since pit stops often decide this race, knock-off hubs replaced the bolt-on wheels and 5.50-16 Dunlop tyres were in



A. J. Foyt at speed in the Bowes Seal Fast Special in which he won the 1961 "500"

front, while the rear wheels were fitted with 7-00-16 tyres. The tread design was similar to the 1959 Firestone pattern, the grooves extending only along one half the tread width. To save weight, no breaker strip was incorporated.

Another Indianapolis singularity occurs toward the end of the qualification period. There are always a number of cars which have not been able to circulate at the speed necessary to make the field of 33 starters. Drivers try various cars in hopes of finding a suitable driver/car combination. This practice is called car hopping and on the last day of qualifications no programme can provide a clue as to who is driving what car.

The spectators, some 250,000 in number, are also different from most aficionados. They come to see action, in any form, and often create their own the evening before the race, when the roads are packed for miles with waiting cars and a frolicking crowd. Before the race gets under way, there are parades, bands, beauty queens and celebrities. Despite all this, when the flag finally falls at 11 am, a real motor race is under way.

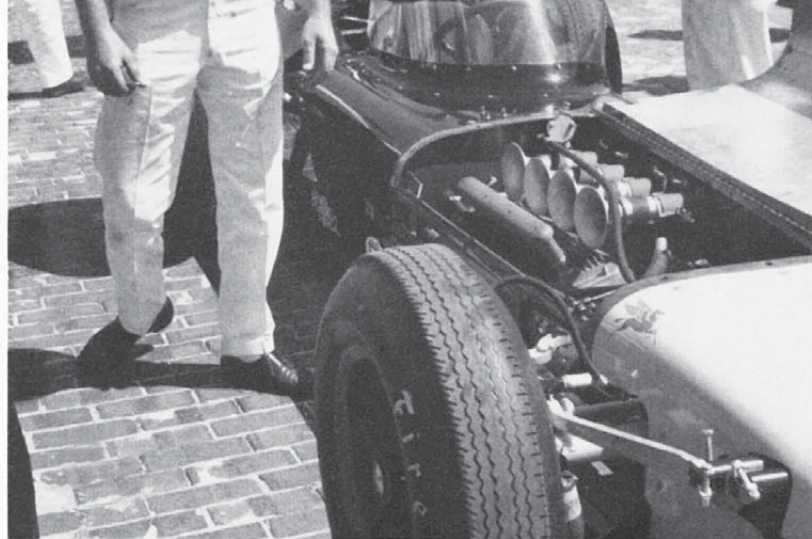
Sachs led into the first turn after the pace lap, but it was young Jim Hurtubise in the Demler special who was first past the pits. This young driver, incidentally, qualified last year at a frightening four lap average of 149-056 mph. Hurtubise soon increased his lead over the field and lapped at a steady 145-146 mph. He was followed by Ward, Sachs, Jim Rathman and Parnelli Jones. Jack Brabham was running around 20th spot in very dense traffic and for some time seemed boxed in.

Don Branson, who started in the first row, was first to retire after only one lap. The fast pace set by Hurtubise soon told, and he had to come into the pits to change tyres after only 36 laps. He never regained his form and retired after 99 laps with engine failure.

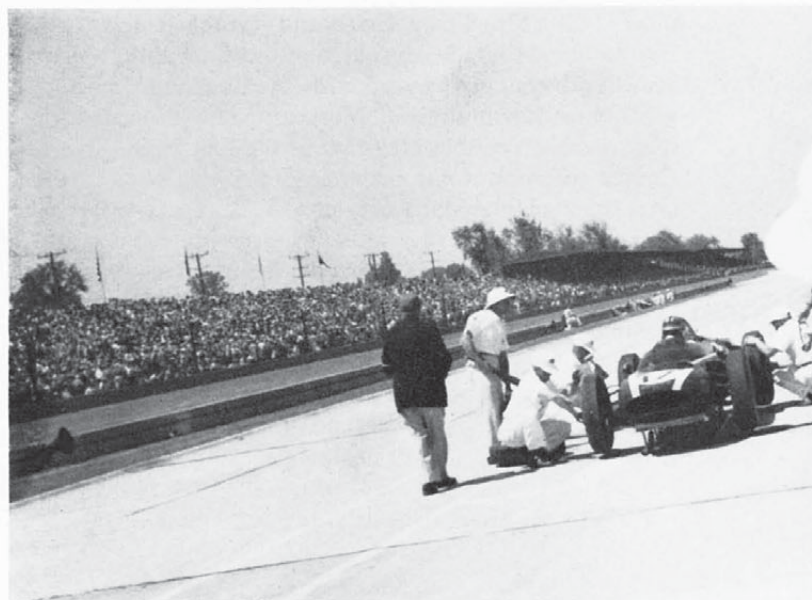
The leaders were circulating at 145-146 mph and the lead changed several times between Jim Rathman, Rodger Ward, and Eddie Sachs. Then, after about one hour and ten minutes (55 laps), first-time starter Don Davis spun in front of the pits. His car hit the outside wall and finally came to rest on the track. The oil tank of his Trevis Morcroft Special ruptured and lubricated the main straight. The driver decided to leave the car just as A. J. Shepherd came down the straight. Shepherd scraped the pit wall and Turner in the Bardahl Special, McCluskey and Cheesbourg became involved with the spinning car. Turner's car turned several airborne somersaults, shedding its right front wheel and suspension. Miraculously, no one was seriously injured in what must have been one of the most spectacular accidents ever, right in front of the largest group of spectators.

The yellow no-passing light was on for 25 minutes until the course could be cleared. As soon as the green light signalled all clear, several drivers began their moves. A. J. Foyt and 1952 winner Troy Ruttman joined the leaders. Jack Brabham passed many cars coming out of the turns. The Cooper could stay consistently out of the Indianapolis groove and pass cars on the inside, beyond the apex of the turns. It was evident that the Cooper handled much better than its 1500-1600 lb adversaries, but was one to two seconds slower on the straights.

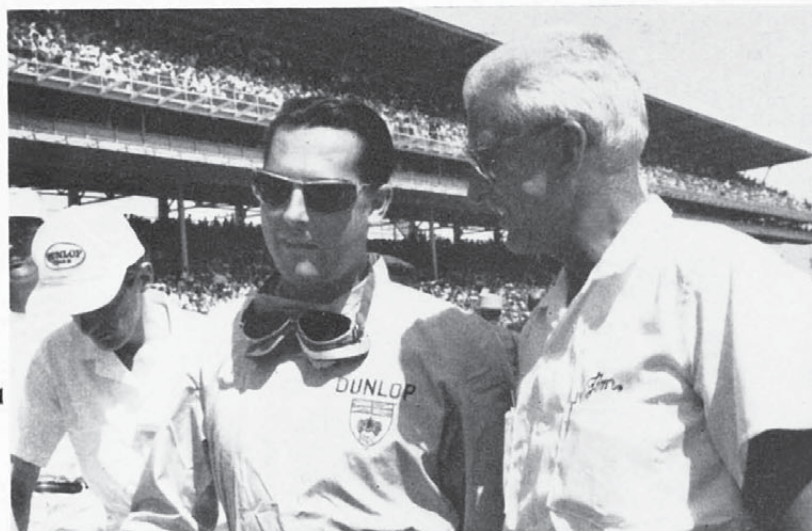
With the race at the 250 mile mark, half the field was eliminated and the leaders were now A. J. Foyt, Troy Ruttman, Eddie Sachs, Rodger Ward and Dick Rathman. When Troy Ruttman retired because of clutch failure, the main contenders became Sachs and Foyt, who led alternately.



A typical Indy mill installation, showing the sharply-canted Meyer-Drake power unit and the four air trumpets for the fuel injection system. Firestone Indianapolis front tyre (off-side) can also be seen.



The race was noteworthy from the British viewpoint because of the entry of the Cooper Climax Special, seen above on its ingenious jacking platform. The car was sponsored by Jim Kimberly, seen below chatting to the driver, Jack Brabham, before the race.



Sachs came into the pits for his third planned pit stop on the 158th lap and Foyt on the 161st lap. In typical Indianapolis fashion, each car was fuelled and tyres changed in less than 25 seconds. With only 50 miles to go, Foyt was in front, but then his car started to miss while on the back-stretch. When he limped into the pits it was discovered that the pressure fuel feed system had failed to fill the tanks during the third stop and additional fuel had to be added. While Foyt was in the pits Sachs took the lead and started to relax. This cost him certain victory. With only three laps to go, Sachs was forced to make a pit stop to change a right rear tyre. Apparently, when Sachs relaxed, he changed his driving style and wore his tyre through several layers of fabric! Foyt got the checkered flag five seconds before Eddie Sachs and Rodger Ward, who had been lapped, was third. Shorty Templeman finished fourth in the Forbes Special. A. J. Foyt, (that is his complete name, Texas fashion!) set a new record by averaging 139-130 mph, despite two lengthy yellow caution periods and collected \$117,975-00 for his efforts.

Jack Brabham finished ninth after a very steady drive, and received \$7,250.00. He had hopes of completing the race with only two pit stops, but when he came in after 47 laps of 200, it became apparent that he would have to change tyres three times. Still, he tried to save tyres and was able to delay his last stop to the 184th lap. His pit stops of 46, 63 and 31 seconds were lengthy but this was caused by the aluminium knock-offs, which threaded improperly. Most cars had built-in pneumatic lifts to make possible pit stops in the low 20 seconds; the Cooper relied on a pneumatic platform which lifted the car after Brabham placed it accurately over it. This proved a very efficient method in a race where pit stops are still decisive.

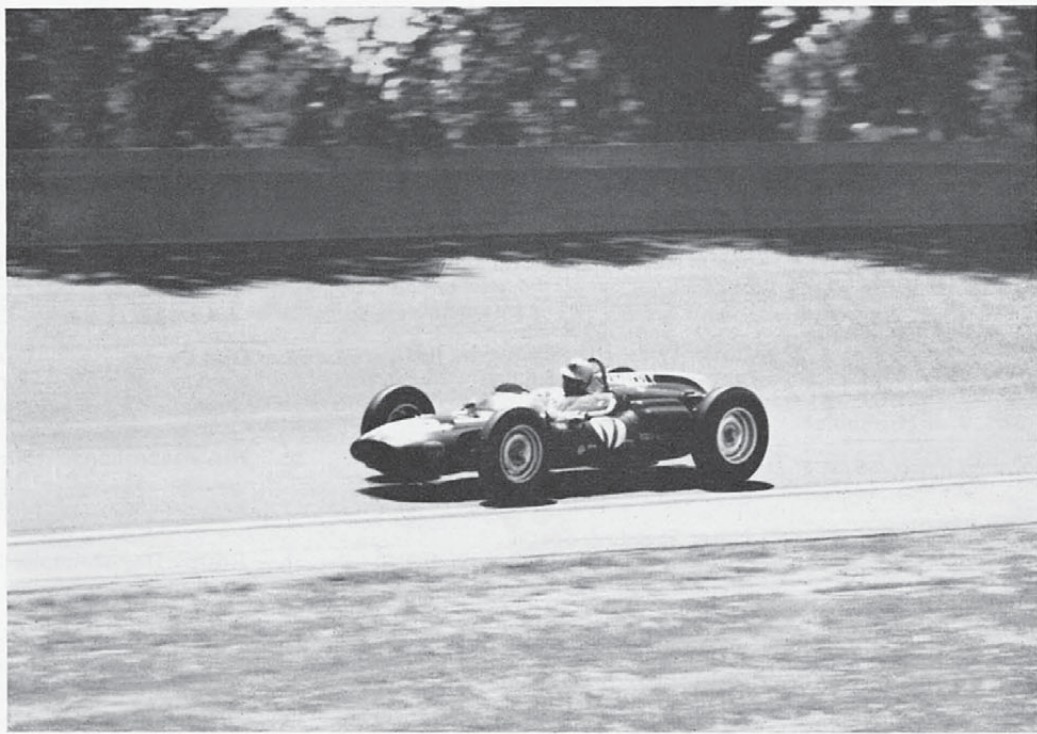
Credit must go to Jim Kimberly, industrialist, former race driver and ex-president of the Sports Car Club of America for making the Cooper debut possible. The car did one lap at 146-1 mph and was an eye-opener to the technically minded. Not only did the Cooper entry add spice to the 1961 race, but it will, no doubt, inspire new and interesting designs for next year.

Pit Stops and/or Cause of Elimination

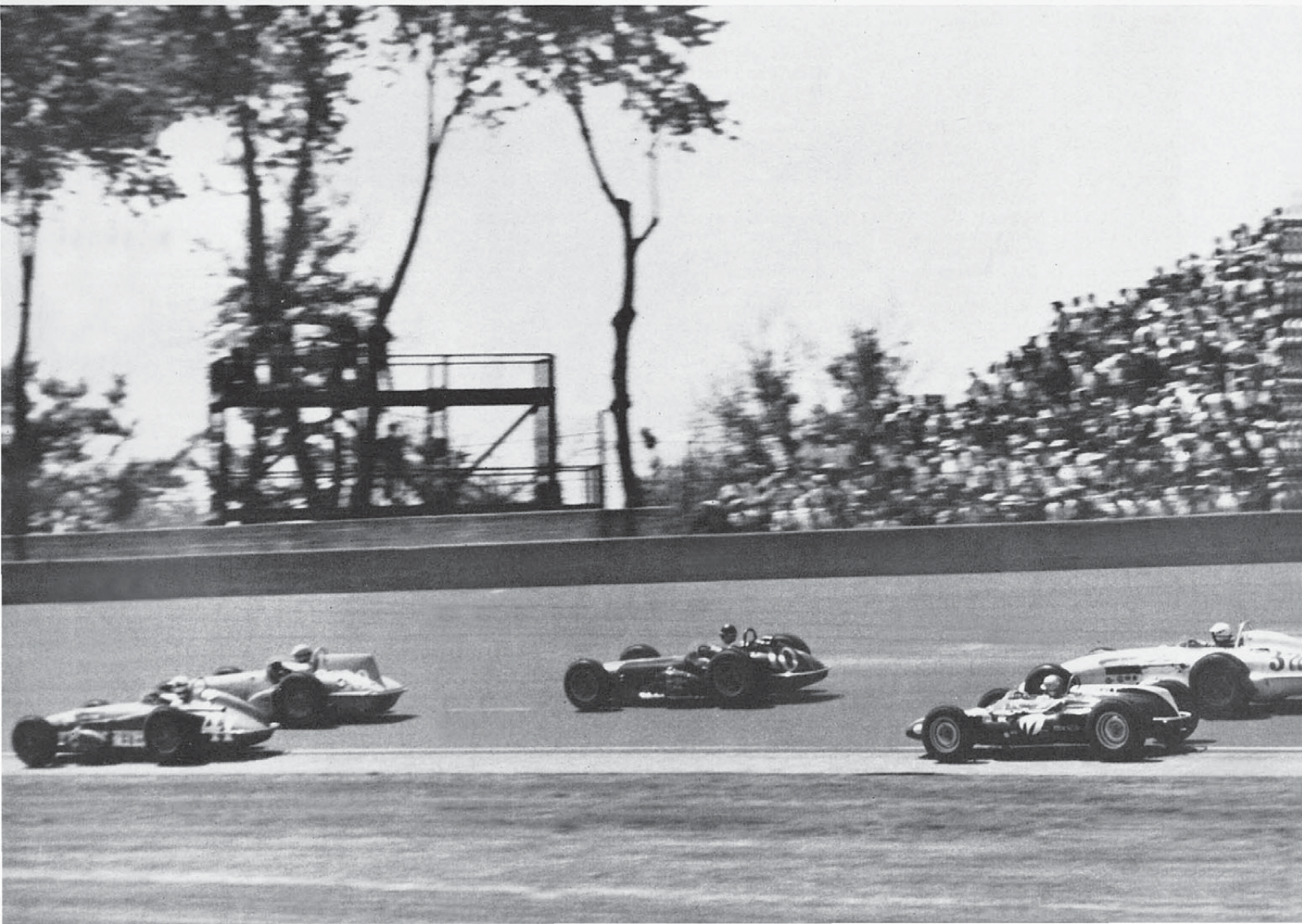
Driver	Car
1. A. J. Foyt	Bowes Seal Fast Special
Lap 49 : 22"	— 2 rear tyres, right front tyre, fuel
115 : 24"	— 2 rear tyres, right front tyre, fuel
161 : 29"	— 4 tyres, fuel
185 : 20"	— fuel (fuel fill valve failed on prior pit stop)
2. Eddie Sachs	Dean Van Lines Special
Lap 52 : 24"	— 2 rear tyres, right front tyre, fuel
110 : 25"	— 4 tyres, fuel
158 : 22"	— 2 rear tyres, right front tyre, fuel
198 : 17"	— right rear tyre
3. Rodger Ward	Del Webb Sun City Special
Lap 46 : 22"	— 2 rear tyres, right front tyre, fuel
115 : 20"	— 2 rear tyres, right front tyre, fuel
169 : 20"	— 2 rear tyres, right front tyre, fuel
4. Shorty Templeman	Bill Forbes Special
Lap 53 : 28"	— 2 rear tyres, right front tyre, fuel
115 : 21"	— 2 rear tyres, right front tyre, fuel
167 : 29"	— 2 rear tyres, right front tyre, fuel
5. Al Keller	Konstant Hot Special
Lap 53 : 29"	— 2 rear tyres, right front tyre, fuel
132 : 25"	— 2 rear tyres, right front tyre, fuel
185 : 24"	— 2 rear tyres, right front tyre, fuel

Driver	Car
6. Chuck Stevenson	Metal-Cal Special
Lap 51 : 18"	— 2 rear tyres, right front tyre, fuel
108 : 28"	— 2 rear tyres, right front tyre, fuel
161 : 31"	— 4 tyres, fuel
7. Bob Marshman	Hoover Motor Express Special
Lap 47 : 27"	— 2 rear tyres, right front tyre, fuel
117 : 31"	— 4 tyres, fuel
167 : 24"	— 2 rear tyres, right front tyre, fuel
8. Lloyd Ruby	Autolite Special
Lap 41 : 0' 32"	— 2 front tyres, right rear tyre, fuel
55 : 4' 15"	— started on track after stall during multicar accident
91 : 0' 31"	— 4 tyres, fuel
144 : 0' 30"	— 2 rear tyres, right front tyre, fuel
187 : 0' 27"	— 2 front tyres, right rear tyre, fuel
9. Jack Brabham	Cooper-Climax Special
Lap 42 : 0' 46"	— 2 rear tyres, right front tyre, fuel
109 : 1' 01"	— 2 rear tyres, right front tyre, fuel
177 : 0' 30"	— 2 rear tyres, right front tyre, fuel
10. Norm Hall	Federal Engineering Special
Lap 52 : 21"	— 2 rear tyres, right front tyre, fuel
88 : 25"	— changed goggles only
110 : 34"	— 2 rear tyres, right front tyre, fuel
155 : 36"	— 2 rear tyres, right front tyre, fuel
194 : 28"	— 2 rear tyres
11. Gene Hartley	John Chalik Special
Lap 51 : 1' 21"	— 2 rear tyres, right front tyre, fuel
111 : 0' 32"	— 2 rear tyres, right front tyre, fuel
166 : 0' 33"	— 4 tyres, fuel
198	— flagged
12. Parnelli Jones	Agajanian's Willard Battery Special
Lap 52 : 0' 20"	— 2 rear tyres, right front tyre, fuel
84 : 4' 32"	— 4 tyres, fuel, changed spark plugs
89 : 0' 51"	— inspect engine
112 : 2' 36"	— 2 rear tyres, right front tyre, fuel
123 : 1' 28"	— changed one spark plug
192	— flagged
13. Dick Rathmann	Jim Robbins Special
Lap 47 : 24"	— 2 rear tyres, right front tyre, fuel
106 : 24"	— 4 tyres, fuel
161 : 26"	— 2 rear tyres, right front tyre, fuel
164	— out of race, broken fuel pump drive
14. Paul Goldsmith	Racing Associates Special
Lap 45 : 25"	— 4 tyres, fuel
111 : 29"	— 2 rear tyres, right front tyre, fuel
160	— out of race, oil leak
15. Wayne Weiler	Hopkins Special
Lap 29 : 4' 13"	— 2 rear tyres, right front tyre, fuel, throttle spring broke
84 : 0' 27"	— 4 tyres, fuel
126 : 0' 24"	— 2 rear tyres, right front tyre, fuel
147	— out of race, wheel bearing failure, left front wheel
16. Dempsey Wilson	Lysle Greenman Special
Lap 53 : 36"	— 2 rear tyres, right front tyre, fuel
105 : 41"	— 4 tyres, fuel
145	— out of race, magneto failure
17. Bob Christie	North Electric Special
Lap 46 : 0' 26"	— 2 front tyres, right rear tyre, fuel
92 : 0' 26"	— 4 tyres, fuel
131 : 1' 05"	— 4 tyres, fuel, stalled engine
132	— out of race, piston failure
18. Eddie Johnson	Jim Robbins Special
Lap 51 : 59"	— 2 rear tyres, right front tyre, fuel
92 : 29"	— 2 rear tyres, right front tyre, fuel
127	— out of race, impact wall on northwest turn

The Cooper was able to outcorner the Indianapolis Specials consistently and also take a tighter line but lack of speed on the intervening straight-aways nullified the advantage



The comparative size of the Cooper is well shown in this crowded turn. Experts felt that if the Cooper had enjoyed a better starting position and thereby avoided this sort of boxing-in at the turns, a better final position might have been achieved



19. Len Sutton	Driver	Car	26. A. J. Shepherd	Driver	Car
Lap 49 : 23" — 2 rear tyres, right front tyre, fuel		Bryant Heating & Cooling Special	Lap 43 : 22" — 2 rear tyres, right front tyre, fuel		Travelon Trailer Special
63 — penalty one lap, no pit stop			51 — out of race, involved in accident		
69 : 27" — 4 tyres, fuel. Car checked by R. Rotz while in pit following skid					
110 — out of race, transmission failure					
20. Troy Ruttman		John Zink Trackburner Special	27. Roger McCluskey		Racing Associates Special
Lap 49 : 18" — 2 rear tyres, fuel			Lap 47 : 22" — 2 rear tyres, right front tyre, fuel		
105 — out of race, clutch failure. Jim Rathmann entered car, but car did not leave pit area			51 — out of race, involved in accident		
21. Johnny Boyd		Leader Card 500 Roadster	28. Bill Cheesbourg		Dean Van Lines Special
Lap 53 : 27" — 2 rear tyres, right front tyre, fuel			Lap 46 : 33" — 2 rear tyres, right front tyre, fuel		
105 — out of race, clutch failure			50 — out of race, involved in accident		
22. Jim Hurtubise		Demler Special	29. Don Davis		Dart Kart Special
Lap 37 : 0' 22" — 2 rear tyres, right front tyre, fuel			Lap 36 : 50" — 2 rear tyres, right front tyre, fuel		
92 : 2' 21" — fire in seat extinguished			49 — out of race, oil tank rupture, hit wall		
102 — out of race, burnt piston					
23. Ebb Rose		Meyer Speedway Special	30. Jim Rathmann		Simoniz Special
Lap 52 : 26" — 2 rear tyres, right front tyre			Lap 43 : 22" — 2 rear tyres, right front tyre, fuel		
93 — out of race, broken oil line			48 — out of race, magneto failure		
24. Cliff Griffith		McCulloch Special	31. Jimmy Daywalt		Schulz Fueling Equipment Special
Lap 44 : 27" — 2 rear tyres, right front tyre, fuel			Lap 27 — out of race, broken brake line		
55 — out of race, rod failure					
25. Jack Turner		Bardahl Special	32. Bobby Grim		Thompson Industries Special
Lap 52 — out of race, involved in accident			Lap 26 — out of race, burnt piston		
			33. Don Branson		Hoover Motor Express Special
			Lap 2 — out of race, piston failure		

INDIANAPOLIS 500 RESULTS AND PRIZE MONEY

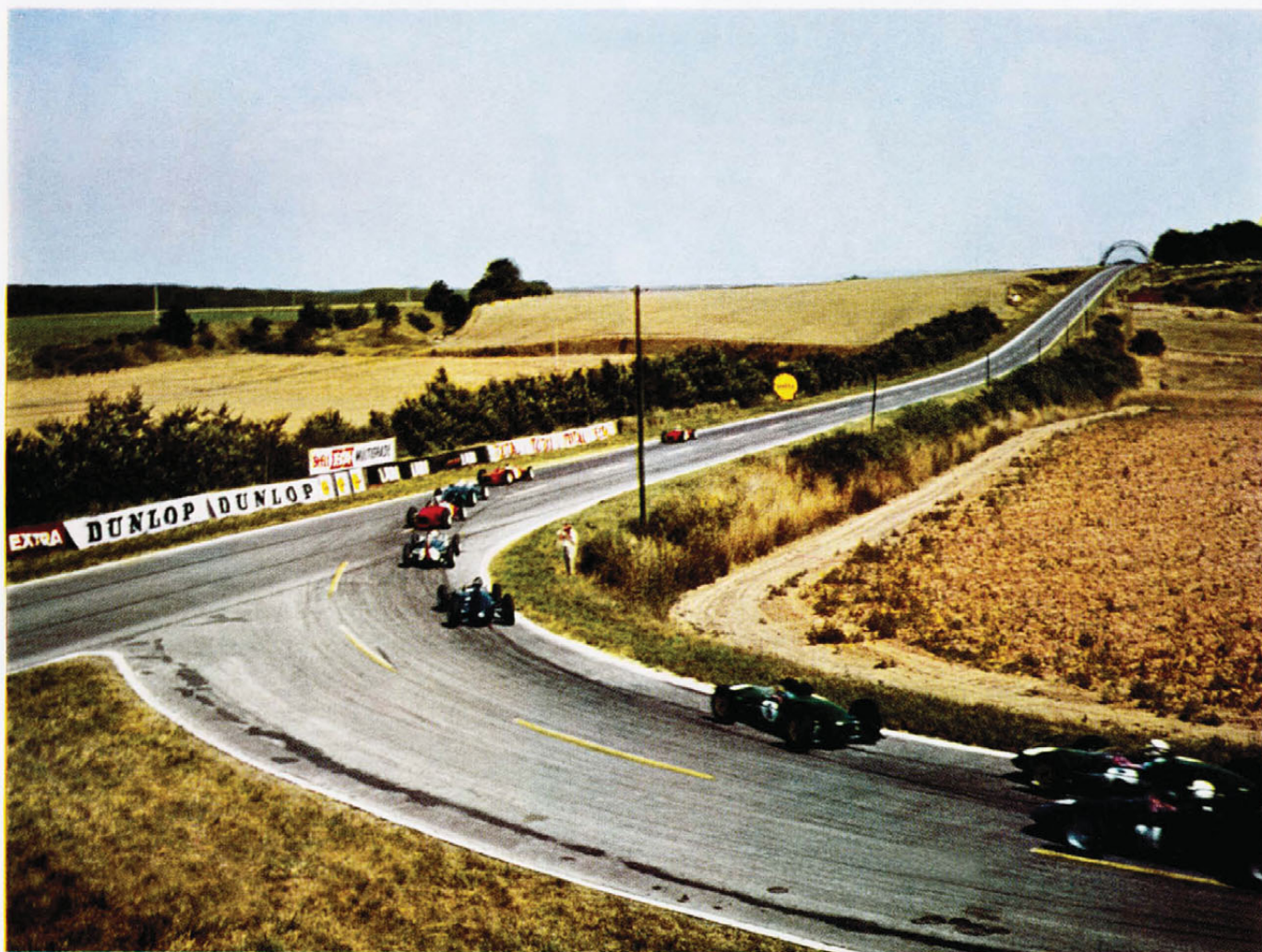
Position	Car No.	Driver	Car Name	Laps	Time	Average	Speedway Prizes	Total Prizes
1	1	A. J. Foyt	Bowes Seal Fast Special	200	3 : 35 : 37.49	139.130	\$77,625	\$117,975
2	12	Eddie Sachs	Dean Van Lines Special	200	3 : 35 : 45.77	139.041	30,750	53,400
3	2	Rodger Ward	Del Webb's Sun City Special	200	3 : 36 : 32.68	138.539	17,950	26,500
4	7	Clark Templeman	Bill Forbes Racing Team Special	200	3 : 39 : 10.84	136.873	11,800	16,025
5	19	Al Keller	Konstant Hot Special	200	3 : 40 : 31.94	136.034	10,600	13,725
6	18	Chuck Stevenson	Metal-Cal Special	200	3 : 41 : 00.45	135.742	8,700	9,875
7	31	Bobby Marshman	Hoover Motor Express Special	200	3 : 41 : 20.77	133.534	8,100	9,550
8	5	Lloyd Ruby	Autolite Special	200	3 : 42 : 27.14	134.860	8,000	8,750
9	17	Jack Brabham	Cooper-Climax Special	200	3 : 43 : 41.22	134.116	6,600	7,250
10	34	Norm Hall	Federal Engineering Special	200	3 : 43 : 42.39	134.164	7,700	8,250
11	28	Gene Hartley	John Chalik Special	198	3 : 44 : 20.61	132.376	5,470	5,820
12	98	Parnelli Jones	Agajanian Special	192	3 : 47 : 00.37	127.845	5,650	10,350
13	97	Dick Rathmann	Jim Robbins Special	164x	2 : 59 : 54.37	136.763	5,430	5,580
14	10	Paul Goldsmith	Racing Associates Special	160x	2 : 55 : 34.26	136.696	5,110	5,210
15	15	Wayne Weiler	Hopkins Special	147x	2 : 46 : 20.03	132.578	4,990	5,040
16	35	Dempsey Wilson	Lysle Greenman Special	145x	2 : 42 : 51.75	162.562	4,870	4,920
17	32	Bob Christie	North Electric Special	132x	2 : 28 : 37.33	133.139	4,750	4,850
18	33	Eddie Johnson	Jim Robbins Special	127x	2 : 19 : 13.87	136.856	4,630	4,730
19	8	Len Sutton	Bryant Heating & Cooling Special	110x	2 : 02 : 09.34	135.074	4,600	4,650
20	52	Troy Ruttman	John Zink Trackburner Special	105x	1 : 53 : 40.24	138.558	5,370	6,970
21	41	Johnny Boyd	Leader Card 500 Roadster	105x	1 : 55 : 34.05	136.284	4,540	4,650
22	99	Jim Hurtubise	Demler Special	102x	1 : 53 : 12.46	135.150	5,110	10,410
23	86	Ebb Rose	Meyer Speedway Special	93x	1 : 45 : 01.20	142.491	4,480	4,530
24	26	Cliff Griffith	McCulloch Special	55x	1 : 00 : 13.32	137.031	4,650	4,750
25	45	Jack Turner	Bardahl Special	52x	0 : 54 : 35.76	142.868	5,620	5,720
26	73	A. J. Shepherd	Travelon Trailer Special	51x	0 : 54 : 31.30	140.394	4,390	4,440
27	22	Roger McCluskey	Racing Associates Special	51x	0 : 54 : 34.96	140.154	4,660	4,710
28	14	Bill Cheesbourg	Dean Van Lines Special	50x	0 : 54 : 29.28	137.645	4,330	4,430
29	83	Don Davis	Dart-Kart Special	49x	0 : 54 : 08.84	135.574	4,900	4,950
30	4	Jim Rathmann	Simoniz Special	48x	0 : 50 : 59.23	141.166	4,270	5,270
31	55	Jimmy Daywalt	Schulz Fueling Equipment Special	27x	0 : 31 : 58.01	126.892	4,840	4,890
32	16	Bobby Grim	Thompson Industries Special	26x	0 : 28 : 10.00	138.380	4,610	4,660
33	3	Don Branson	Hoover Motor Express Special	2x	0 : 02 : 26.23	123.094	4,980	5,080
		Bert Veith \$900 ; Bert Brooks \$400 ; Don Freeland \$300 — Qualifying Prizes					1,600	1,600
		A. J. Watson	D-A Mechanical Achievement Award					500
			TOTAL				\$301,675	\$400,000

xCar not running at finish.

Fastest leading lap by TROY RUTTMAN — Lap No. 91 — 147.580 mph.

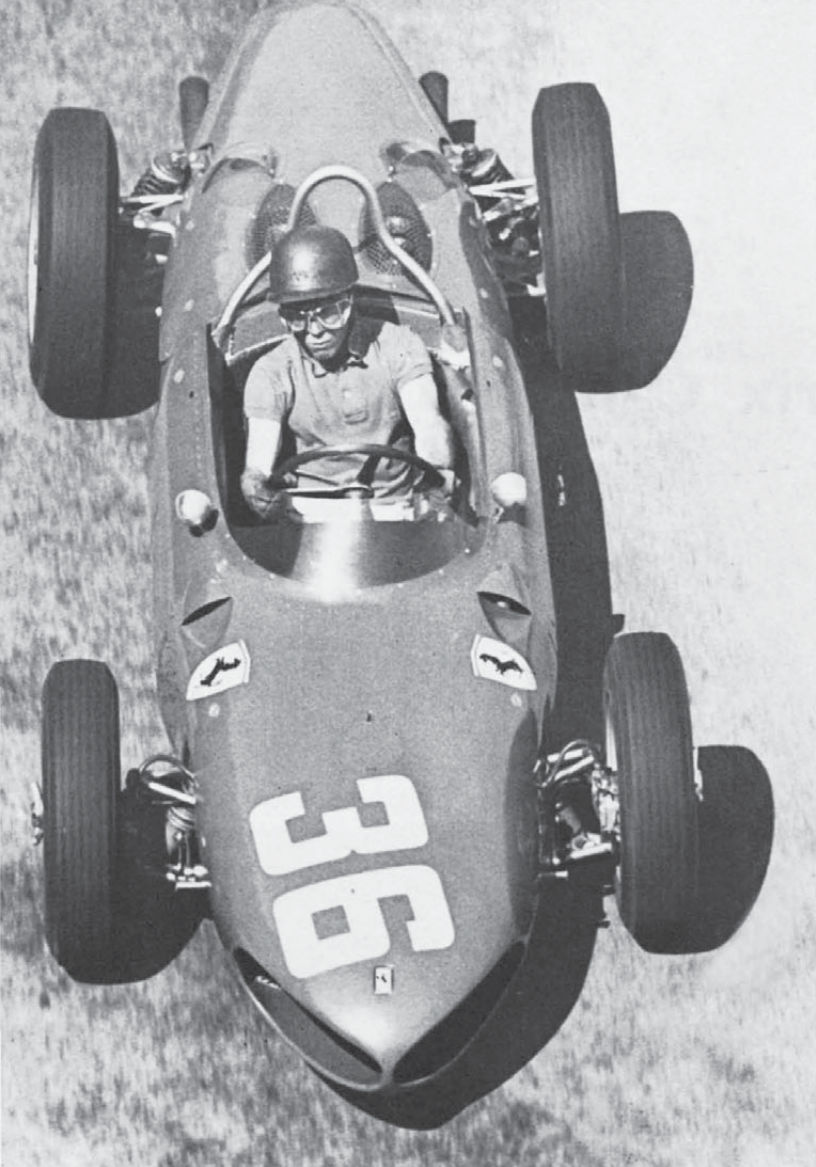
Formula One Grand Prix Cars in 1961

An illustrated technical review
of the principal contenders in the
Constructors' Championship in 1961



The first lap of the French Grand Prix, showing all the major formula one cars except Porsche — which, incidentally, finished this particular race challenging most strongly for the lead

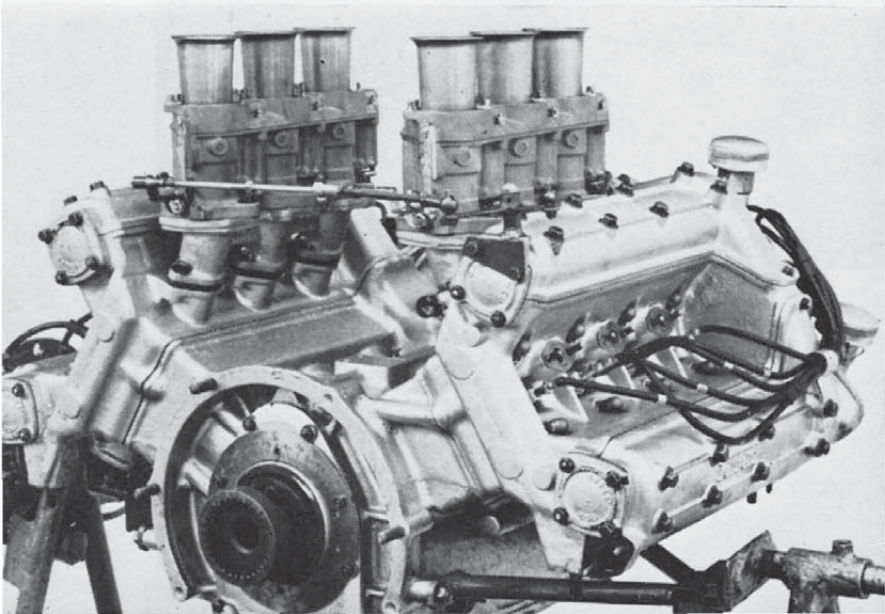
Ferrari



The 120° V6 FI Ferrari of 1961 with Ritchie Ginther at the wheel. The two gauze covers to the carburettor intakes can be seen behind the driver. The perspex scoops just behind the carburettor bulges direct air downwards to cool the inboard disc brakes. The two scoops behind the Scuderia Ferrari motifs are for cockpit ventilation



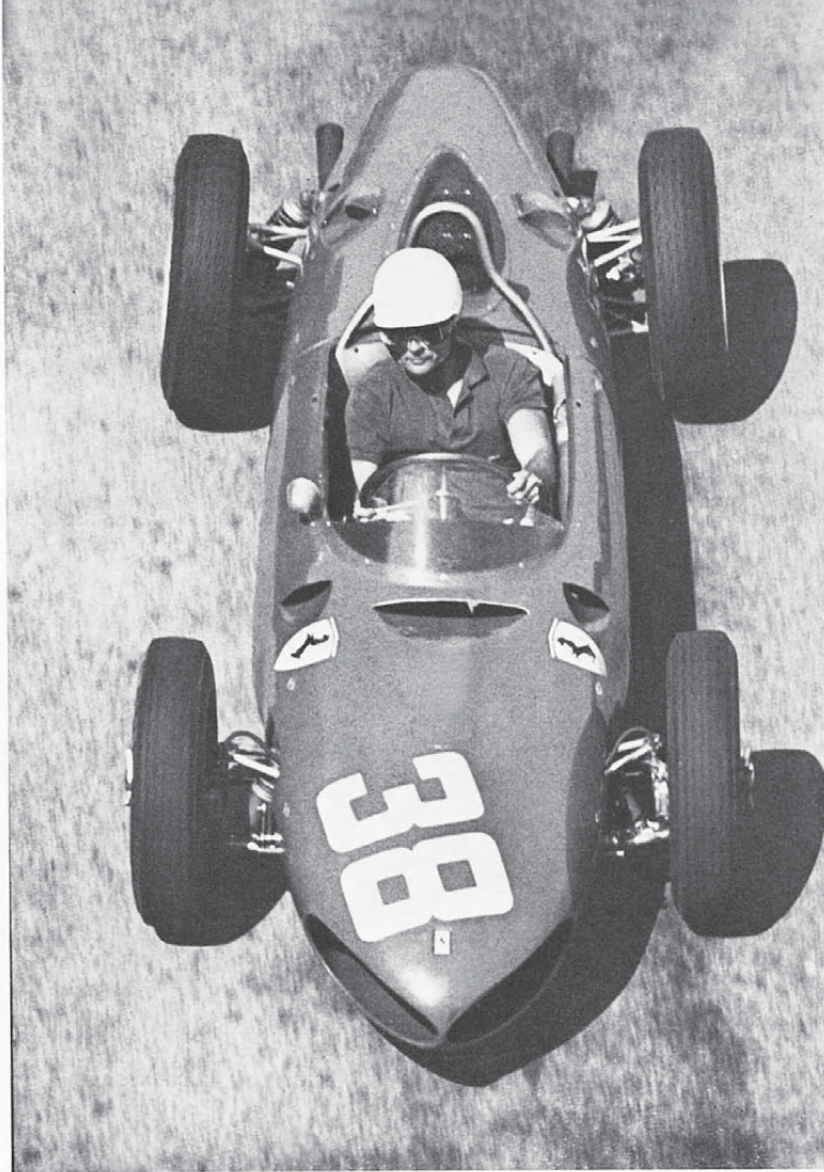
In this frontal view of the Ferrari the negative camber of the front wheels is shown to be excessive by normal standards. The frontal area is very small when compared to previous Ferrari single-seaters



The race-winning Ferrari V6 120° engine. Each bank of three cylinders has two overhead camshafts, and there are two plugs per cylinder. The triple-choke carburetors were designed by Ferrari's engineers and especially built by Webers

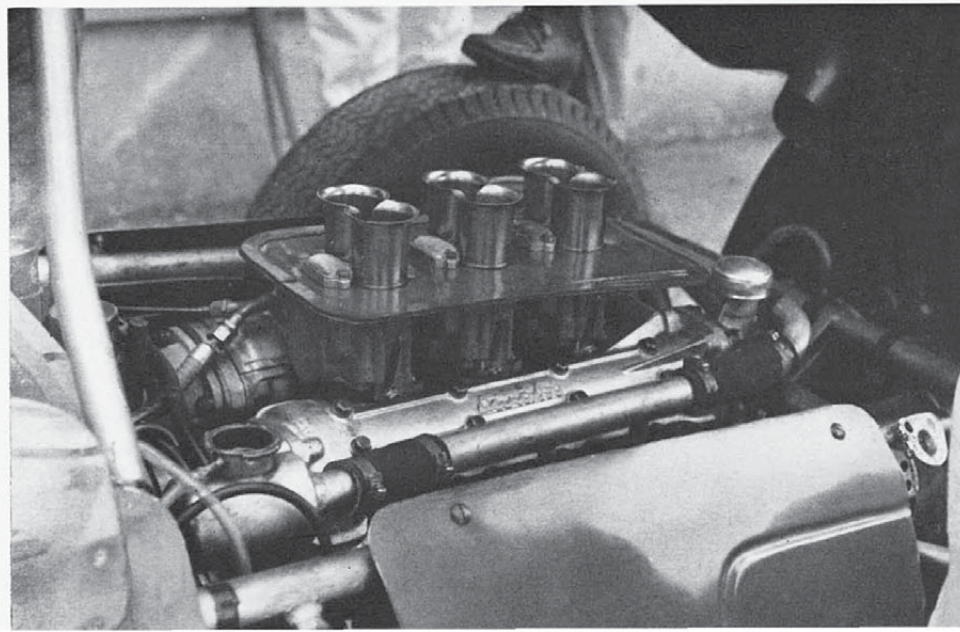
FORMULA ONE FERRARI SPECIFICATION

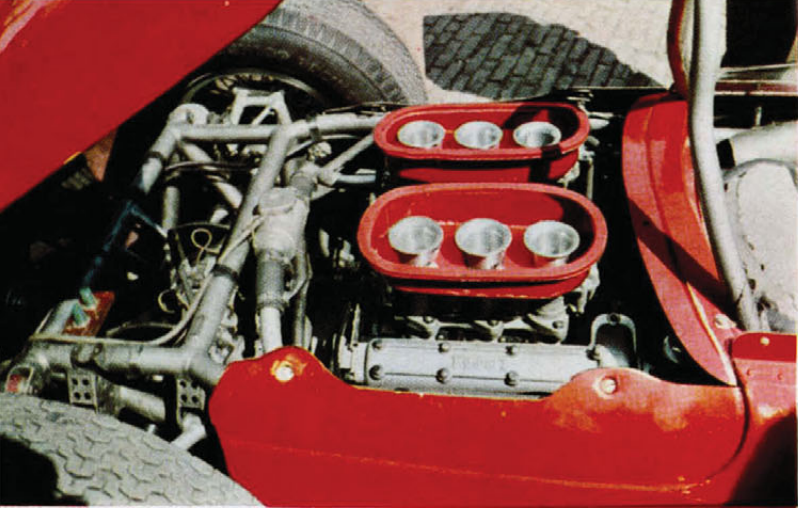
Engine : Ferrari six-cylinder with two banks of three cylinders opposed at (A) 120° or (B) 65°. Mounted at rear
Bore and stroke : 73 mm × 58.8 mm for both
Cubic capacity : 1476 cc
Compression ratio : 9.8 : 1
Maximum power : 185 bhp @ 9,000 rpm for both
Maximum torque : 14 Kgm @ 7,500 rpm
Pistons and rings : Borgo and Kiklos
Main bearings : Vandervell
Big end bearings : Vandervell
Fuel pump : Fispal
Carburettors : A. Two triple-choke Weber 40 IF3C
B. Three twin-choke Weber down draughts
Magneto : Marelli
Spark plugs : Marchal
Fuel : Shell
Engine oil : Shell
Clutch : Ferrari
Clutch lining : Ferodo
Gearbox : Ferrari, five speeds plus reverse
Crown wheel and pinion : Ferrari
Transmission oil : Shell
Halfshafts : Ferrari sliding spline
Chassis : Space frame of steel tubes
Body : Aluminium panels, painted red
Front suspension : Double wishbone with coil-spring damper units
Rear Suspension : Double wishbone with coil spring damper units
Suspension springs : Ferrari
Suspension dampers : Koni
Wheels : Borrani spoked wheels with knock-off hub
Tyres : Dunlop D9 or D12, 500 × 15 front and 600 × 15 rear
Brakes : Dunlop discs, outboard at front inboard at rear
Brake pads : Ferodo
Steering box : Ferrari
Steering wheel : Ferrari alloy four-spoke with wooden rim
Radiator : Ferrari
Oil cooler : Ferrari
Petrol tanks : Ferrari, alloy tanks with riveted seams mounted outside of chassis between front and rear wheels
Oil tanks : Alloy, riveted seams, made by Ferrari
Battery : Marelli
Instruments : Borletti
Total weight of car less fuel and driver : 500 kg



Phil Hill in a 60° car, distinguished by the single bulge for the carburetors. The alloy fuel tanks are exposed forming the lower part of the body between the front and rear wheels on each side. Note the extra slit in the body for ducting fresh air into the cockpit

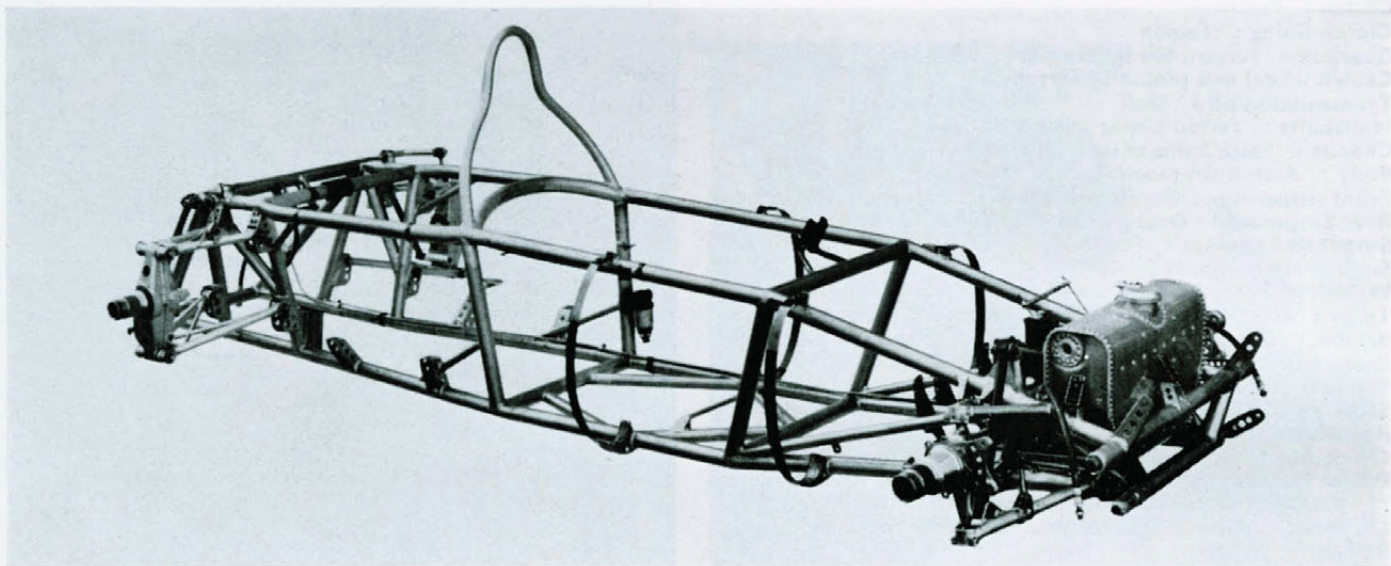
The 60° engine installation. The carburetors are twin-choke downdraughts of normal Weber design. The miniature header tank for coolant water is seen at the left



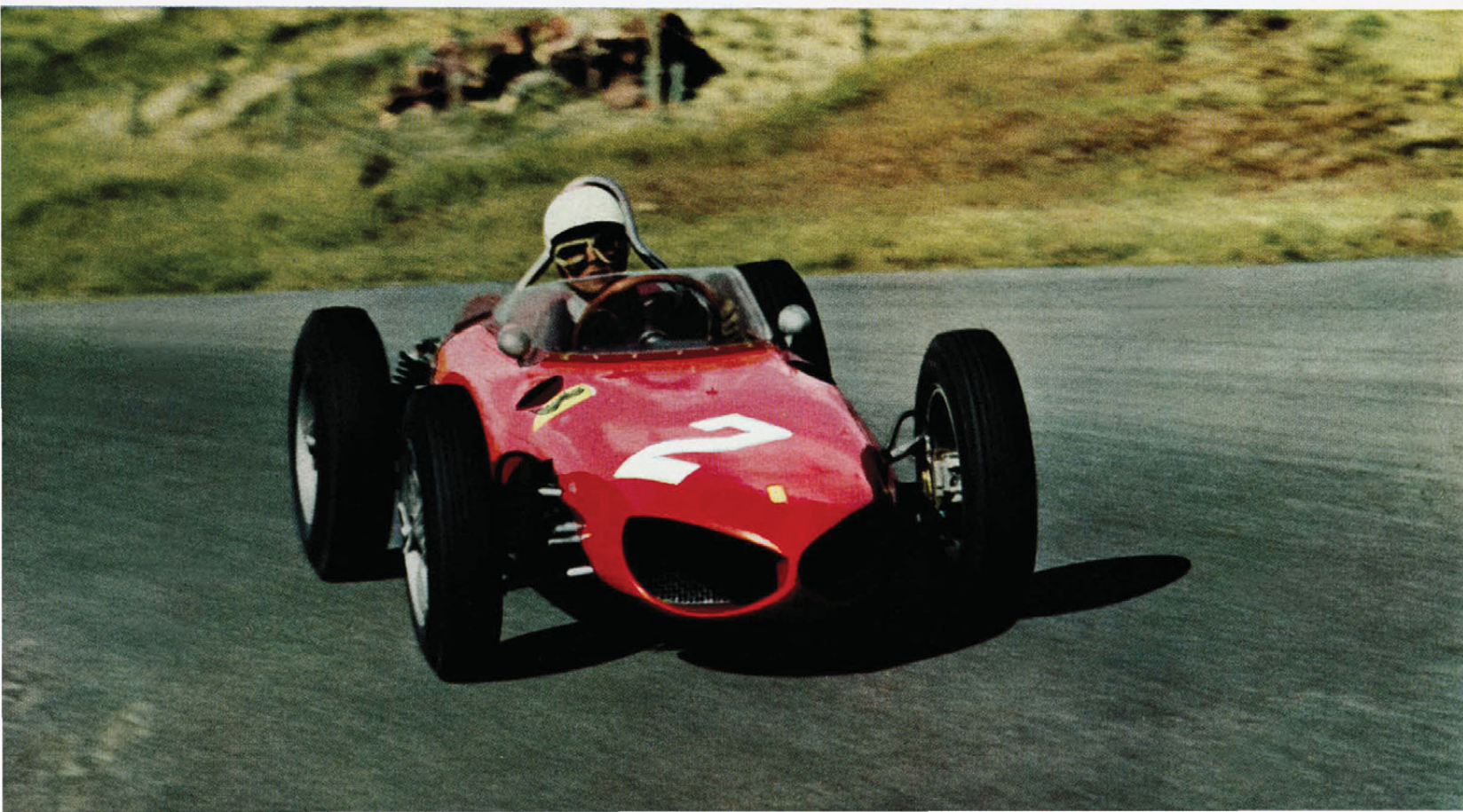


A striking colour illustration of the installation of the 120° engine, showing the high quality of detail workmanship

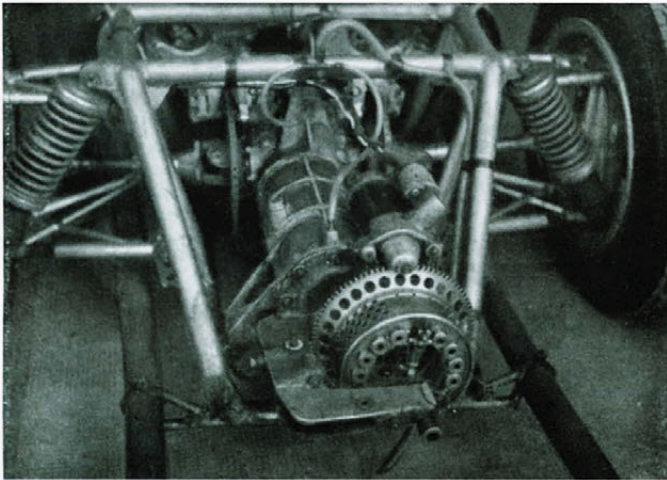
The chassis of the FI Ferrari shows marked affinity to Cooper practice even to such details as housing the anti-roll bars in transverse chassis members at both front and rear. The double wishbone layouts at front and rear can be seen ; wishbones are now fabricated from tube rather than forged as has been Ferrari practice in the past. The beautifully made alloy oil tank is seen at the front of the chassis



World Champion driver of 1961, Phil Hill, in action at Zandvoort



New boy of the Ferrari F1 team is Ricardo Rodriguez seen here during practice at Monza. Driving a 60° engine car the youthful Mexican set the second fastest time in practice



The rear end of a Ferrari exposed ; nearest the camera is the clutch which is mounted at the rear of the five-speed gearbox. Above the clutch is the electric starter motor (compulsory under current F1 regulations) and its ring gear. Also visible are the inboard mounted Dunlop disc brakes and the coil spring damper units with Koni dampers

The late Wolfgang von Trips in the course of his brilliant drive at Aintree

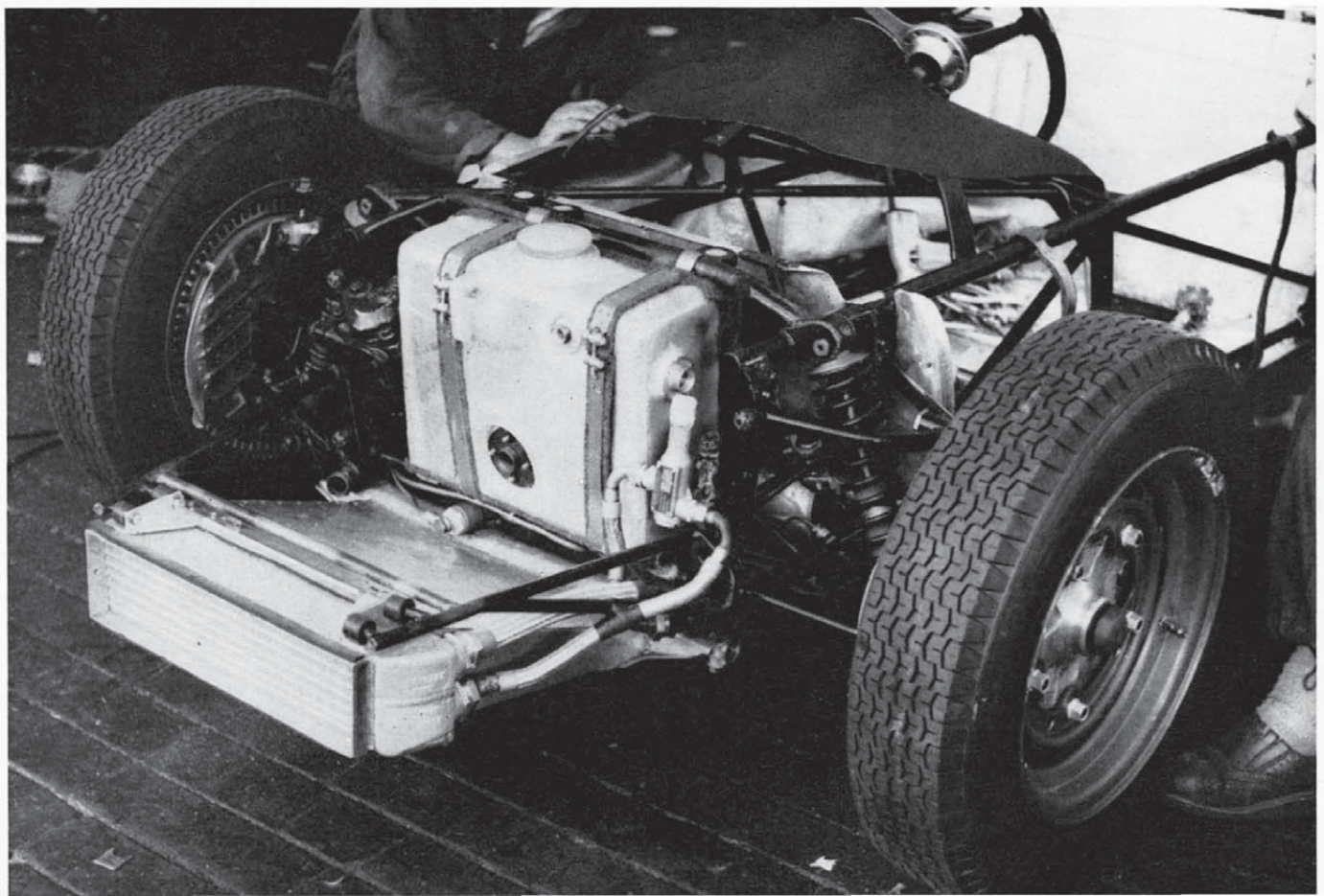




Porsche

Hans Herrmann in the 1961 Porsche. These cars raced at Monaco and Zandvoort but were not used again. The body shows little concession to the current trend of keeping the frontal area as small as possible

The double wishbones, with coil spring damper units as the front suspension medium of the 1961 car, was a departure from time-honoured Porsche torsion bar practice and proved not too successful. The Porsche was the only car fitted with drum brakes and though Porsche designed disc brakes were tried on occasion, they never superseded the very effective drums

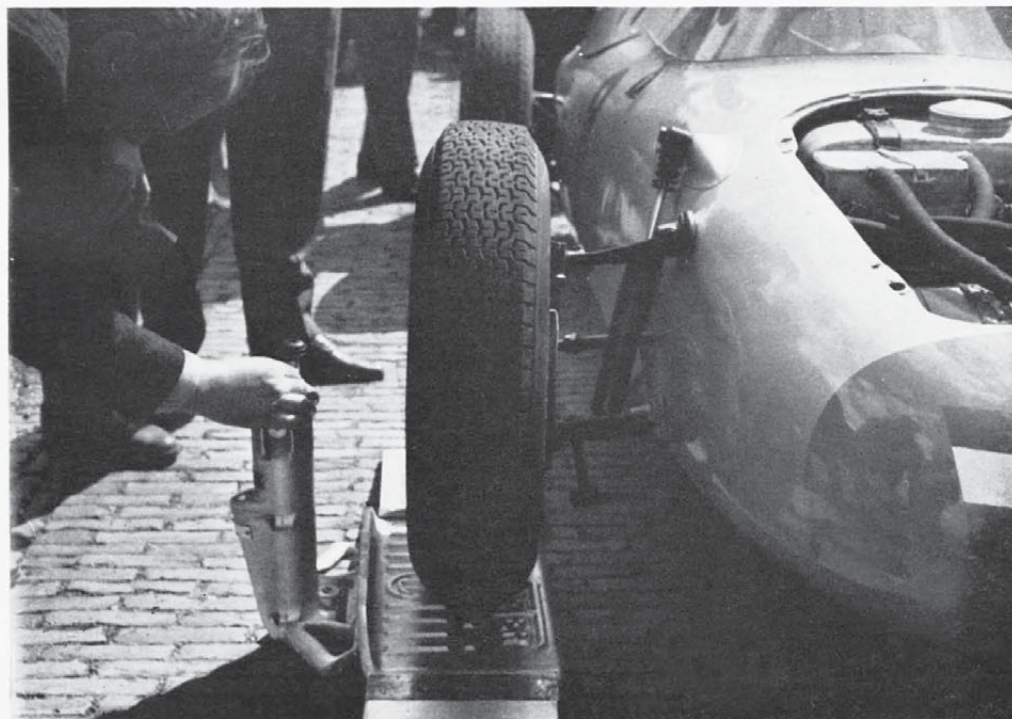


FORMULA ONE PORSCHE SPECIFICATION

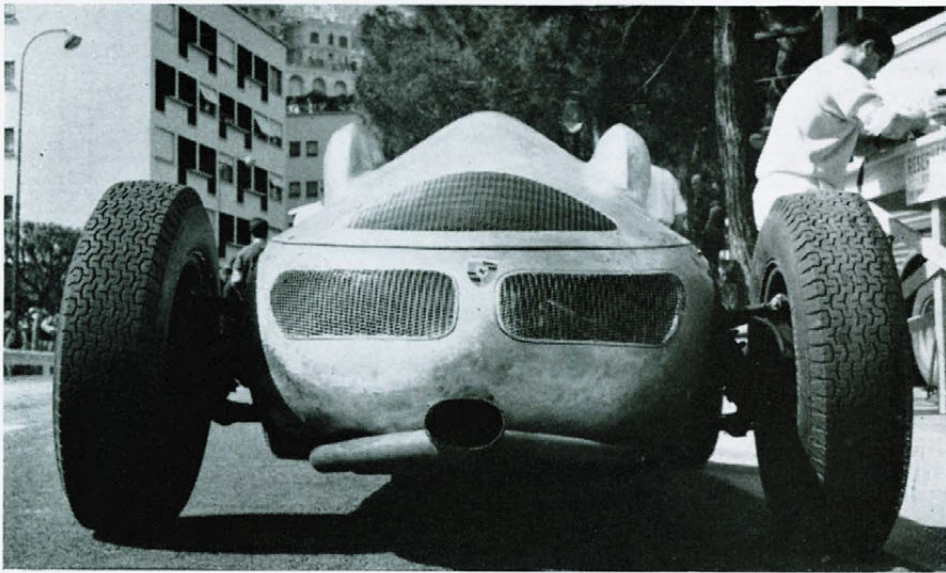
Engine : Porsche type 547/3 horizontally opposed 4-cylinder, air cooled, Hirth crankshaft
Bore and stroke :
Cubic capacity : 1,498 cc
Compression ratio :
Maximum power :
Maximum torque :
Pistons and rings : Mahle
Main bearings : Hirth.
Big end bearings : Hirth roller bearings
Fuel pump : Bendix.
Carburetors : Two Weber twin-choke downdraught
Magneto : Bosch
Spark plugs : Bosch W 270T17
Fuel : BP
Engine oil : BP
Clutch : F & S
Clutch lining : Energit.
Gearbox : Porsche, electron casing, five or six speeds plus reverse
Crown wheel and pinion : Getrag. 3.44 : 1
Transmission oil : BP
Halfshafts : Porsche double-joint axle
Chassis : Multitubular space frame
Body : Hand made from aluminium sheet metal, welded
Front suspension : two trailing arms with torsion bars and telescopic damper
Rear suspension : Double wishbone with coil spring damper unit
Wheels : Kronprinz with slotted aluminium rim and steel centre
Tyres : Dunlop SP, D9, or D12, 500 x 15 front and 500 x 15 rear
Brakes : Porsche pressed aluminium drums with cast iron ring
 280 mm x 60 mm front, 280 mm x 60 mm rear
Brake linings : Porsche/Energit 999
Steering box : ZF
Steering wheel : VDM alloy with hard rubber rim
Radiator : Porsche, aluminium
Oil cooler : Harison, aluminium
Petrol tanks : Aluminium
Battery : Bosch
Instruments : VDO
Dry weight : 480 kg



The 1960-type Porsche which was raced in six of the eight grandes epreuves. Rear suspension is by double wishbones of unequal length and coil spring damper units, similar to that of the 1961 car. Driver is Dan Gurney

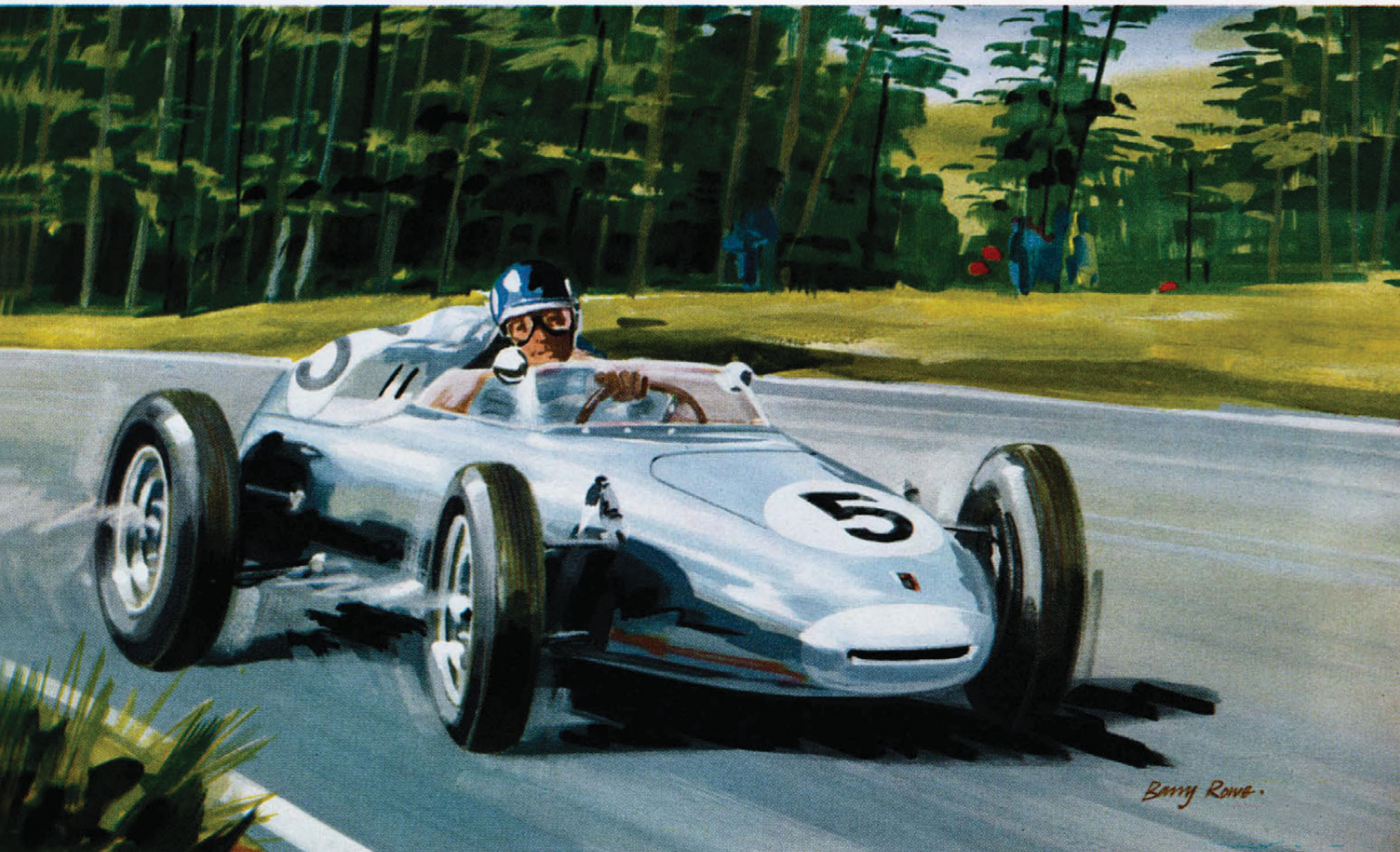


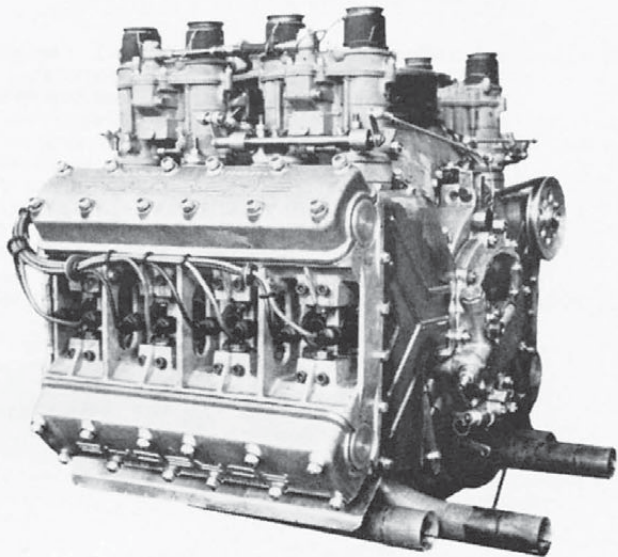
Formula one cars must have a minimum weight of 450 kg and at most meetings the cars were weighed. On the scales at Zandvoort is Carel Godin de Beaufort's Porsche 1960 with the two trailing arms and telescopic damper of the front suspension clearly visible. A similar set of scales was placed under the other front wheel simultaneously the two readings added together and then the rear wheels were put on the scales and the two further readings added. This system was scarcely accurate but Lotus alone were within striking distance of the minimum figure so it was not important



Another view of the 1961 Porsche gives an accurate idea of its bulk

Porsches were not unsuccessful during 1961 finishing third in the Constructors' Championship while Dan Gurney was the only driver to finish in all eight grandes epreuves, tying with Stirling Moss for third place in the championship

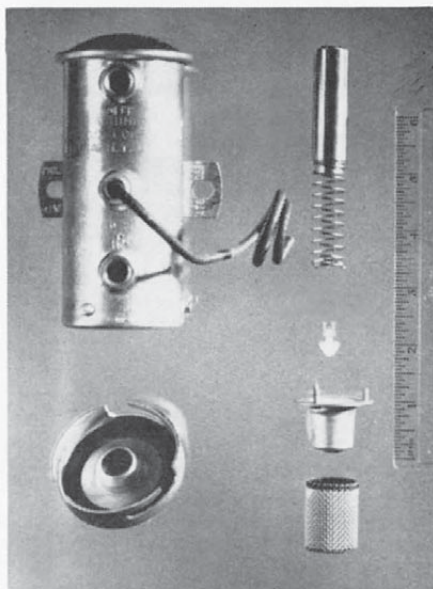




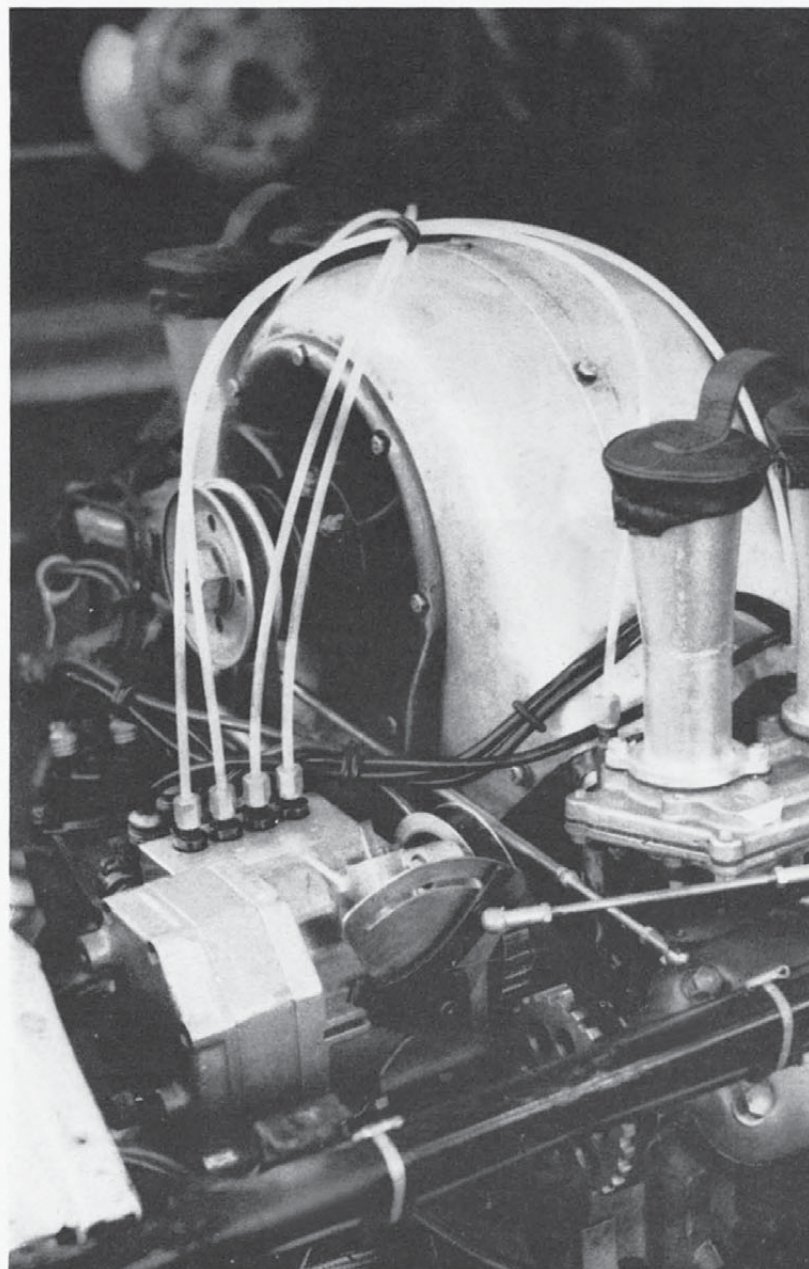
Porsche's eight-cylinder engine which was not developed to a race-worthy stage during 1961 and never made a race appearance. Like their four-cylinder the two banks are horizontally opposed and the unit is air-cooled. Carburetors are fitted to the engine pictured

The Porsche four-cylinder with Kugelfischer fuel injection. The 1961 cars were fitted with fuel-injection engines but when the 1960 car returned to the circuits Weber carburetors (twin-choke downdraughts) were used once more

The Bendix electric fuel pump adopted by Porsche, Lotus, and Cooper. This American pump has proved infinitely more reliable than various mechanical systems. A solenoid causes the plunger (top right) to be drawn up while the attached spring returns it when the current stops flowing, fuel being pumped to the carburetors during the return movement



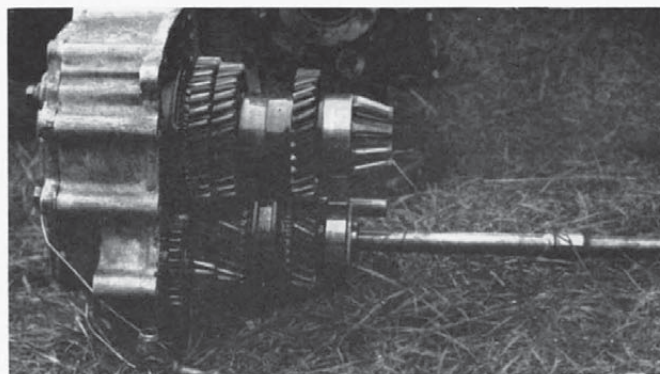
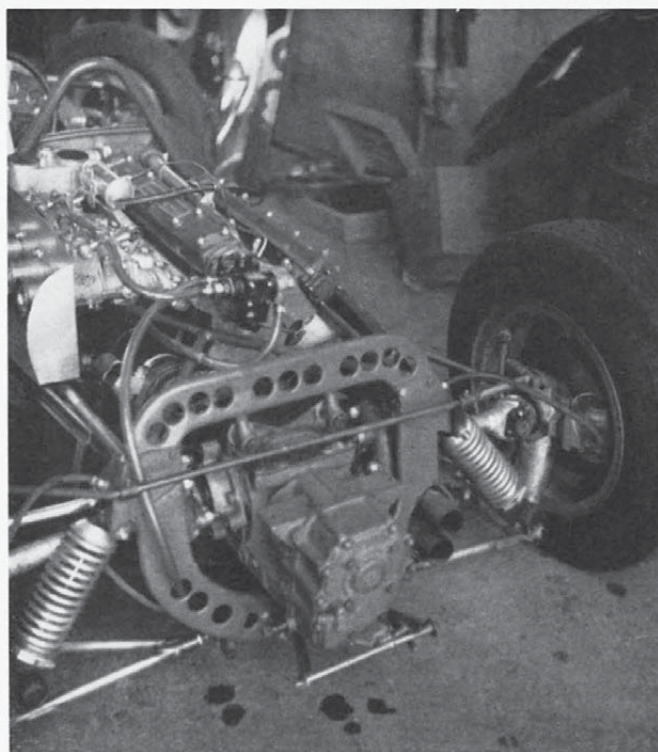
Autocourse





Lotus

Stirling Moss in Rob Walker's 1960-type Lotus-Climax with the original body. The current regulations require that oil and fuel fillers be completely enclosed, hence the two bulges on the front body section. This car (and also the UDT-Laystall cars) were later fitted with a more aerodynamic type of body (see page 52). The Walker cars were also fitted with the 1961-type rear suspension and employed Colotti gearboxes



The ingenious gearbox that ZF developed for Team Lotus. The complete gear cluster could be removed in a matter of minutes so that the gears could be checked for wear. The ZF unit proved immensely satisfactory

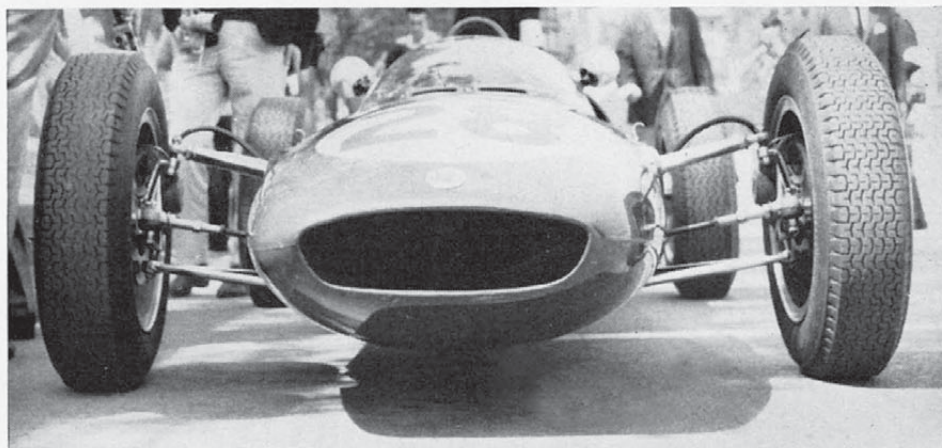
The back end of the 1961 Lotus, the Mk XXI, showing rear suspension with upper lateral link consisting of single tube and Y-shaped lower link. The disc brakes were mounted outboard on the 1961 car. The rear diaphragm of drilled sheet metal is standard Lotus practice nowadays. The anti-roll bar can be seen passing behind the diaphragm

LOTUS FORMULA ONE SPECIFICATION

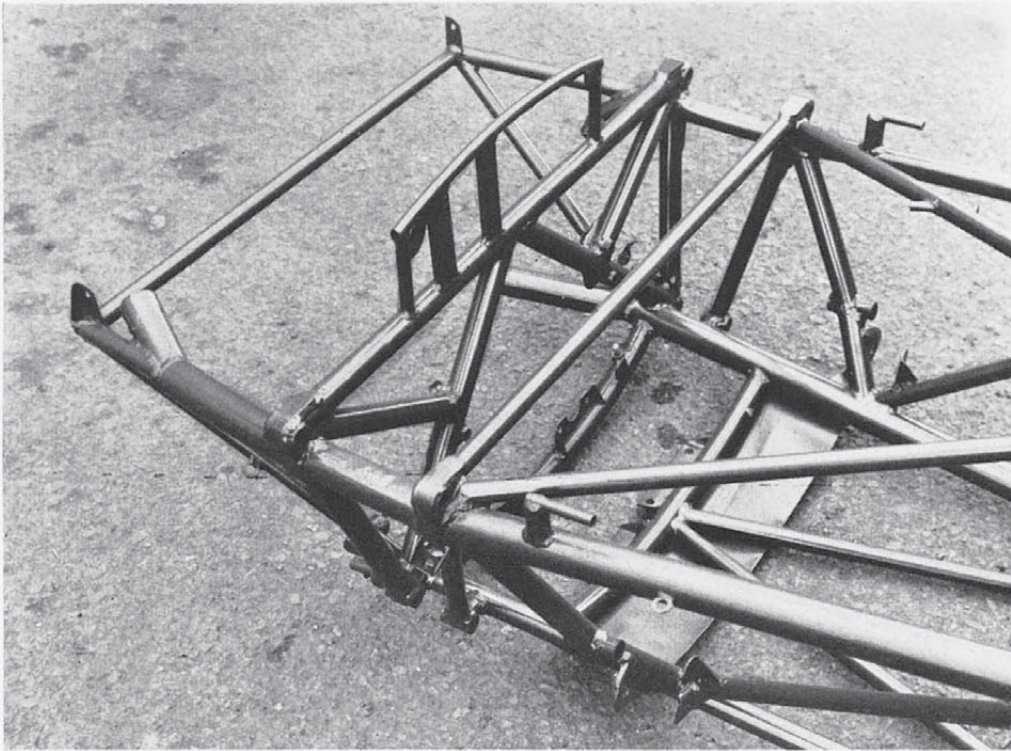
Engine : Coventry-Climax FPF Mk 2 in-line 4-cylinder with 5-bearing crankshaft. Mounted at rear
Bore and stroke : 3.22 in × 2.80 in
Cubic capacity : 1497.8 cc
Compression ratio : 10.7 : 1
Maximum power : 151 bhp @ 7,500 rpm
Maximum torque : 116 lb ft @ 6,250 rpm
Pistons, rings and cylinder liners : Brico
Main bearings : Vandervell Thinwall
Big end bearings : Vandervell Thinwall
Fuel pump : Ceco mechanical or Bendix 12V electric
Carburetors : Two Weber 45 DCOE/9 twin-choke carburetors with 37 mm chokes
Magneto : Lucas
Spark plugs : Champion N55R or N58R
Fuel : Esso Golden
Engine oil : Esso Extra 40/50
Clutch : Borg and Beck twin plate 7½ in
Clutch lining : Ferodo M53
Gearbox : Lotus/ZF 5D510 four or five speeds plus reverse
Crown wheel and pinion : Lotus/ZF made by Regent
Transmission oil : Esso GP90
Halfshafts : Hardy Spicer sliding spline
Chassis : Multitubular space frame employing 18 and 20 SWG tubing of varying diameter, nickel-bronze welded. Main longitudinal members carry water and oil
Body : Resin-bonded glass-fibre pigmented green
Front suspension : double wishbones of unequal length upper member being fabricated sheet metal and pivoted to operate inboard coil spring damper unit
Rear suspension : double wishbone layout consisting of long transverse parallel radius arms, long bottom link and short upper link
Suspension springs : Lotus
Suspension dampers : Armstrong telescopic AT9
Wheels : Lotus, cast electron 15 in.
Tyres : Dunlop D9 or D12 500 × 15 front, 600 × 15 rear
Brakes : Girling AR and NR discs, 9½"
Brake pads : Ferodo, DS 11, E421, DS3
Steering box : Lotus modified Triumph Herald rack and pinion
Steering wheel : Derrington aluminium with leather rim.
Radiator : Serck-Lotus
Oil cooler : Serck-Lotus
Petrol tank : Aluminium, made by Lotus. Located under and around seat. Capacity 26 gallons
Oil tank : Lotus, aluminium
Battery : Varley
Instruments : Smiths
Total weight less driver and fuel : 455 kg



Innes Ireland reaches for the gear lever as he steers his Lotus XXI into the tunnel at Monte Carlo. A fraction of a second after this shot was taken he selected second gear instead of fourth and crashed. The rounded curves of the 1961 body are obvious in this picture while the details of the rear suspension (the twin parallel radius arms plus the lateral links to complete a double wishbone layout) are quite clear

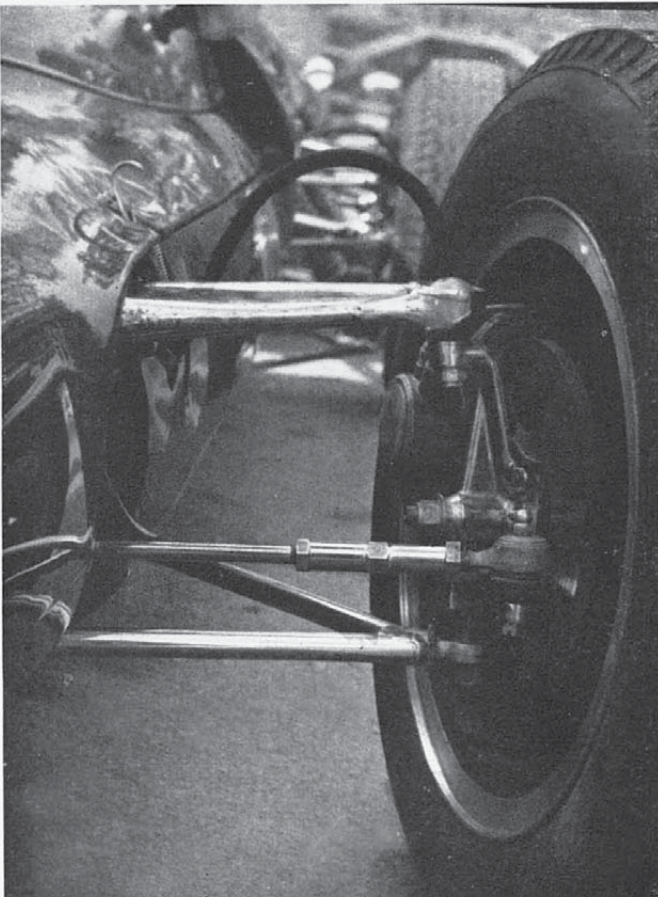


This view shows just how small is the frontal area of the '61 Lotus and the clean lines resulting from enclosing the coil-spring damper unit in the body

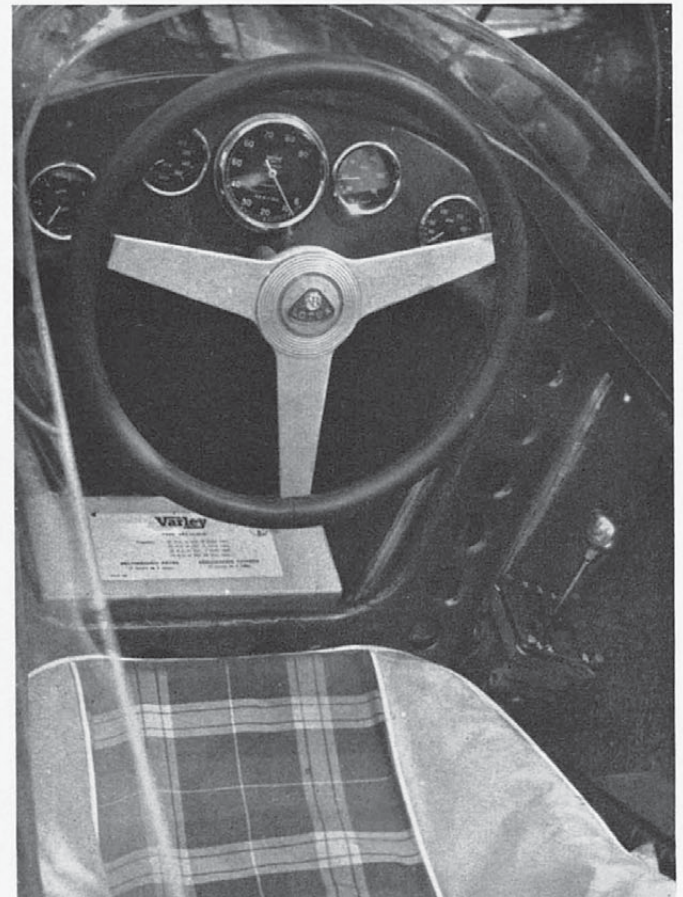


The front end of the Lotus chassis. The upper left-hand main chassis member carries coolant water from the rear-mounted engine to the radiator and the small branch leading off to the radiator is seen at the left and likewise the small tube which carries water from the radiator back into the diagonally-opposite member can also be seen. The other two main longitudinal members i.e. the lower left and upper right carry oil to and from the engine on its circuit through the oil cooler

The fabricated upper "wishbone" is pivoted at the upper chassis member so that its inboard end operates the coil-spring damper unit which is housed inside the glass-fibre body. The kingpost is a modified Triumph-Herald part also used by Coopers



The small dimensions of the Lotus cockpit are obvious. The Varley battery lies beneath the driver's thighs. At the right is the five-speed plus reverse gearshift. The lever is in the first gear position and from here second is down and to the left, straight up for third, down and to the left for fourth, up for fifth. Reverse is at bottom right. Innes Ireland's error at Monaco is understandable — being in third he moved the lever straight down selecting second instead of fourth



The Camoradi Cooper driven by Masten Gregory has a 1960-type body. The lip under the nose is the opening to the duct which carries air all the way back to the cockpit

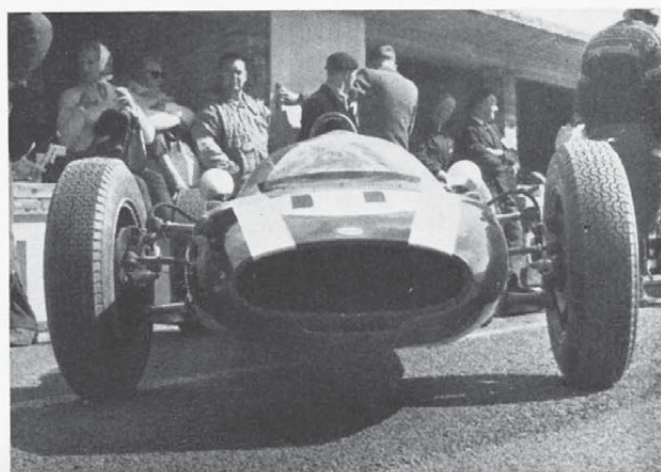
Cooper

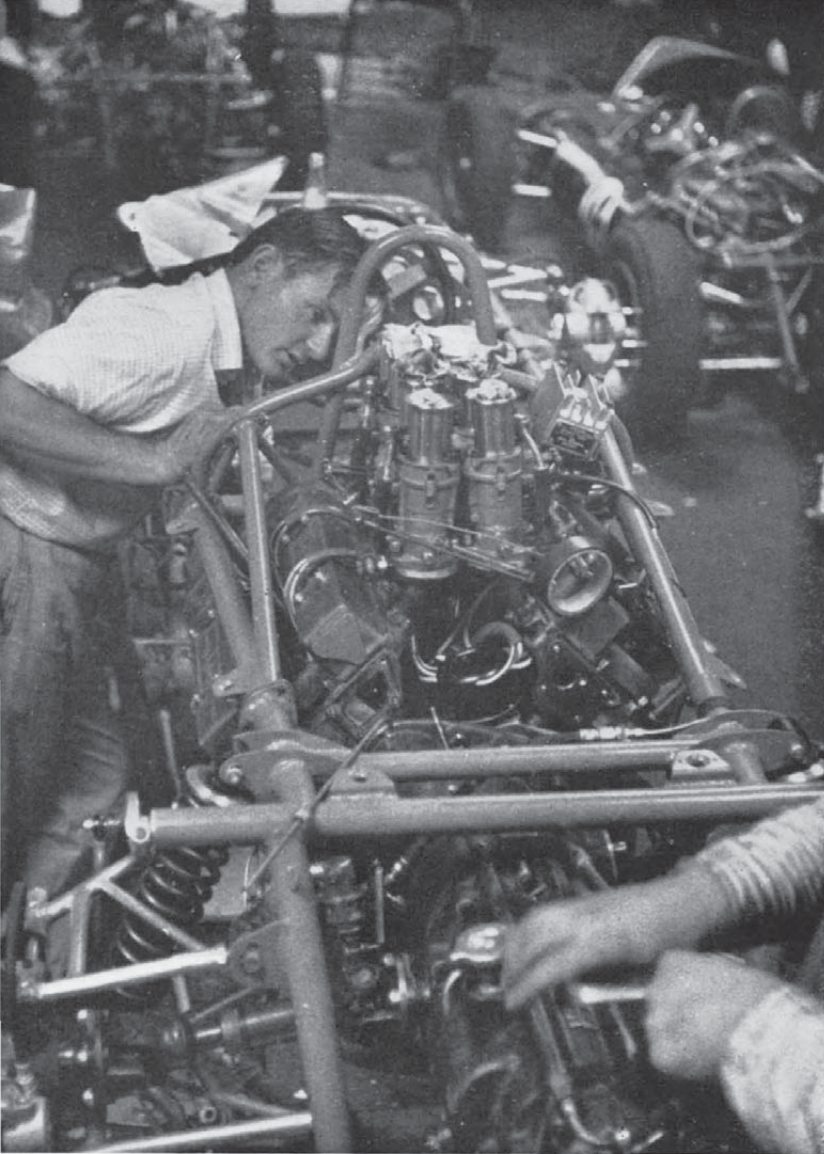
FORMULA ONE COOPER SPECIFICATION

Engine : Coventry Climax FPF Mk 2 in-line 4-cylinder with twin overhead camshafts and 5-bearing crankshaft
Bore and stroke : 3.22 in × 2.80 in
Cubic capacity : 1497.8 cc
Compression ratio : 10.7 : 1
Maximum power : 151 bhp @ 7,500 rpm
Maximum torque : 116 lb ft @ 6250 rpm
Pistons, rings and liners : Brico
Main bearings : Vandervell Thinwall
Big end bearings : Vandervell Thinwall
Fuel pump : Bendix electric
Carburettors : Two Weber 45 DCOE/9 twin choke carburettors with 37 mm chokes
Magneto : Lucas
Spark plugs : Lodge
Fuel : Esso Golden
Engine oil : Esso Extra
Clutch : Borg and Beck 2-plate 7½ in clutch
Clutch lining : Mintex
Gearbox : Cooper six-speed
Crown wheel and pinion : ZF
Transmission oil : Esso
Halfshafts : Hardy Spicer sliding spline
Chassis : Tubular space frame main members consisting of 1½ in 16 and 18 SWG steel tubing
Body : Panel beaten aluminium secured with dzus fasteners, painted green and white
Front Suspension : Double wishbones with coil spring damper unit
Rear suspension : Short double wishbones with coil spring damper unit
Suspension springs : Terry
Suspension dampers : Armstrong
Wheels : Cooper cast magnesium wheels
Tyres : Dunlop D9 or D12, 500 × 15 front and 600 × 15 rear
Brakes : Girling discs outboard front and rear, 10.25 in front, 9.75 in rear
Brake pads : Mintex
Steering : Cooper
Steering wheel : Cooper, three-spoke alloy with leather rim
Radiator : Cooper-Serck
Oil cooler : Cooper-Serck
Petrol and oil tanks : Cooper, aluminium
Battery : Lucas
Instruments : Smiths
Weight of car less driver and fuel : 504 kg

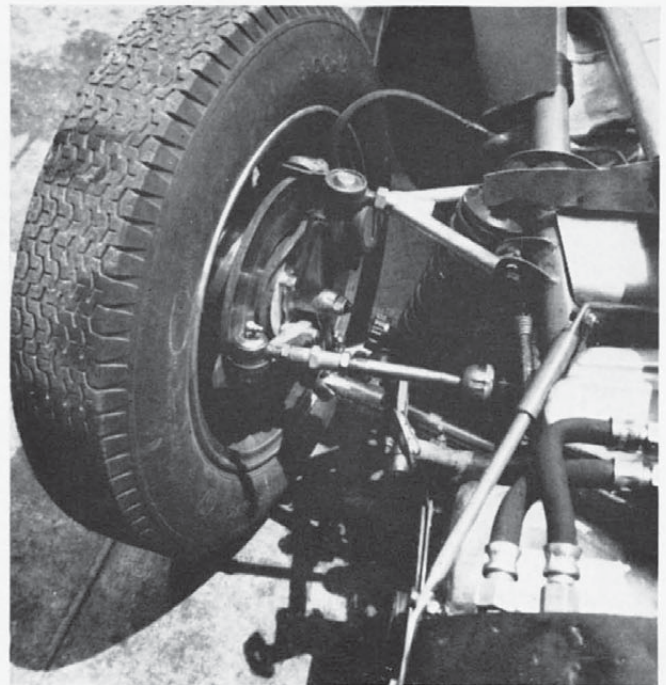


A front view of one of the 1961 works Coopers. The shape is very similar to that of the earlier car shown above although the body is slightly narrower and lower

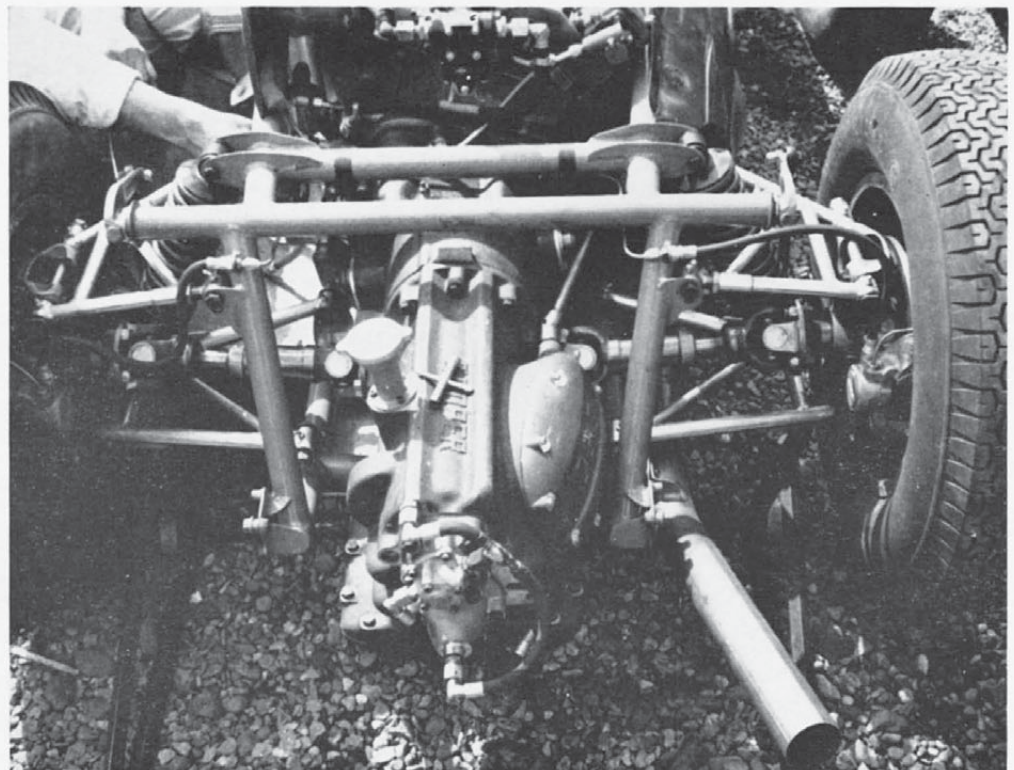




The Coventry-Climax V8 engine during its original installation with Bruce McLaren showing a good deal of interest. At left, just ahead of the transverse members and further along just in front of Bruce's hand can be seen the flanges through which bolts are passed to secure the removable section of the frame which enabled the engine to be installed



The Cooper front suspension consisting of double wishbones fabricated of tubing and a coil spring damper unit. The king post is basically Triumph Herald



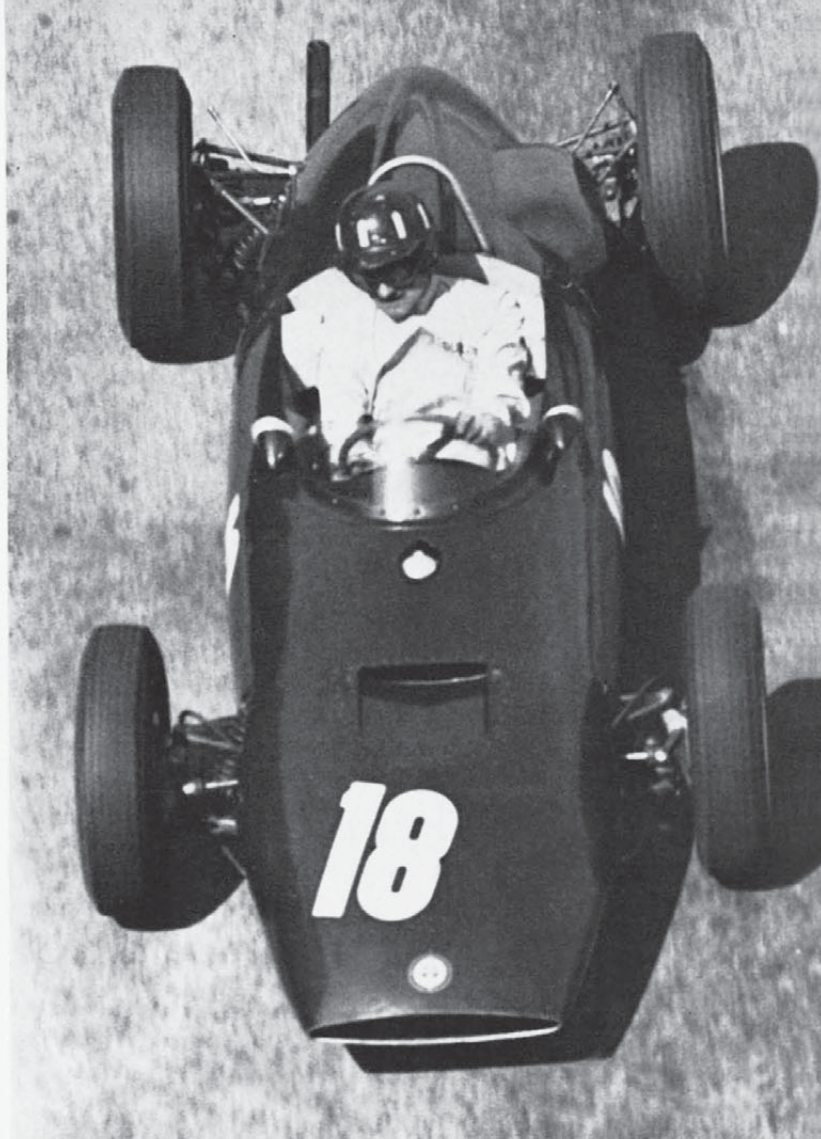
The rear suspension of the Cooper showing the Cooper gearbox which was modified to include six speeds in 1961 and the double wishbone rear suspension. The anti-roll bar passes through the upper transverse chassis member at the rear. Oil pump is attached to the rear of the gearbox. Lubrication of the crown wheel and pinion was a major problem with the 2½-litre cars, but no difficulty was experienced in 1961

BRM

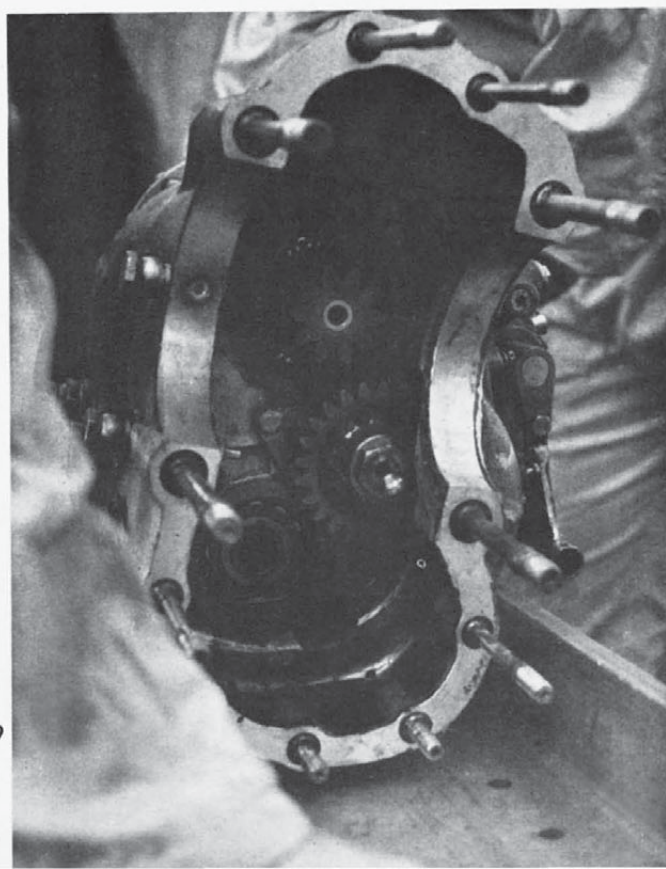
Graham Hill at the wheel of the 1961 BRM which like so many of that marque flattered only to deceive. Here the rear anti-roll bar is disconnected

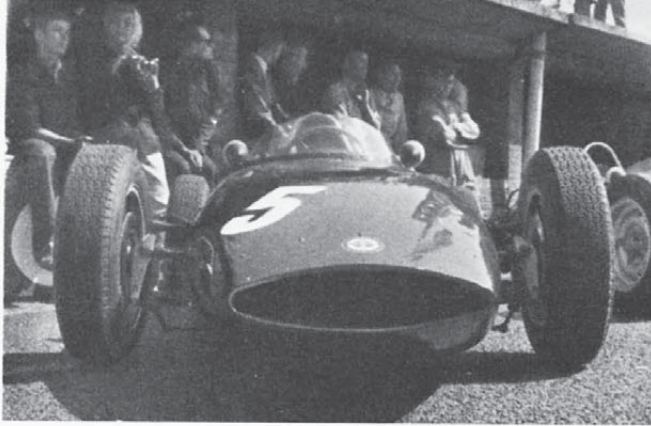
1961 FORMULA ONE BRM SPECIFICATION

Engine : Coventry-Climax FPF Mk 2, in-line 4-cylinder with twin overhead camshafts and 5-bearing crankshaft
Bore and stroke : 3.22 in. × 2.80 in
Cubic capacity : 1497.8 cc
Compression ratio : 10.7 : 1
Maximum power : 151 bhp @ 7,500
Maximum torque : 116 lb ft
Piston, rings and liners : Brico
Main bearings : Vandervell Thinwall
Big end bearings : Vandervell Thinwall
Fuel pump : Plessey, driven by belt and pulleys
Carburettors : Two Weber 45 DCOE/9 twin choke carburettors with 37 mm chokes
Magneto : Lucas, racing motor cycle type
Spark plugs : KLG
Fuel : Shell
Engine oil : Shell
Clutch : Borg and Beck
Clutch lining : Ferodo
Gearbox : BRM 4- or 5-speed
Crown wheel and pinion : BRM
Transmission oil : Shell
Halfshafts : BRM sliding spline and universals
Chassis : Space frame of 16 SWG tubes varying in diameter
Body : Alloy panels attached to steel body hoops by Dzus fasteners, painted BRM green
Front suspension : Unequal length double wishbones with coil spring damper units
Rear suspension : independant by wide-angle double wishbones of unequal length and coil spring damper units
Suspension springs : Jonas Woodhead
Suspension dampers : Armstrong
Wheels : Dunlop pressed alloy wheels with knock-on hubs
Tyres : Dunlop D9 or D12, 500 × 15 front, and 600 × 15 rear
Brakes : Dunlop discs outboard all round
Steering box : BRM rack and pinion
Steering wheel : Derrington three-spoke with wooden rim
Radiator : Lawrence cross flow radiator with copper matrix
Oil cooler : Lawrence, copper finned tubes
Petrol tank : Rubber-alloy type made by Fireproof Tanks
Oil tank : BRM, alloy
Battery : Lucas
Instruments : Smiths
Weight of car in racing trim : 1040 lbs



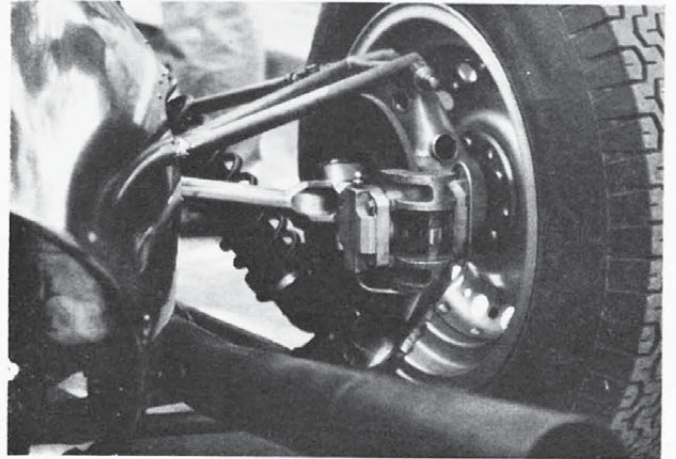
The rear of the BRM gearbox. This is very similar to the unit used with the 2½ litre cars and is suspected as a possible cause of power loss, but it was surprisingly free from trouble during the 1961 season



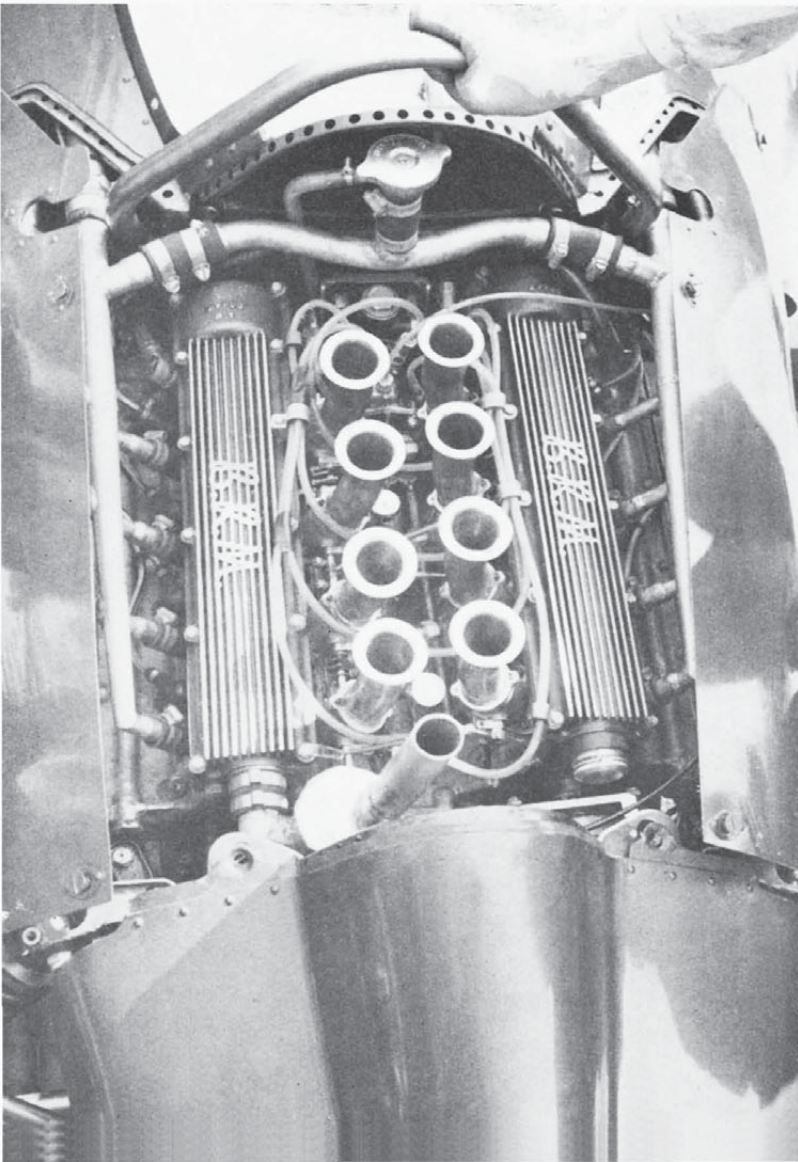


This front view accentuates the low lines of the 1961 FI BRM

The rear suspension follows the traditional double-wishbone layout, steering a middle course between very wide and narrow wishbones. The Dunlop disc brake is now mounted outboard

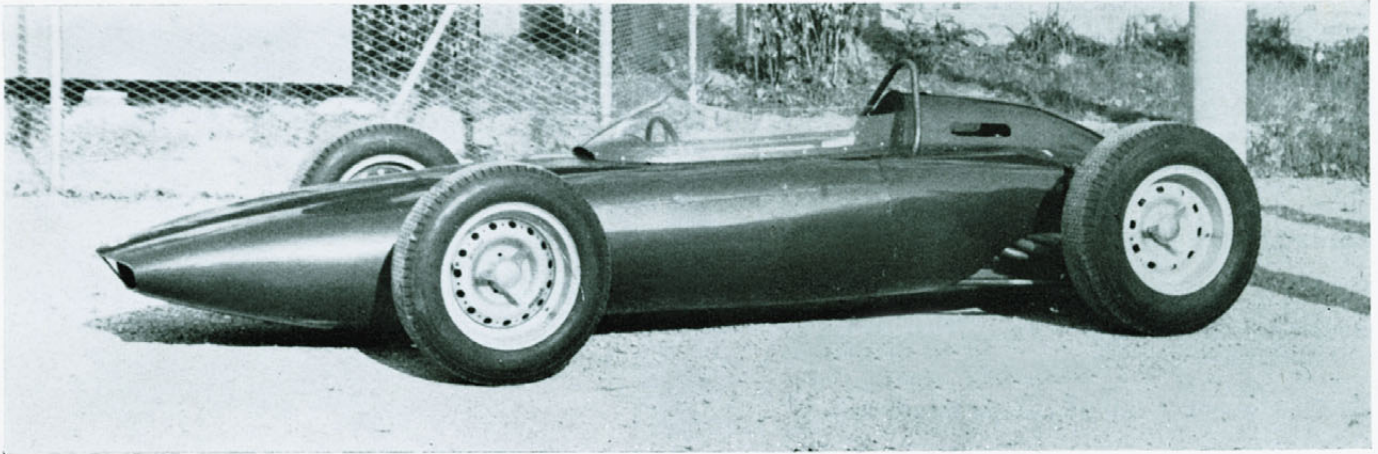


The fuel-injected V8 engine which sits remarkably low in the car. Note the beautiful finish



BRM front suspension is another example of the craftsmanlike construction of the Bourne cars



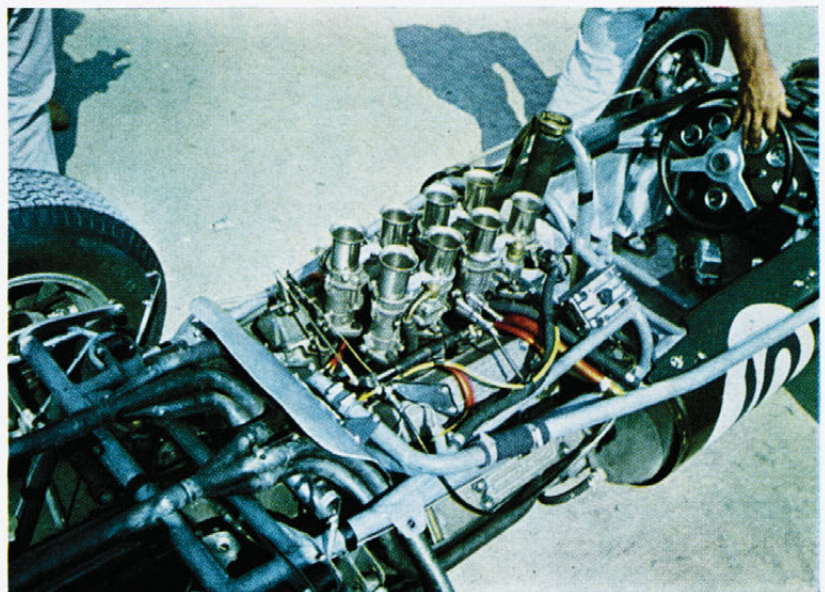


The very sleek V8 BRM which made its sole appearance during practice at Monza

Graham Hill swoops around the Monza banking in the V8 BRM. He completed but one flying lap to gain the fifth fastest practice time though it was decided not to start the car in the Italian Grand Prix



A colour shot of the Coventry-Climax V8 engine installed in the Jack Brabham's Cooper which makes an interesting comparison with the BRM unit opposite. The sinuous lines of the exhaust pipes can be seen, also the Weber downdraught carburettors which resulted in the high bonnet-line of the V8 Cooper. The alloy box at the right front corner of the engine is part of the Lucas electronic ignition system, as is the smaller box seen below the steering wheel. One of the pipes to the radiator runs outside the body on the off-side



Racing Oils

Some characteristics and problems associated with their development

By P. Newman and H. G. Armstead

ENGINE OILS

USEFUL work is only available from the internal combustion engine after the friction of the bearings, valves, pistons, cams and transmission has taken its effect. Throughout the centuries from Egyptian chariots to Formula 1 racing cars one of the most persistent problems faced by designers has been the reduction of friction and the control of wear. The function of the lubricant in this field and as a medium of heat dissipation is well known. For many years the available lubricants were of animal or vegetable origin and a vegetable oil — castor oil — is still used as a component in many modern racing oils. However, in recent years lubricating oil technology has made considerable progress and highly refined mineral oils, synthetic materials and additives are now available which provide the oil blender with a variety of components from which to formulate an oil for a particular application.

In modern racing engines the lubricant must minimise friction and wear, act as a coolant by taking heat from

bearings, pistons, and other parts of the engine. It must also inhibit the formation of deposits which can adversely affect the performance of the engine by causing malfunctioning of piston rings, valve sticking and blocking of oil ways. A racing engine is designed to give the maximum performance with the minimum engine size and weight. This necessitates high engine speeds and high cylinder pressures which result in bearings being loaded near to the limit of their capacity. Increased engine efficiencies are also obtained by the use of high cam lifts, which give rise to heavy loads on valve train components. All these factors make more severe demands of the engine lubricant than is encountered in a normal automotive engine.

Testing Racing Oils

The final proving tests on any lubricant are always made in the actual equipment in which it is to be used and under the most severe operating conditions. This can be done by conducting trials in equipment used in normal service, but it is sometimes necessary to run special tests for this purpose. One such test is illustrated in the photograph in Figure 1, which shows a Porsche car operating on the Hockenheim Ring to complete the final stage in the development of a racing oil. This test car, driven by the late W. von Trips and E. Barth, covered 130 laps in 5 h 56' 34", at an average speed of 174.8 kph. (108.5 mph.). This type of test is both expensive and time consuming and in order to select one or two of the most promising formulations from the wide variety that are available, the initial selection is based on laboratory tests made in machines and engines which are designed to simulate the most critical aspects of engine lubrication.

Several special rigs are available¹, which are designed to assess the performance of a lubricant under boundary conditions and these tests can be useful in the early stages of development to reject the least promising oils. However, none of these rigs exactly simulates conditions in an engine and the results obtained from them allow only a broad selection of formulations to be made. The most important region of boundary lubrication within the

Figure 1. Porsche fitted with Spyder engine operating on the Hockenheim Ring. The car is being serviced during a pit stop; the drivers Wolfgang von Trips and Edgar Barth can be seen on either side of the vehicle



- (a) The Shell Four-Ball EP Lubricant Tester.
- (b) Timken Wear and Lubricant Testing Machine.
- (c) Almen Wieland Lubricant Testing Machine.

RACING OILS

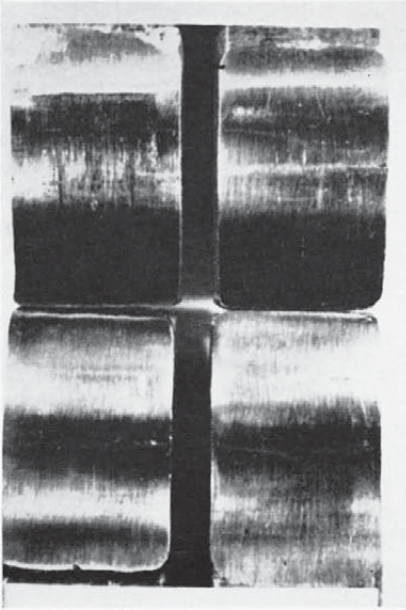


Figure 2. Two sets of Porsche cam followers after completing a bench test using a different oil for each.

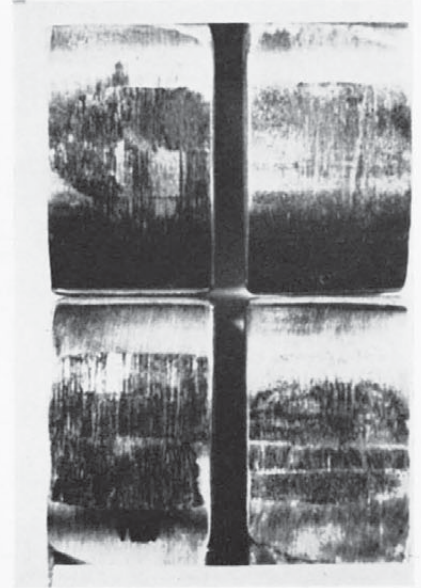
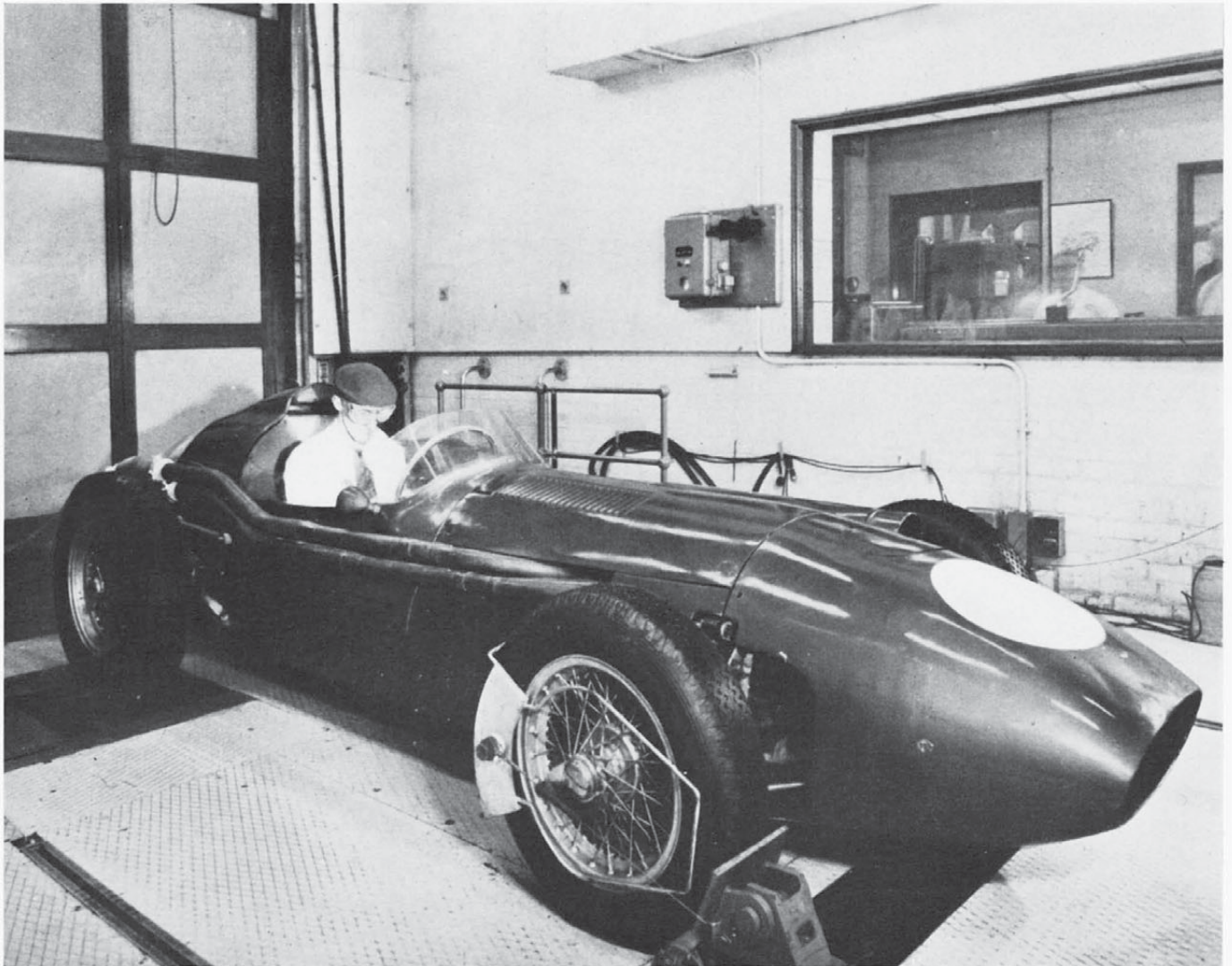


Figure 3. Vehicle dynamometer at the BP Research Centre, showing an Aston Martin 2½-litre grand prix car on test.





Most successful British car in international competition during 1961 was the Lotus, in formula one, formula junior and grand touring form. Most successful British driver was Stirling Moss

British bouquets



In the field of rallying matters were not so clear cut, but by virtue of excellent performances in the Coupe des Alpes, the Acropolis, the RAC, the Tulip and the Midnight Sun, the Austin-Healey 3000 emerges as Britain's most robust and versatile rally car. The Misses Moss and Wisdom are here seen leading the Morley brothers, these two teams being the mainstay of the BMC effort, the latter pair winning the Alpine and the former coming second in the RAC

honours to Italy



Apart from dominating formula one in the convincing fashion evidenced elsewhere in this issue so dramatically, Ferrari also proved virtually unbeatable in the two other main categories of international racing during 1961 — sports and GT cars. The mainstay of the effort were the very reliable TR1/61 front-engined sports car and the Berlinetta. Our painting shows the latter car with one of the rear-engined V6 sports cars which were also raced but with more limited success

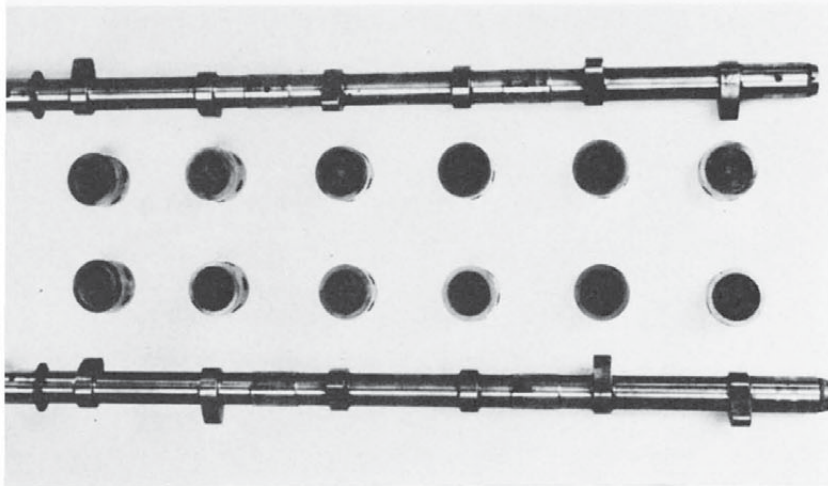
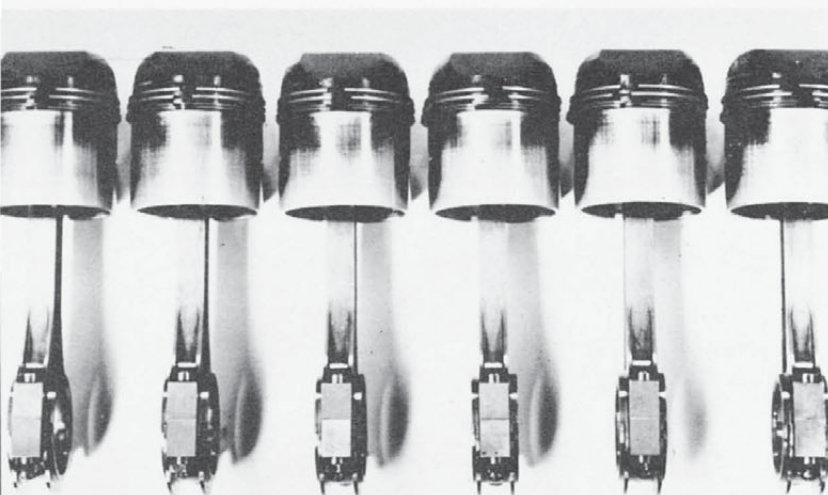
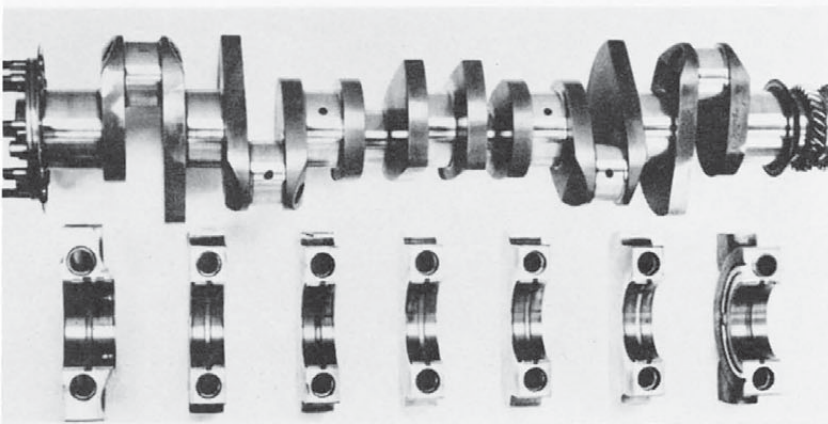


Figure 4. Components from Roy Salvadori's and Carroll Shelby's Aston Martin DBR1/300 which won the 1959 Le Mans 24-hour race.



engine occurs in the valve train mechanism and recently the trend has been to design special rigs to take cams and followers from a wide variety of engines². After rig tests, oils are run in high performance engines mounted on test beds, and operated under conditions which have been shown to be critical with respect to valve train and other aspects of lubrication. The results of some work of this type are illustrated in Figure 2, which shows the relative performance of two oils with respect to cam follower wear in a Porsche Spyder Engine. This engine was operated on a test bed at the BP Hamburg laboratory. A vehicle dynamometer is also used at the BP Research Centre for testing racing cars, and with this equipment it is possible to operate a vehicle over a wide range of speeds and loads, which simulate road and track duty. Figure 3 shows a 2½ litre Aston Martin mounted on this dynamometer.

After the completion of development work, liaison is maintained with the user to ensure that the oils are performing satisfactorily under racing conditions. The photographs given in Figure 4 show the condition of some engine components from the Salvadori/Shelby Aston Martin which won the 1959 Le Mans using a BP racing oil.

Formulating Racing Oils

Adequate viscosity is necessary to obtain the best lubricating properties. However, if the viscosity of the oil used is higher than is actually required for a particular application, this can lead to an unnecessary loss of power due to the work done in overcoming the viscous friction of the lubricant. In addition, because of reduced rates of circulation, there is a reduction of the oil's ability to dissipate heat. While in terms of the total engine output the viscous losses may not be high, with the extremely keen competition experienced in modern racing, it is essential to choose the optimum viscosity grade for a given engine.

In the case of mineral oils, a variety of base oil grades are available and these can be blended to give the required viscosity. The viscosity of neat castor oil, however, is too high for most modern engines, and it cannot be blended with a mineral oil to obtain the desired viscosity range, as only very small quantities of mineral oil are soluble in castor oil. This is overcome in formulating racing oils by blending castor oil with synthetic materials.

Another great disadvantage in the use of castor oil, is its tendency to oxidise and produce gummy deposits which have an adverse effect on engine performance and eventually result in a loss in power. The oil oxidation products can also attack copper lead bearings. However, this tendency can be mitigated by the use of additives which inhibit oxidation. The effect of the gummy deposits is clearly shown in high temperature bench tests

2. *A test rig for the Evaluation of Cam and Follower Design, Metallurgy and Lubrication*, by A. G. C. Fairman and I. Duff-Barclay. Presented at the IP Brighton Symposium May 17-19, 1961.

RACING OILS

made in a single cylinder laboratory engine. In these tests straight mineral oils will run satisfactorily for 100 hours, whereas neat castor oil will run only for about 40 hours before the test has to be terminated due to a loss of power. However, castor-based oils treated with additives will run satisfactorily for at least 75 hours.

A test which has been widely used for assessing oil oxidation and bearing corrosion is the Chevrolet L4 procedure, which operates at a sump temperature of 280°F. (138°C). In this test an unsatisfactory castor-based blend will give a bearing weight loss of 3 gm after 36 hours of running. By using the correct balance of components it is possible to obtain bearing weight losses of 0.7 gm. with castor-based blends, which is comparable with the performance of well-refined straight mineral oils. It must, however, be realised that additive-treated mineral oils will give much improved results. Although the performance of the castor-based blends is inferior to that of mineral oils in these laboratory tests, this does not give rise to difficulty under racing conditions, as the cost of changing the oil after each event is very small compared with the other costs involved, and competition engines are frequently dismantled for servicing.

In many racing engines the lubrication of the cams and followers is the most critical aspect of oil performance. In this part of the engine boundary lubrication conditions prevail, and load-carrying additives are used to reduce the wear of valve train components. While there is little doubt that some users prefer castor-based oils for historical reasons, this type of vegetable oil also gives improved performance when compared with straight mineral oils under boundary lubrication conditions. This property of the oil is sometimes described as "oiliness," which has been defined "as signifying differences in friction greater than can be accounted for on a basis of viscosity when comparing different lubricants under identical conditions." The fatty oils exhibit a greater degree of "oiliness" than pure mineral oils, and castor oil stands out from other fatty oils as it has an exceptionally high viscosity but at the same time reduces the co-efficient of friction with highly loaded surfaces. Under extreme conditions of loading and high rubbing speeds seizure is less likely to occur with a lubricant of greater "oiliness."

Another factor in favour of castor oil as a lubricant for racing is the distinctive odour of the exhaust produced by this oil. Over the years, this odour has become an integral part of the racing atmosphere.

Despite the inherent advantages of castor oil under boundary conditions, it is possible with modern load carrying additives and film strength improvers, to produce mineral-based oils which will also give an entirely satisfactory performance in many racing engines. These additives are incorporated in modern high quality motor oils and many competition engines operate satisfactorily on the branded lubricants which are available at service stations. It is also possible to produce special mineral-based oils for competition engines and the B.P. Corse range is an example of this.

It is generally accepted that load-carrying additives function, due to chemically active components reacting with the metal surfaces at high temperatures, to produce a low-shear-strength surface film which minimises the tendency for welding between the mating parts. At the same time a chemical polishing action takes place which helps to remove surface asperities and thus reduces peak loadings between the critical parts.

The difficulty in the selection of suitable load-carrying additives is due to the need for a material which is sufficiently chemically active to affect the metallic surface and give the desired load carrying properties, but at the same time does not give any adverse side effects. During our racing oil development work at BP Research Centre, additives have been found which give excellent load-carrying capacity but have had to be rejected in the final testing due to unacceptable side effects. The development of racing oils is a continuous process parallel to the development of racing engines, and the oil industry is continually working to produce lubricants to meet the needs of all future engines.

TRANSMISSION OILS

As with crankcase lubricants, both mineral- and castor-based oils are used in racing-car transmissions. It has been generally found that where loading is not excessive and sliding speeds between gears are relatively low, castor-based oils will have adequate load-carrying properties, and the low co-efficient of friction given by castor oil will be an advantage. This applies more particularly to gear-boxes than back axles. However, in the modern Formula I car it is customary to include the final drive and gear box in one unit; this is generally termed a "transaxle." The final drive in this instance can be a straight bevel-gear assembly and a castor-based oil is then usually adequate.

When hypoid or spiral bevel gears are used then mineral oils containing extreme pressure (EP) additives are usually necessary. With these gears there is a lengthwise sliding component on the gear teeth and this combined with high pressure can result in oil film failure with consequent damage to the surface of the gear teeth. When intimate contact of gear tooth surfaces occurs extreme pressure additives react with the metal to form low shear strength films which prevent catastrophic damage. A similar circumstance can exist in the limited-slip differential unit and here an EP gear oil containing fatty additives may also be used with advantage.

In this article an attempt has been made to outline the techniques used for formulating and testing racing oils. The oils used in much racing equipment are not suitable for normal service and this applies particularly to castor-based engine oils. However, racing cars lead the field in vehicle design and development, and valuable experience is obtained in preparing oils for racing which can be applied to work on normal motor oils.

ACKNOWLEDGMENT

The Authors wish to thank the Chairman and Directors of the British Petroleum Company Limited for permission to publish this article.

Sebring 12-hours

Raced at Sebring, Florida, March 25, 1961

W. E. Dunswell

ROUND one of the Sports Cars Constructors Championship was held at Sebring, Florida where the 5.2 mile airfield circuit was again the venue. Ferrari sent a full works team consisting of three new 1961 cars; two 3-litre V-12 front-engined cars for Phil Hill/Olivier Gendebien, and Willy

Once again a winning team : Phil Hill (left) and Olivier Gendebien grasp the token of victory at the end of yet another long distance race won by intelligent driving



Mairesse/Giancarlo Baghetti, and a rear-engined car with Dino 246 motor for Ritchie Ginther and Wolfgang von Trips.

The works Ferraris were supported by the North American Racing Team and various private entries, the main strength being the Rodriguez brothers in a N.A.R.T. Testa Rossa.

There were several Maseratis present, both Briggs Cunningham's Momo Corporation and Camoradi having a rear-engined Tipo 63 apiece, both with 2.9 litre engines. The Cunningham car was for Walt Hansgen and Bruce McLaren while the Camoradi machine was entered for Stirling Moss and Graham Hill but following an unfavourable performance in practice the maestro declined to drive it, preferring a Tipo 61 front-engined car while Masten Gregory and Lucky Casner took over the new car.

Dan Gurney/Jo Bonnier and Hans Herrmann/Edgar Barth had 1700 cc works Porsche RS60s.

In practice the Ferraris set the pace, being several seconds faster than the quickest Maseratis.

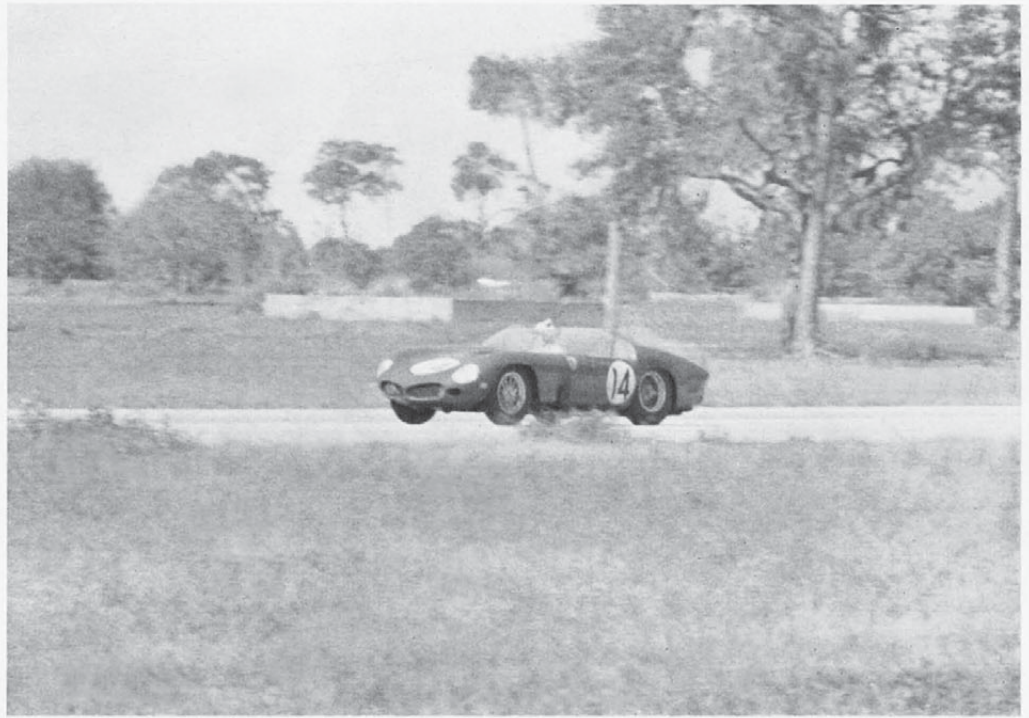
No less than 65 starters lined up for the Le Mans-type start, and as at Le Mans the starting order was arranged by capacity with the Chevrolet Corvettes up front, then the Aston Martin DB4 GTs and the Ferrari Berlinettas followed by the sports racing machinery.

Masten Gregory weaved his way through the big iron to take the lead on lap one but held it for three laps only, then Pedro Rodriguez went past and a little later Phil Hill. Ginther took the lead after 22 laps, ahead of Pedro Rodriguez, Phil Hill, Walt Hansgen, and Stirling Moss who had fought his way up there after losing nearly four minutes at the start when a flat battery refused to turn over the starter motor.

Pit stops for change of drivers and fuel took place during the second hour and after things were sorted out the order was Ginther/von Trips, the Rodriguez brothers, P. Hill/Gendebien and Hansgen/MacLaren, in the first of the Maseratis. Just before quarter-distance (three hours) the Moss/G. Hill Tipo 61/Maserati was retired with a broken exhaust manifold after reaching second place — and these two took over the Gregory/Casner rear-engined car.

Von Trips in the leading Ferrari went out just after three hours when a steering arm on the TR61 Ferrari failed, letting Ricardo Rodriguez through into a lead which he and his brother were to hold for the greater part of the race. Maserati fortunes were little higher, for the Cunningham Tipo 61 of John Fitch and Dick Thompson and the rear-engined Camoradi car which Moss had taken over were soon out of the race. This time it was the suspension which failed Moss.

The winning TRI/61 Ferrari
of Hill and Gendebien



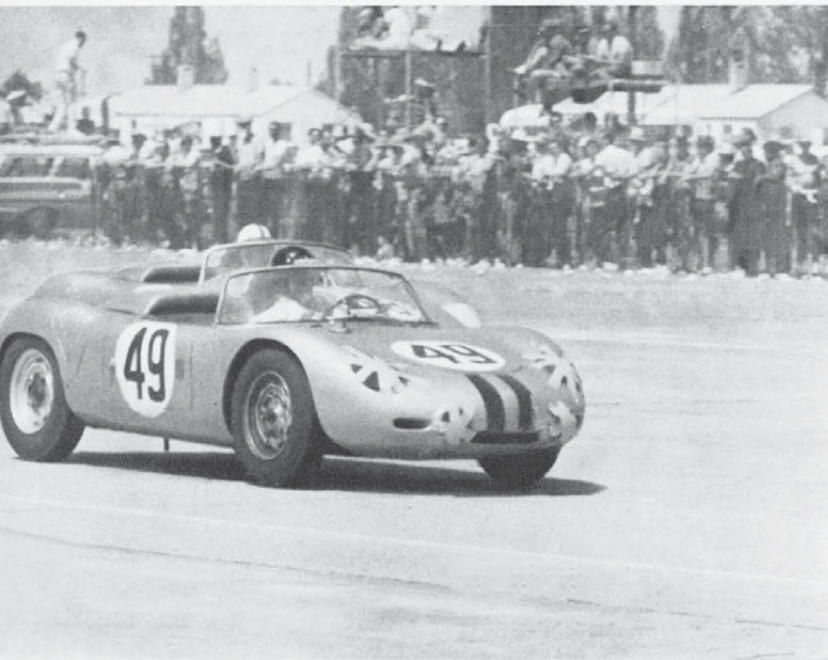
An impressive view of the
start, indicating that the
drivers of the GT cars can
hold their own with the sports
cars even in a Le Mans-type
start



After four hours the Rodriguez car still led but only by thirteen seconds from the Hill/Gendebien Ferrari. The Hansgen/McLaren Maserati was in a Ferrari sandwich, holding third place with the Mairesse/Baghetti Ferrari behind.

Then came the Sharp Hissom V12 Ferrari and the Hugus/Connell V6.

The Mairesse/Baghetti car was handed over to Ginther and von Trips who proceeded to close up on the Maserati



Gurney at the wheel of the works Porsche RS60 which he shared with Bonnier. Although the German cars fared better than the Maseratis they were totally unable to keep pace with the Ferraris

Race order at end of each hour

	1	2	3	4	5	6	7	8	9	10	11	12
1	27	27	27	17	17	17	17	17	17	14	14	14
2	23	17	17	14	14	14	14	14	14	15	15	15
3	17	14	14	20	20	15	15	15	15	17	17	17
4	14	20	20	15	15	20	26	10	10	10	10	10
5	20	15	15	10	10	10	10	16	51	51	51	51
6	15	26	26	26	26	26	22	22	22	16	16	22
7	24	10	10	16	16	51	16	51	16	22	22	16
8	10	51	51	50	50	16	51	39	39	39	39	12
9	26	24	24	48	22	22	50	50	37	37	4	39
10	50	22	22	22	39	50	39	37	4	4	37	4

so that by half distance they had moved into third place. Ferraris now held the first three places, and shortly after, the first four : McLaren brought in the Maserati soon after 4 pm so that the stage seemed set for a Ferrari walkover, the nearest challengers to the prancing horse being the Holbert/Penske Porsche in seventh place and the Herrmann/Barth works car in 10th place.

The Rodriguez brothers held an advantage of just over one minute on Gendebien during the eighth hour, but this was increased when the Belgian stopped and handed over to Phil Hill, the servicing requiring some time so that when Phil rejoined the race he was almost two laps behind, while Ginther who had taken over the TR61 Ferrari from von Trips was three laps behind the N.A.R.T. car.

It was obvious that Pedro Rodriguez was out to win the race and continued to press on at an astonishing rate, although with the many Sebring corners to contend with the Ferrari's brakes were taking quite a punishing. And just after 7 pm trouble came : the Mexican car pulled into the pits and the mechanics set about changing the disc pads, a task which took some seventeen minutes, and let both the P. Hill/Gendebien and Ginther/von Trips works car through into first and second places respectively.

But once back in the race Ricardo Rodriguez made it quite clear that third place was not good enough. He made good a deficiency of one lap and got past von Trips only to spin and lose further time, letting von Trips through into second place again which he held until the twelve hours were up. Gendebien handed over to Phil Hill who crossed the line just after 10 pm the Ferrari having covered nearly 1100 miles at an average speed of 90.7 mph.

The assorted Ferraris took seven of the first ten places, the remaining three going to Porsches, the best of which was the Holbert/Penske RS60 which filled fifth place and won the index of performance.

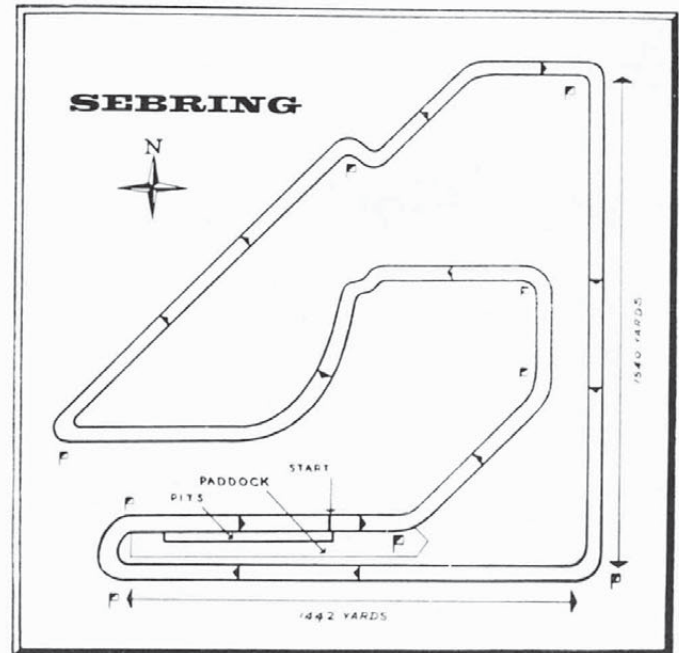
Ferraris also won the GT category while British cars had to be content with class placings.



Shape of the 1961 sports car championship winner on its first appearance of the year

ENTRIES

No.	Drivers	Car
1.	D. Yenke/B. Moore	Corvette
2.	J. Kilborn/R. Rairdon	Corvette
3.	G. Robertson/B. Warren	Corvette
4.	D. Johnson/D. Morgan	Corvette
7.	R. Grossman/D. Black	Aston Martin DB4 GT
8.	R. Bucher/S. Decker	Aston Martin DB4 GT
9.	J. Nethercutt/P. Lovely	Ferrari Testa Rossa
10.	H. Sharp/R. Hissom	Ferrari Testa Rossa
11.	M. Tavano/G. Arents	Ferrari Berlinetta
12.	D. McCluggage/A. Eager	Ferrari Berlinetta
14.	P. Hill/O. Gendebien	Ferrari TRI/61
15.	G. Baghetti/W. Mairesse/ R. Ginther/W. von Trips	Ferrari TRI/61
16.	G. Reed/W. Sturgis	Ferrari Testa Rossa
17.	P. Rodriguez/R. Rodriguez	Ferrari Testa Rossa
18.	A. Newman/R. Publicker/ G. Andry	Ferrari California
20.	W. Hansgen/B. McLaren	Maserati Type 63
21.	J. Fitch/D. Thompson	Maserati Type 61
22.	J. Hall/G. Constantine	Ferrari V6
23.	M. Gregory/S. Moss/L. Casner	Maserati Type 63
24.	S. Moss/G. Hill	Maserati Type 61
25.	D. Causey/L. Stear	Maserati Type 61
26.	E. Hugus/A. Connell	Ferrari V6
27.	W. von Trips/R. Ginther	Ferrari V6
28.	G. Waltman	Triumph TR3
29.	J. Rushin/D. Parsons	Triumph TR3
30.	A. Rogers/J. Baily	Morgan Plus 4
31.	B. Cunningham/B. Kimberley/ W. Hansgen	Maserati Type 60
32.	R. Durbin/M. Goldman	Arnolt-Bristol
33.	R. Cuomo/T. Payne	Arnolt-Bristol
35.	L. May/R. Johnson	AC
36.	F. Laughon/R. Bowers/ T. O'Sullivan	AC
37.	W. Helburn/J. Fulp	Ferrari Dino
38.	W. Wuesthoff/A. Pabst/ O. Schmidt	Porsche RS60
39.	F. Bradley/P. Ryan	Porsche RS
40.	P. Hopkirk/P. Jopp	Sunbeam Alpine
41.	E. Wilson/V. Tamburo	Sunbeam Alpine
42.	P. Proctor/P. Harper	Sunbeam Alpine
43.	P. Riley/J. Whitmore/J. Olthoff	MGA
44.	J. Parkinson/J. Flaherty	MGA
45.	D. Horn/E. Tucker	Elva Courier
46.	E. Gelder/J. Dennis/B. Fuller	Elva Courier
47.	B. Donner/D. Sessler/E. Erickson	Porsche RS61
48.	C. Cassel/D. Lane/B. Dusinger	Porsche RS61
49.	J. Bonnier/D. Gurney	Porsche RS60
50.	H. Herrmann/E. Barth/ J. Bonnier	Porsche RS60
51.	B. Holbert/R. Penske	Porsche RS61
55.	F. Theodoli/F. Barrette	Sunbeam Alpine
56.	J. Kaplan/G. Rainville	Alfa Romeo SS
57.	H. Theodoracopulos/ R. Troiano Jr.	Alfa Romeo SZ
58.	A. Swanson/R. Durant Jr.	Alfa Romeo SS
59.	T. O'Brien/A. Jacobson	Alfa Romeo SS
60.	H. Rebaque/F. Van Beuren/ C. Sales	Alfa Romeo SS
63.	C. Hall/A. Ross	Lola
64.	C. Kurtz/M. Ripley	Lola
65.	E. Leavens/J. Colgate	Austin Healey Sprite
66.	J. Buzzetta/G. Carlson	Austin Healey Sprite
67.	J. Sprinzel/P. Hawkins	Austin Healey Sprite
68.	L. Fritz Taylor/J. Calhoun	Abarth Record Monza
69.	D. Cunningham/D. Price	Osca
70.	J. Bentley/H. Grady	Begra
71.	G. Peck/J. Hoffman	Osca
72.	H. Hanna/F. Manley/P. Hagen	DB
80.	L. Fritz Taylor/M. Dee/R. Leiss	Abarth Record Monza
83.	B. Gates/C. Rickert	Corvette
87.	B. Seaverns/B. Gary	Arnolt Bristol



4.	Ferrari	Sharp/Hissom	203
5.	Porsche	Holbert/Penske	199
6.	Ferrari	Hall/Constantine	199
7.	Porsche	Donner/Sessler/Erickson	199
8.	Ferrari	Reed/Sturgis	196
9.	Porsche	Bradley/Ryan/Heimrath	189
10.	Ferrari	McCluggage/Eager	183
11.	Corvette	Johnson/Morgan	181
12.	Ferrari	Newman/Publicker/Andry	180
13.	Lola	Kurtz/Ripley	179
14.	MGA	Parkinson/Flaherty	175
15.	A/H Sprite	Buzzetta/Carlson	174
16.	MGA	Riley/Whitmore	173
17.	Sunbeam Alpine	Proctor/Harper	173
18.	Ferrari	Helburn/Fulp/Hudson	173
19.	Maserati	Cunningham/Kimberly/Hansgen	171
20.	OSCA	Peck/Hoffman	171
21.	Arnolt-Bristol	Durbin/Goldman	166
22.	Corvette	Gates/Rickert	166
23.	Arnolt-Bristol	Seaverns/Gary	164
24.	Arnolt-Bristol	Cuomo/Payne	163
25.	A/H Sprite	Leavens/Colgate	161
26.	Morgan	Rogers/Baily	156
27.	Alfa-Romeo	Swanson/Durant	155
28.	Alfa-Romeo	Rebaque/Van Beuren/Sales	155
29.	Triumph	Waltman	154
30.	Triumph	Rushin/Parsons	153
31.	Sunbeam Alpine	Theodoli/Barrette	153
32.	Corvette	Yenko/Moore	151
33.	Alfa Romeo	O'Brien/Jacobson/J. O'Brien	151
34.	Sunbeam Alpine	Hopkirk/Jopp	149
35.	Elva	Gelder/Dennis/Fuller/P. Gelder	149
36.	Elva	Horn/Tucker	144
37.	A/H Sprite	Sprinzel/Hawkins/Simson	144

Race Average : Hill/Gendebien (Ferrari) 90.7 mph, 1,092 miles (New race record).

Fastest lap : Moss (Maserati) 3'13.2", 96.9 mph.

Grand Touring Cars

Drivers	Car
1. D. McCluggage/A. Eager	Ferrari Berlinetta
2. D. Johnson/D. Morgan	Corvette
3. A. Newman/R. Publicker/ G. Andry	Ferrari California

Index of Performance

Position	Car	Drivers	Laps	Drivers	Car	
1.	Ferrari	P. Hill/Gendebien	210	1.	B. Holbert/R. Penske	Porsche RS61
2.	Ferrari	Baghetti/Mairesse/Ginther/von Trips	208	2.	B. Donner/D. Sessler/E. Erickson	Porsche RS61
3.	Ferrari	P. & R. Rodriguez	207	3.	G. Peck/J. Hoffman	Osca

Targa Florio

Raced at the "little" Madonie, Sicily, April 30, 1961

W. D. Gavin

THE location for the second round of this year's Sports Car Constructors' Championship was the notorious Madonie circuit in Sicily, where the 1961 Targa Florio was to be the 45th race of the series inaugurated in 1905 by Vincenzo Florio. This is the oldest motor race in the world and despite the death three years ago of Vincenzo Florio's son, who had latterly organised the race, the Targa continues.

Not only is this the oldest race, but as a test of man and machine it is also the greatest. The Targa Florio is the only surviving road race in the truest sense. The "short" Madonie circuit (the "Cerde" as the locals call it) is 72 kilometres (44.4 miles) long and its mountainous nature presents an unique challenge to the world's great drivers. A description of this wonderful circuit could fill a book, but it might be here described more briefly. The start/finish line is just a few kilometres inland at an altitude of 40 metres, at a point a few miles along the coast road from Palermo. Here are the splendid permanent concrete pits, with grandstands opposite. The pits are elevated and the access road for the racing cars bypasses the long fast left-hand turn in front of the stands. From here the road begins an immediate ascent into the mountains, sweeping upwards through hills flanked on either side by fertile land rich with growing crops. The climb is steep and many of the corners are sharp. The surface is sealed but there are broken and rough patches alternating with perfectly smooth surfaces which look and feel as though they have been polished. After nine kilometres the cars roar through the main street of the town of Cerda. There is a hump here which causes the faster cars to leave the road completely, to the immense delight of the enthusiastic Sicilians who are anything but perturbed at having the serenity of their habitat disturbed.

Cerde is at 273 metres above sea level but the initial climb is by no means completed. Outside the town the road jack-knifes back, taking the cars up one side of a large valley. They now wind back and forth without respite until they reach a height of just over 400 metres before descending 200 metres and crossing the valley. Then begins the longest climb of the circuit. For ten kilometres the drivers must snake their cars back and forth through tight turns to left and right which anywhere else would be called hairpins, but here are merely bends, the other term being reserved for the many corners which turn through 180 degrees in about as many inches.

Now the highest point of the circuit has been reached, and naturally there is a village perched up here, some 600 metres above sea level. From this village of Caltavuturo the road again winds down one side of a valley, crosses it and goes up again to the village of Polizzi. At numerous points now you can

survey many miles of the circuit and it is a marvellous sight to watch the cars threading their way along the edges of the precipitous slopes, their exhausts punctuating briefly the stillness of the mountain air, to fade as an outcrop of rock intervenes, then resound once more as they come into sight again. In the distance they seem to crawl and it is difficult to imagine that in that tiny speck of colour the driver is working for all he is worth in his efforts to propel the machine as quickly as possible, to master this ribbon of road which seems to attempt to exert its own mastery on the driver.

It is a revelation to be driven around this course by one of the world's greatest drivers; now and again he might say "here is where Cliff Allison crashed during practice last year," or "Rodriguez lost it here and managed to miss that stone wall but took off and finished up down there," indicating a point some 50 feet below. "What happened?" is scarcely a silly question. "Oh, some peasants pulled the car out with a tractor and he drove on. His brother rolled the car later in the race, wrecking the body. They finished seventh with everything hanging together by some miracle." Here is a circuit where motor racing legends are made even in these days!

Polizzi is just over half way around the circuit but it requires nearly two thirds of the lap time of over forty minutes to reach this point. The rest of the circuit is a "main" road which carries much traffic across the centre of Sicily from East to West. The road is perhaps a little wider and the descending gradient generally less steep but the many vehicles which pass leave the corners dangerously slippery.

With ten kilometres remaining the cars reach the coast road which normally carries the Messina-Palermo traffic. Here there is one straight of four kilometres in length and a couple of much shorter stretches. Because they are geared so low for the mountains, most cars run out of revs on this straight unless they have a very large gap between top gear and the one below. Four kilometres from the pits the road winds around the coast and here, on this main road, are some of the most treacherous corners on the circuit due to their unbelievable slipperiness. Just before the pits there is a fast S-bend so that the spectators who are obliged to remain here can still see the drivers hard at work.

This circuit is undoubtedly the greatest test of a driver's skill that there is, and it is doubtful if the 24 hours of Le Mans is anything like as taxing on a car as 10 laps and 440 miles of the Cerde!

April 28: Practice for the Targa is scarcely the time to see records broken for all are mindful that in two days time the cars will need every bit of breath they can muster. Porsche



A good indication of the sort of country through which most of the little Madonie runs can be gained from this photograph. Gurney drives the Porsche

The rear of the rear-engined sports Ferrari is brutally impressive the "outboard" clutch, as on the formula one cars can be seen. Note the way in which the exhaust pipe has been flattened on one of the circuit's numerous grounding points





*Not a Sicilian pastoral scene,
but part of the circuit during practice !*

*The method of starting the cars at set intervals
calls to mind the great road races of the past.
Indeed the Targa could be called the last
surviving event of the heroic days*



were a little more organised than Ferrari and brought a "muletta," as training cars are invariably called. It was fitted with the new Porsche 2-litre engine which cannot be distinguished externally from the normal 1.6-litre unit. It also had an ingenious design of disc-cum-drum brake—the Porsche five stud back plate being fitted directly to the edge of the disc. In addition the German team had a Carrera fitted with the new engine. This car also did many gruelling laps in the days before the race, so that the Porsche drivers were as familiar as possible with the circuit, the accent being on the "possible." A handful of drivers who have competed in several Targas have actually reached a point where they know exactly what lies around the next corner—a feat of memory which is quite remarkable.

The official practice times were certainly disputable and there is little point in reproducing them since a starting grid is not used. Suffice it to say that the Porsches were quickest, mainly because the Ferrari drivers lacked the experience and knowledge of the circuit enjoyed by the Porsche conductors.

The race

Sunday, April 30 : The bright sun was well up in the sky when the cars lined up just before 6.30 am. The circuit had been closed to all but official traffic since 2 o'clock which made things a little awkward for the roisterers from the villages en route who like to spend Saturday night in Palermo !

The first cars to start were the 1000-1300 cc grand touring cars. An Alfa Romeo victory in this class was unavoidable for all eighteen starters were of this marque. Some were Sprint Veloces, some the Zagato bodied machines and the remainder the Sprint Speciales. The peculiar Italian habit of using pseudonyms was much in evidence in this category with such concoctions as "Sand," "Kim" and "Tom." Unfortunately "Rimsky" did not start and his Zagato Alfa was driven by Kim and Tom !

Promptly at 7 am the first car moved off and the second car pulled up to the start line, where the starter showed him the stop watch and he departed on a signal thirty seconds after the first car.

Next it was the turn of the small sports cars with capacities ranging between 850 and 1000 cc. The first of these was the ungainly DB Panhard of Gerrard Laureau and Jaegar. Then followed an even stranger looking special called the Jaur driven by Natili and Cuchiarelli. Five Oscas and four Abarths of varied vintage almost completed the entry in this class : there remained the sole British car competing in this year's Targa Florio—the aged Lotus XI driven by Gino Munaron and de Loenibus.

Strahle led off the 1300-2500 cc. Grand Touring cars at the wheel of the works entered Porsche GTL. Then came a Zagato Flaminia driven by Cabianca and Zagato, before the second of the works Porsches driven at the start by Linge. These two works cars had the 1600 cc engine. A couple of ancient Fiat 8Vs were next in line and behind them a well-used Porsche Carrera in the hands of Thomas and Chognet. Two more Flaminias followed, then an Alfa, the last car of this class.

There were only three starters in the 1000-1600 cc sports car category. First to leave was a Stanguellini-Climax of the American servicemen Pat Garret and Bill Schuldt, then a special called the Alfa Romeo Termini and what seemed the logical class winner, the works Osca of Colin Davis and

Scarfioiti. With prize money approaching £300 for first place in each class it seems strange that some enterprising Britisher did not enter a Cooper Monaco or Lotus XV or perhaps even a Lola ; any one of these cars might have walked off with first prize. Likewise a sensibly driven Elite would surely have the measure of the little Alfa GTs. (Perhaps prospective British entrants wrote to the address given in the RAC Yearbook—it remains incorrect year by year !)

At 7.27 am it was the turn of Hans Herrmann to speed off in the works RS60 which he was to share with Edgar Barth. This car had a 1687 cc engine while the next car, the erstwhile Camoradi entry for Stirling Moss and Graham Hill had one of the new 2-litre motors. Stirling was the first to drive, while it was Jo Bonnier who led off in the other 2-litre car. This car which Bonnier shared with Dan Gurney had a longer, sleeker body and was silver in colour only because it had not yet been painted. The air ducting arrangements for the engine differed from the RS60, there being a large canopy open to the rear. The car was unofficially referred to as the RS61. The rest of this class (1600-2000 cc sports cars) consisted of four 2-litre Maseratis varying greatly in age and condition. Fascinating were the names of the drivers : Samona/De Sarzana, Riolo/Bernabei, Todaro/Boffa, Allotta/Semilia !

The big 2000-3000 cc sports cars were the last to leave. The first of these was the rear-engined Tipo 63 Maserati entered by Scuderia Serenissima for the Sicilian Vaccarella who drove first and Maurice Trintignant. Then came the oldish Ferrari of Ferraro and Zampiero. As there was no category for the big GT cars Gasso and Giodano gamely pitted their Berlinetta Ferrari against the big sports machines. Serenissima had another rear-engined birdcage Maserati for Maglioli, a famed exponent of the Cerda having won twice previously, and Scarlatti. The new Maseratis were designed in such a manner that the drivers looked over the windscreens which gave them an advantage (the only one ?) over the Porsche and Ferrari drivers. These Maseratis had 4-cylinder 2.9-litre engines.

The rearguard was a strong one, including the three works Ferraris. First was the latest front-engined sports car the TR61 with 3-litre V-12 engine. Ricardo Rodriguez started and the plan was to share the car with Willy Mairesse. The two rear-engined cars had 2½-litre Dino 246 V6 engines ; Von Trips started in the first of these cars while the last man away was Phil Hill, his time of departure being 7.34 exactly. This meant that the crowd had just over ten minutes to wait before the first of the little Alfas appeared.

A burst of smoke appeared at a point above the end of the short straight before the curves to the pits ; a fraction of a second later one heard the boom of the traditional cannon which announced the arrival of the first and every subsequent car. The Coco/Sand Alfa was the first to appear but by those methods peculiar to the continental organisers this car was not classified in the first five at the end of this lap although it covered the course in less time than any of its class rivals ! Four of these small cars made pit stops after the first lap, some for obscure reasons, others to examine the damage sustained in early contact with stone walls and concrete markers ! The first of the little sports cars was Laureau's Panhard but when they had all passed and the times were adjusted it was found that the lightweight Abarth 1000 sports car was the leader, from Laureau and the Lotus. Strahle flashed by, the first of the big iron and with much of the smaller stuff already behind him. He had covered the 44 miles in 46' 33.1". Less



Esso mean well, but for this day at least their adjuration is likely to be ignored. The car is the Vaccarella/Trintignant Maserati

Graham Hill at the wheel of the Porsche which he and Stirling Moss so nearly brought to an exciting victory



than two minutes later came the second Porsche GT and two and a half after that came the remainder of the factory cars ; Bonnier, Moss and Herrmann roaring past all within a single minute. Stirling was leading the race overall having completed the standing lap in 42' 18.3". Jo Bonnier was only three seconds slower, scarcely a noteworthy difference after that distance. Two Ferraris came and went, the slowest cars passed, but there was no sign of Phil Hill. Von Trips had returned a time of 43' 00.1" with his rear-engined car, some 22 seconds quicker than Vaccarella in the rear-engined Maserati, these two being third and fourth in the general classification.

The Coco/Sand Zagato Alfa was the first to appear after two laps and this time the organisers granted them first place in their class which they held with a margin of 1' 20", having completed the second lap in little more than 46 minutes. The Rosinsky/Consten car was the second of the Alfas while Kim and Tom were third ; which might be construed as showing that a pseudonym is worth several seconds a lap ! Strahle was the first of the big cars once again, and by this time there were only fourteen cars in front of him. Stirling was only four places behind having carved his way through the field in the process of setting a new lap record of 41' 36", an average speed of 64.48 mph. Nevertheless Stirling had only

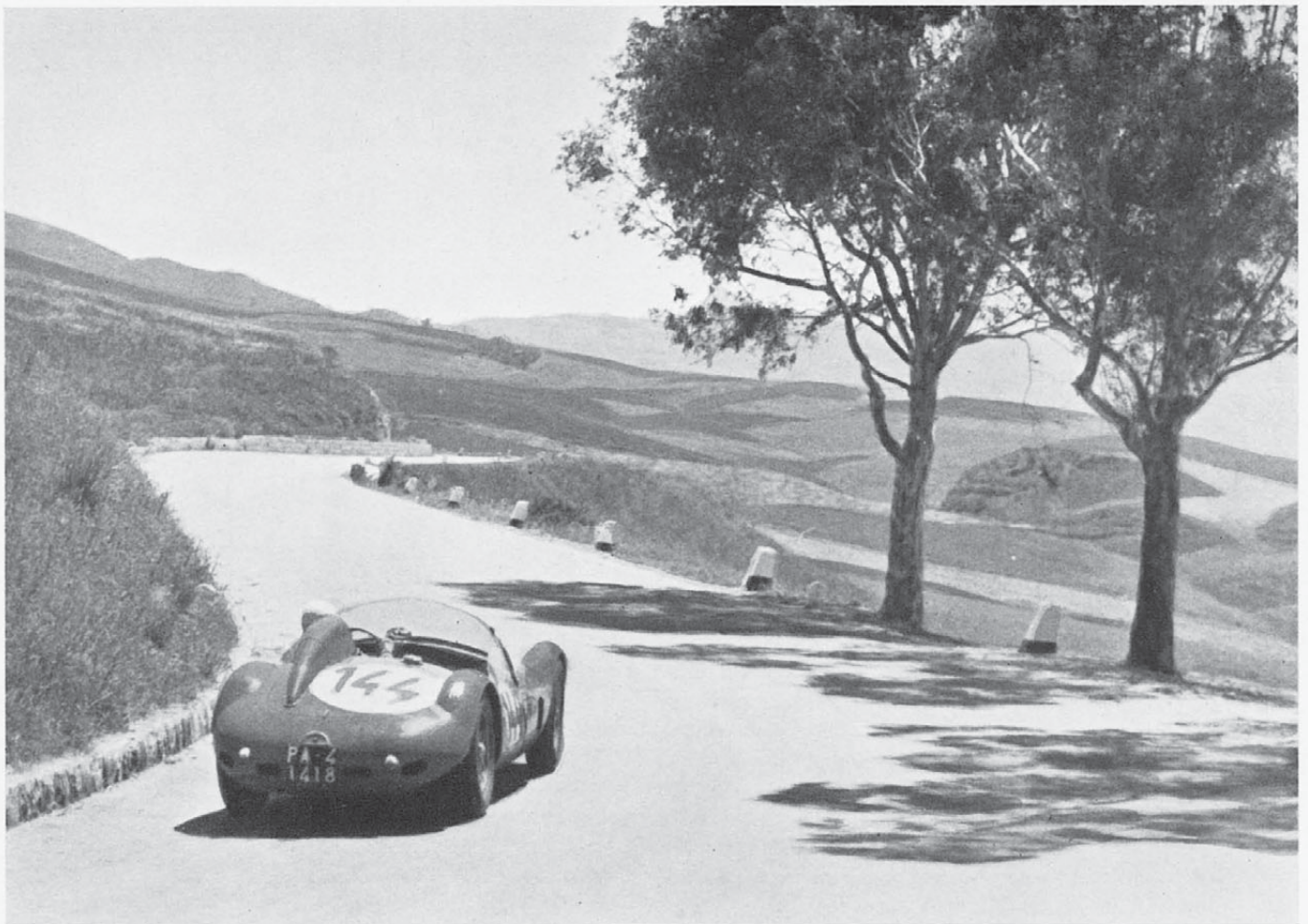
19 seconds on Jo Bonnier and 52 seconds on von Trips. Vaccarella had continued his fine display and was still fourth in the general classification behind these three, ahead of the Rodriguez Ferrari.

Many cars had stopped at the pits for fuel and change of driver at the end of the second lap, but most of the big names left their stops a little longer.

With three laps gone the little white Alfa of Coco and Sand was still out in front. Now the cars were becoming well spread out and at times two or three minutes would pass without sight of a car—just the subdued rumble of the exhausts reverberating through the mountains. Stirling was the seventh car past next time, having improved his lead over Jo Bonnier to 1' 9.2" and over von Trips to 1' 22.1". Vaccarella was still classified fourth, and this time there was no sign of Ricardo Rodriguez ! The crowd began to despair of the Ferrari challenge.

Strahle called at the pits and handed over the leading GT Porsche to Pucci. Likewise Scarfiotti handed over the Osca which led the 1600 cc sports cars to Colin Davis, both cars taking on fuel as well. The small sports class was still being disputed by both the Abate/Balzarini Abarth and the Laureau/Jaeger Panhard, the former having only 30" advantage after three laps.

The Allotta/Semilia 2-litre Maserati roars away into the foothills. It completed only one lap of the race



Then at five minutes to nine Rodriguez crawled slowly to the pits. In the cockpit with him was Phil Hill. The car bore signs of a brush with unyielding Sicilian scenery. Although not serious, this had holed the petrol tank. Phil Hill too, had crashed his car, which being no longer roadworthy was abandoned out on the circuit.

The slowest cars had not completed their third laps when the Coco/Sand car appeared for the fourth time. This remarkable little missile called at the pits for a change of driver and to refuel. They were over three minutes ahead of Kim and Tom, and four ahead of Taormina and Tacci, the only other car to complete four laps before Moss arrived at the pits for a perfectly relaxed and efficient pit stop. Graham Hill shot off just as Jo Bonnier arrived. His car also refuelled and handed over to Dan Gurney. No sooner had Dan departed than Hans Herrmann was requiring attention. His car was serviced and entrusted to Eddy Barth who sped off in fifth place overall, over two minutes behind Vaccarella. Sixth overall was the second Serenissima Tipo 63 Maserati in the hands of Scarlatti, while Colin Davis held seventh place with the Osca and Pucci eighth with the GT Porsche.

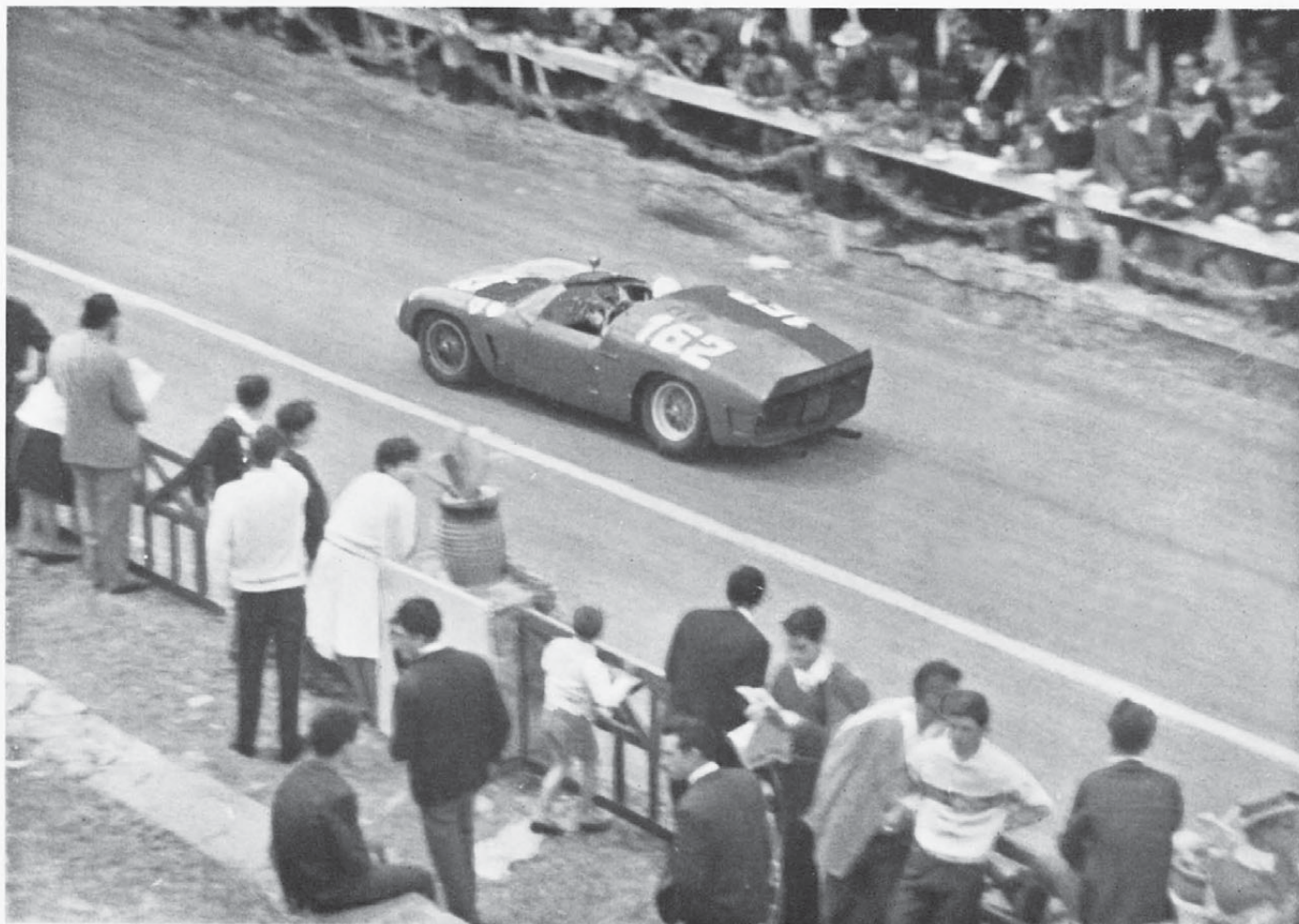
Now Gendebien replaced von Trips in the sole surviving Ferrari, and set off as though he really meant business, the

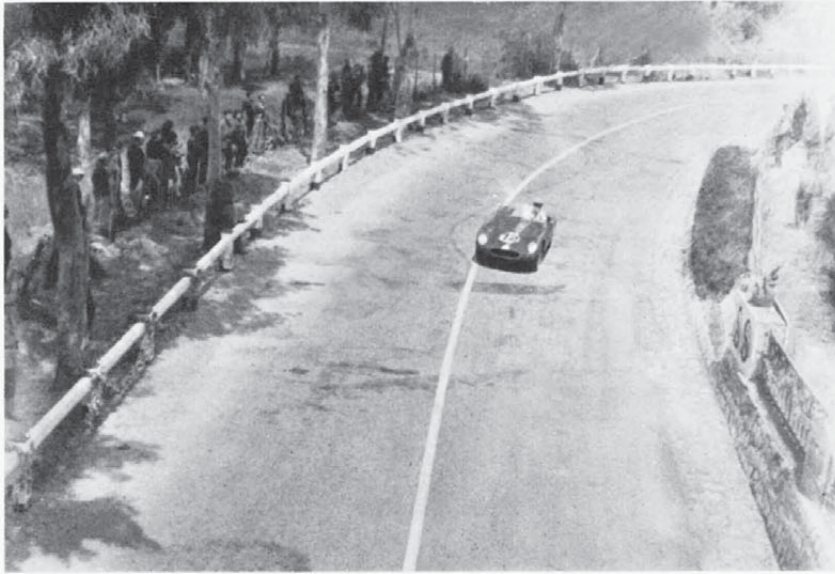
big car snaking as it accelerated away. The proof of his determination was not long in coming: in just one lap the Belgian had whittled the advantage of Graham Hill in the leading Porsche to a mere six seconds! Olivier knows the Madonie circuit as well as any except perhaps maestro Moss, and he won the Targa in 1957. Dan Gurney was nearly a minute behind while Barth was some 12 minutes in arrears, some two minutes ahead of Trintignant who had replaced Vaccarella.

Laureau and Jaeger led the little cars, the new Abarth having suffered a broken oil pump.

The crowd showed renewed enthusiasm when the advance of the Ferrari was announced and went wild with excitement a lap later when it was calculated that Gendebien led Graham Hill by 36.3". A quick revision of plans was made in the Porsche pit and on the same lap Moss took over once again and set off keen to put the Camoradi Porsche back in front. The pit stop had taken a little time and at the end of the seventh lap he was still over one minute behind. But after eight of the race's ten laps Stirling was back on top, and when the Ferrari came in for its second pit stop the crowd anxiously watched Taffy von Trips leap into the driver's seat and scream off after Moss.

Gendebien hurtles past the pits in a masterly attempt to catch the leading Porsche.



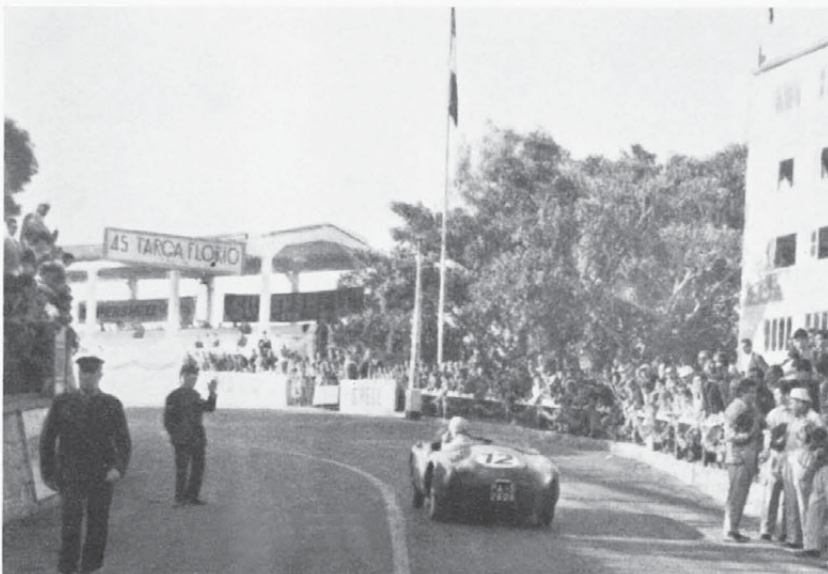


The fast bend on the approach to the starting area, with Raimondo's Osca in transit

With nine of the ten laps gone Stirling had well over a minute's lead on the red car. The way that von Trips motored through the left-hander in front of the grandstand showed that he did not regard the race as lost, engendering in the anxious crowd a nervous confidence in the sole Ferrari.

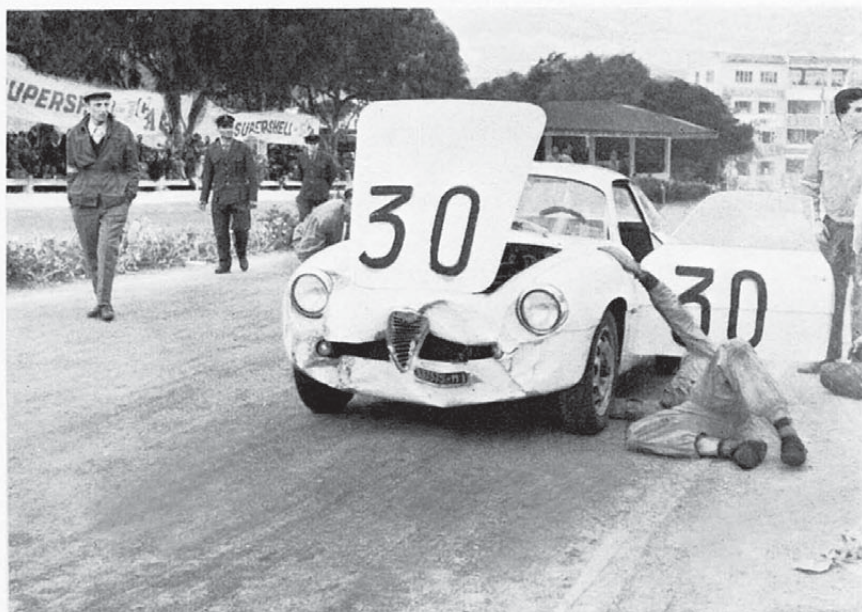
An uncanny hush descended on the tribunes some forty minutes later as everyone waited for the winner to appear. Occasionally the cannon would go off and some unlikely twitter of excitement. Forty one minutes passed, then forty two. If Moss had been keeping up his previous lap times he should have appeared. Then a Porsche flashed over the line and pulled into the pits ; but it was Bonnier. A minute later came the unmistakable blare of a Ferrari exhaust and von Trips shot across the line, the winner of the 45th Targa Florio with a new lap record on the last lap. The remarkable driving virtuosity of Moss had been unable to match his personal gremlin. The bolts securing the differential casing had stretched, allowing the oil to escape, so that the crown wheel

and pinion ultimately failed on the coast section just 10 kilometres from the finish line, when he still had a minute's lead on the Ferrari. So Porsche was robbed of what seemed certain victory and had to be content with second and third places. The Vaccarella/Trintignant Maserati was fourth overall and it is encouraging to note that both this car and that of Maglioli and Scarlatti completed the gruelling course, even though over half an hour after the winner. The Davis/Scarfiotti Osca had retired when the ignition failed, thereby losing an easy class win and a very high place overall. The Strahle/Pucci/Linge Porsche was sixth overall and won the GT class, while the other works car driven by Linge/Strahle/von Hanstein was seventh. Eighth place went to the Alfa Romeo of the French drivers, José Rosinsky and Consten, for Coco and Sand had suffered Moss-like misfortune when the exhaust pipe of their Alfa came adrift with one lap remaining. Although they lost several minutes effecting a repair they finished ninth overall and second in class.



Raimondo a little further on, approaching the feeder road to the pits which is just around the bend

A typical Targa saga ! Kim and Tom have mislaid the road while lying second in class. A short investigation and they rejoined the race to finish third of the small grand tourers



RESULTS

General Classification

	Drivers	Car	Time	Kph.
1.	von Trips/Gendebien	Ferrari	6 : 57' 39.4"	103-433
2.	Bonnier/Gurney	Porsche	7 : 02' 03.2"	102-364
3.	Herrmann/Barth	Porsche	7 : 04' 14.0"	99-485
4.	Vaccarella/Trintignant	Maserati	7 : 28' 49.6"	96-250
5.	Maglioli/Scarlati	Maserati	7 : 40' 04.2"	93-898
6.	Strahle/Pucci/Linge	Porsche	7 : 48' 25.8'	92-223
7.	Linge/Strahle/von Hanstein	Porsche	7 : 50' 53.2"	91-741
8.	Rosinsky/Consten	Alfa Romeo S	7 : 59' 08.0"	90-162
9.	Coco/Sand	Alfa Romeo SZ	8 : 06' 14.0"	88-846
10.	Kim/Tom	Alfa Romeo SZ	8 : 06' 48.8"	88-740
11.	Taormina/Tacci	Alfa Romeo SS	8 : 13' 55.8"	87-462
12.	Bauer/Sgorbati	Alfa Romeo SZ	8 : 24' 07.2"	85-693
13.	Trapani/Bonato	Alfa Romeo S	8 : 32' 24.6"	84-308
14.	Buzzetti/Sinibaldi	Alfa Romeo S	8 : 32' 32.4"	84-286
15.	Bini/Rigamonti	Osca	8 : 36' 05.2"	83-706
16.	Grasso/Sabbia	Alfa Romeo SZ	8 : 36' 54.6"	83-574
17.	Cabianca/Zagato	Lancia Flaminia	8 : 37' 22.0"	83-499
18.	Lisitano/Catano	Fiat 8V	8 : 51' 44.0"	81-243
19.	Natili/Cucchiarelli	Giaur	9 : 32' 38.2"	75-440

Fastest lap : von Trips, Ferrari, 40' 03.4"

CLASS AWARDS Grand Touring Cars

1000—1300 cc :

	Drivers	Car
1.	Rosinsky/Consten	Alfa Romeo S
2.	Coco/Sand	Alfa Romeo SZ
3.	Kim/Tom	Alfa Romeo SZ

1301—2500 cc :

	Drivers	Car
1.	Pucci/Strahle/Linge	Porsche
2.	Linge/Strahle/von Hanstein	Porsche
3.	Cabianca/Zagato	Lancia Flaminia

Sports Cars

850—1000 cc :

	Drivers	Car
1.	Bini/Rigamonti	Osca
2.	Natili/Cucchiarelli	Giaur

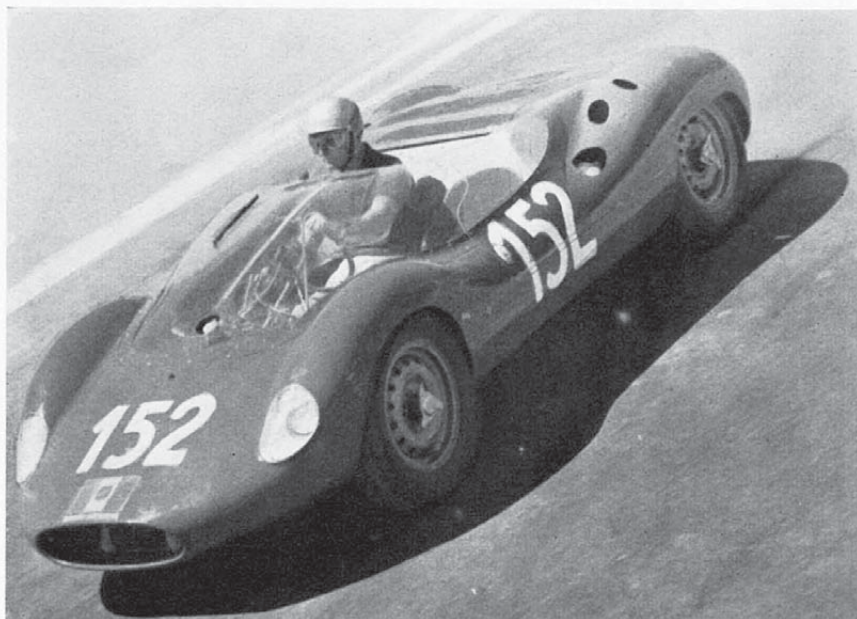
1600—2000 cc :

	Drivers	Car
1.	Bonnier/Gurney	Porsche
2.	Herrmann/Barth	Porsche

1001—3000 cc :

	Drivers	Car
1.	von Trips/Gendebien	Ferrari
2.	Vaccarella/Trintignant	Maserati
3.	Maglioli/Scarlati	Maserati

Vaccarella is something of a Sicilian mountain master. He brought the Maserati which he shared with Trintignant into fourth place



SPORTS CARS 850-1000 cc

Laps	Bini/ Rigamonti Osca	Natili/ Cucchiarelli Giaur	Filippone/ Patanè Osca	Raimondo/ Aldebaran Osca	Leto/ Prandoni Abarth	De Luca/ Brandi Osca	Laureau/ Jaeger DB	Rotolo/ Sirchia Osca	De Leonibus/ Munaron Lotus	Abate/ Balzarini Abarth
1	51' 02.8"	51' 58.6"	54' 28.6"	50' 51.6"	50' 42.6"	50' 18.4"	49' 25.0"	56' 53.4"	49' 58.4"	49' 02.6"
2	49' 37.8"	52' 44.6"	53' 44.0"	49' 37.6"	49' 57.4"	50' 12.0"	48' 30.0"	57' 03.2"	48' 37.4"	48' 30.4"
3	48' 32.8"	50' 36.6"	57' 36.8"	49' 48.6"	49' 28.4"	49' 05.0"	48' 10.0"	55' 48.6"	48' 19.4"	48' 02.6"
4	49' 12.0"	57' 52.6"	57' 32.4"	50' 07.8"	54' 07.0"	53' 19.4"	48' 01.6"	55' 02.6"	78' 55.4"	
5	54' 23.8"	57' 06.6"	57' 10.6"	52' 45.4"	52' 05.0"	51' 38.8"	54' 44.8"	59' 09.2"		
6	54' 36.6"	56' 51.6"	56' 05.2"	49' 44.0"	52' 24.8"	62' 02.8"				
7	52' 36.6"	57' 12.6"	62' 27.4"							
8	51' 57.8"	54' 02.4"								
9	51' 53.4"	70' 16.2"								
10	52' 33.6"	63' 56.2"								

SPORTS CARS 1000-1600 cc

Laps	Scarfiotti/ Davis Osca	Schuldt/ Garret Stanguellini Climax	Termini/ Montalbano Alfa Romeo Ermini	Laps
1	45' 39.4"	56' 51.8"	52' 52.6"	1
2	45' 00.0"	57' 40.2"	66' 31.2"	2
3	44' 52.8"	56' 44.4"	60' 10.4"	3
4	49' 01.4"	55' 24.2"	50' 45.6"	4
5	45' 31.0"	57' 26.8"		5
6	45' 22.4"			6
7	48' 58.2"			7
8	124' 09.2"			8
9	47' 23.4"			9
				10

SPORTS CARS 1600-2000 cc

Bonnier/ Gurney Porsche	Herrmann/ Barth Porsche	Samona/ De Sarzana Maserati	Moss/ G. Hill Porsche	Todaro/ Boffa Maserati	Allotta/ Semilia Maserati
42' 21.8"	43' 24.6"	51' 14.0"	42' 18.6"	44' 45.0"	50' 21.6"
41' 51.4"	43' 26.4"	49' 38.8"	41' 36.0"	44' 02.8"	
42' 00.4"	43' 07.6"	50' 22.4"	41' 09.4"	43' 57.8"	
41' 38.6"	42' 48.8"	50' 09.2"	40' 58.4"	61' 02.4"	
43' 33.2"	45' 50.0"	54' 36.6"	44' 27.4"		
42' 22.6"	43' 08.0"	50' 39.8"	42' 19.4"		
42' 14.8"	42' 45.8"	52' 54.2"	41' 56.6"		
42' 00.2"	42' 28.8"	51' 53.4"	41' 02.6"		
42' 39.0"	43' 31.4"	48' 40.4"	40' 41.8"		
41' 21.0"	43' 42.6"	49' 08.4"			

SPORTS CARS 2000-3000 cc

Laps	von Trips/ Gendebien Ferrari	Vaccarella/ Trintignant Maserati	Maglioli/ Scarlatti Maserati	Gasso/ Giordano Ferrari	Ferraro/ Zampiero Ferrari	Mairesse/ Rodriguez Ferrari	P. Hill Ferrari
1	43' 20.2"	43' 22.0"	45' 34.2"	50' 42.8"	48' 32.2"	43' 31.8"	—
2	41' 46.4"	42' 51.2"	44' 44.0"	50' 11.0"	42' 12.4"	44' 37.8"	
3	41' 40.0"	42' 13.6"	44' 10.0"	49' 43.8"	63' 30.4"	53' 00.4"	
4	41' 31.0"	42' 06.4"	46' 59.6"	52' 07.6"	49' 15.0"		
5	42' 38.6"	49' 18.0"	45' 19.0"	49' 57.4"	54' 55.6"		
6	41' 36.8"	50' 55.2"	45' 20.0"	49' 37.8"	50' 47.0"		
7	41' 32.8"	44' 33.2"	47' 27.6"	52' 29.2"	48' 34.2"		
8	42' 21.8"	43' 12.2"	45' 02.8"	50' 19.0"	47' 52.4"		
9	41' 28.4"	44' 52.8"	44' 47.6"	50' 25.0"	51' 52.2"		
10	40' 03.4"	45' 24.6"	50' 39.4"	50' 55.0"	49' 42.4"		

GRAND TOURING CARS, 1000-1300 cc.

Laps	Rosinsky/ Consten <i>Alfa Romeo S</i>	Coco/ Sand <i>Alfa Romeo SZ</i>	Kim/ Tom <i>Alfa Romeo SZ</i>	Taormina/ Tacci <i>Alfa Romeo SS</i>	Bauer/ Sgorbati <i>Alfa Romeo SZ</i>	Trapani/ Donato <i>Alfa Romeo S</i>	Buzzetta/ Sinibaldi <i>Alfa Romeo S</i>	Grasso/ Sabbia <i>Alfa Romeo SZ</i>	Laureati/ Santoleri <i>Alfa Romeo SZ</i>
1	48' 22.0"	47' 48.2"	48' 36.4"	48' 45.0"	51' 04.6"	51' 35.6"	51' 37.6"	51' 01.8"	51' 06.4"
2	47' 27.6"	46' 41.4"	47' 40.2"	48' 10.4"	48' 51.2"	53' 25.6"	51' 17.8"	50' 33.6"	50' 53.4"
3	47' 14.8"	46' 28.6"	47' 04.6"	47' 17.4"	49' 18.2"	50' 27.2"	51' 00.0"	50' 02.2"	50' 40.4"
4	49' 16.4"	46' 26.4"	46' 55.8"	47' 15.6"	49' 45.2"	50' 21.4"	51' 18.4"	57' 51.2"	50' 41.2"
5	47' 55.0"	50' 32.8"	52' 29.6"	53' 22.2"	52' 07.2"	53' 05.2"	55' 44.6"	54' 13.6"	55' 18.0"
6	47' 55.4"	49' 23.6"	50' 36.0"	51' 59.2"	49' 15.8"	50' 41.4"	51' 41.4"	52' 43.0"	76' 43.2"
7	47' 26.4"	50' 50.4"	47' 01.4"	49' 43.0"	49' 43.2"	49' 35.8"	50' 14.4"	50' 05.8"	58' 28.2"
8	48' 45.8"	48' 02.6"	46' 55.6"	48' 34.0"	51' 44.2"	52' 52.6"	49' 31.8"	49' 57.4"	60' 18.2"
9	47' 12.4"	48' 12.8"	50' 40.2"	50' 30.2"	49' 27.6"	50' 23.8"	50' 30.8"	51' 06.0"	55' 13.2"
10	47' 32.2"	51' 47.2"	48' 49.0"	48' 18.8"	52' 50.0"	49' 55.8"	49' 35.6"	49' 20.2"	61' 35.4"

	Avoirio/ Facetti <i>Alfa Romeo SZ</i>	Bulgari/ Grana <i>Alfa Romeo S</i>	Accardi/ Federico <i>Alfa Romeo SZ</i>	Bosco/ Bevilacqua <i>Alfa Romeo SS</i>	Garufi/ Tagliavia <i>Alfa Romeo SZ</i>	Allegrini/ Avventurieri <i>Alfa Romeo S</i>	Tropia/ Parla <i>Alfa Romeo SS</i>	Priolo/ Manfredini <i>Alfa Romeo SZ</i>	Russo/ Pernice <i>Alfa Romeo SZ</i>
	52' 19.0"	48' 22.0"	51' 35.0"	51' 38.4"	59' 00.6"	49' 23.6"	52' 36.6"	49' 09.4"	51' 43.8"
	52' 37.6"	48' 43.6"	51' 00.8"	72' 39.2"	59' 27.2"	48' 51.6"	52' 03.8"	49' 02.4"	
	49' 48.8"	46' 39.0"	49' 35.8"	58' 47.0"	53' 37.0"	49' 48.2"	51' 57.2"	48' 18.0"	
	61' 29.6"	62' 29.4"	49' 43.6"	54' 33.2"	121' 04.0"	52' 36.0"	57' 34.2"		
	64' 05.0"	56' 59.4"	52' 21.0"	60' 54.8"	60' 53.4"	50' 40.8"	52' 13.6"		
	53' 09.8"	76' 32.8"	57' 26.4"	56' 20.2"	60' 41.8"				
	54' 05.4"	67' 34.6"							



GRAND TOURING CARS 1301-2500 cc

Laps	Strahle/Pucci/ Linge <i>Porsche</i>	Linge/Strahle/ von Hanstein <i>Porsche</i>	Cabianca/ Zagato <i>Lancia Flaminia</i>	Lisitano/ Cantano <i>Fiat 8V</i>	Mantia/ Napoli <i>Fiat 8V</i>	Carfi/ Comar <i>Lancia Flaminia</i>	Thomas/ Ginther <i>Porsche</i>	Di Benedetto/ Crescimanno <i>Alfa Romeo</i>
1	46' 33.2"	47' 07.4"	47' 59.4"	52' 33.6"	55' 29.4"	58' 01.6"	52' 59.2"	52' 15.4"
2	45' 50.6"	46' 55.0"	47' 03.8"	51' 59.2"	54' 52.8"	59' 05.8"	57' 59.6"	
3	45' 45.0"	46' 23.6"	47' 01.8"	52' 34.2"	55' 02.8"	56' 31.6"		
4	48' 21.4"	46' 21.4"	46' 55.2"	51' 26.8"	55' 03.0"	54' 25.2"		
5	46' 21.6"	48' 23.8"	52' 32.0"	53' 39.8"	53' 39.0"	62' 45.2"		
6	46' 25.2"	46' 31.4"	52' 29.4"	51' 08.6"				
7	46' 16.2"	45' 58.2"	50' 01.8"	59' 07.4"				
8	48' 39.2"	46' 32.2"	72' 38.4"	54' 35.2"				
9	46' 52.6"	49' 05.4"	51' 32.2"	52' 22.4"				
10	47' 20.8"	47' 34.8"	49' 08.0"	52' 17.8"				

Nurburgring 1000 km

Raced at Nurburgring, May 28, 1961

W. D. Gavin

THE 1000 Km of the Nurburgring is one of the few classic long-distance races which still have a place on the International Calendar. The race this year was the third event in the sports cars constructors championship and was run over 44 laps of the awe-inspiring full Nurburg circuit, each lap measuring 14.165 miles. With scarcely a slow corner on the whole circuit the Nurburgring course demands more respect from even the most experienced drivers than any other circuit.

The Cars

A Ferrari win seemed almost unavoidable with two works-entered rear-engined cars with Dino 246 engines to be shared by Phil Hill, Ritchie Ginther, Taffy von Trips and Olivier Gendebien, and a front-engined car with 3-litre V-12 engine for the Rodriguez brothers Ricardo and Pedro, entered by the North American Racing Team. Against this sort of opposition the 2.8-litre Camoradi Tipo 61 front-engined Maserati to be shared by Masten Gregory and Lloyd Casner seemed no winner, nor did the Scuderia Serenissima rear-engined Maseratis entered for Trintignant/Maglioli and Vaccarella/Scarfiotti. The British contingent in this class consisted of an Aston Martin DBRI of the Essex Racing Stable for Jim Clark and Bruce McLaren, and the Ecurie Ecosse Cooper-Monaco for Bruce Halford and Tommy Dickson. The UDT-Laystall Lotus Nineteens which were entered did not appear — the new wheels with quick-change hubs which had been developed for long-distance races had failed at Crystal Palace on Whit Monday, so it was sensibly decided to withdraw. This was indeed a pity for on a circuit such as the Nurburgring where roadholding is at a premium, there is little doubt that a Lotus Nineteen would be on terms with the more powerful Ferraris, and there were many who felt the 2½-litre car capable of lasting seven hours.

Completing the 3-litre sports car class was the Swiss-entered V-12 Ferrari of Gachnang and Caillet. This was one of the front-engined 1960 cars but with a much-modified rear end.

After their splendid showing in the Targa Florio the works Porsches could not really be discounted with such formidable combinations as Stirling Moss/Graham Hill, Joakim Bonnier/Dan Gurney and Hans Herrmann/Edgar Barth in RSKs with 1700 or 2-litre engines, plus a special Carrera, strangely painted red, with 2-litre engine and Porsche disc brakes which was to be driven by Herbert Linge and Sepp Greger. This Carrera, being un-homologated, was running against the RSKs in the under 2-litre sports car class.

Apart from works Porsches in this class there were two 2-litre Ferraris, one entered by the Portuguese sportsman Antonio Gentil de Heredia who was co-driving with de Bandeira, and the other shared by the German Sepp Liebl and the Swiss formula junior exponent Joe Siffert. Another Swiss entry was the 200 SI Maserati of André Wicky and de Siebenthal, while the sole British entry in this class was the Taylor & Crawley Lotus XV Mk 2 driven by Douglas Graham and Chris Martyn.

The 1151-1600 cc sports car class had only five entries. Heading the list was the RS Porsche entered by the Swiss mountain champion Heinrich Walter, the only real sports car in the class. The remaining three German-entered Porsches included two un-homologated Carreras and a Speedster, while the David Hobbs/Bill Pickney Lotus Elite also had to run in this class because its Hobbs automatic transmission is not homologated.

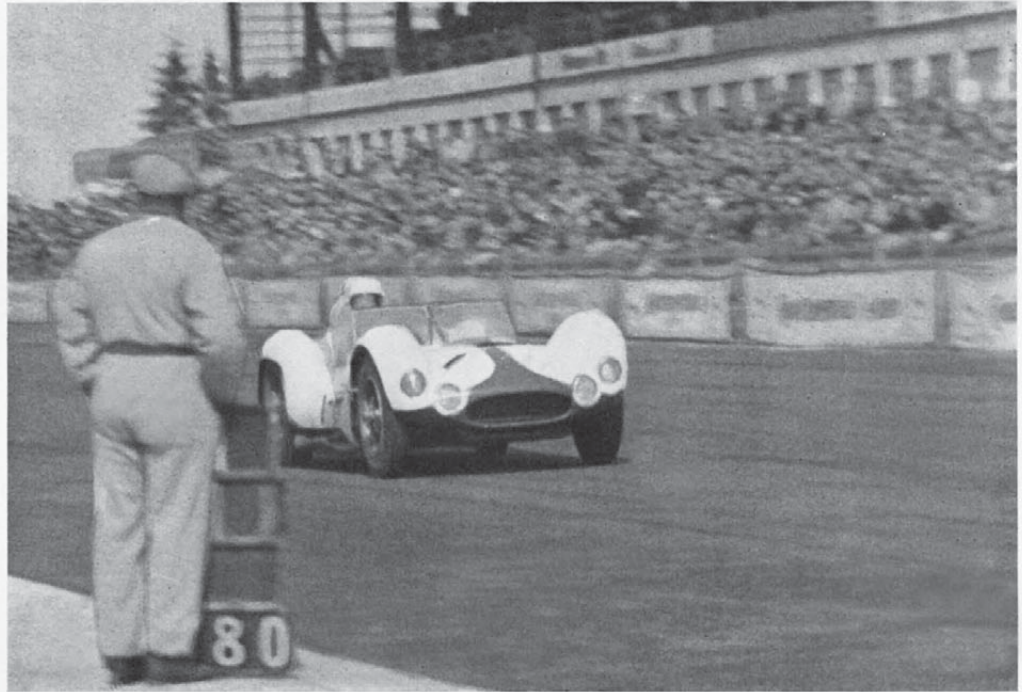
British cars dominated the under-1150 cc sports cars, there being four Lolas and two Austin-Healey Sprites matched against two 850 cc DBs.

In the over 2000 cc GT class there was a works-entered Ferrari for the Belgian Willy Mairesse and for the young Italian Giancarlo Baghetti who had also driven in the Sebring 12 hours. He had spent a whole week before the race at the Ring practising in a Berlinetta lent by Scuderia Saint Ambroeus. Scuderia Serenissima also had a Berlinetta and there was some doubt as to exactly who was to drive it. Eventually it was settled that Carlo Abate and Colin Davis would share the wheel. Also sharing Ferraris were the Belgians George Berger and "Beurlys," the Germans Felder and Nocker, and the Americans Denise McCluggage and Allen Eager. An Austin-Healey 3000 rather optimistically completed the entry list in this class.

Porsches were much in evidence in the 1301-2000 cc GT class for there were eight of them against two Morgans, two MGs and a Fiat. The majority of the Porsches were the extremely fast Porsche Abarth Carreras, while the Morgans were works-entered TR3-engined cars driven by Richard Shepherd-Barron with Chris Lawrence and Staples and Marten. Bob Olthoff's MG was a twin-cam hardtop which he shared with John Whitmore while that of Richard Ide and Michael Reid was a normal push-rod MGA. The Fiat 1500 twin-cam was a little outclassed in such a field.

The 1001-1300 cc GT category was made up of nine Lotus Elites and four Alfa Romeo Giuliettas of either SV or SZ type. This brought the total number of starters to 63 cars, which meant that 126 drivers were entered. Naturally many of these

The winning Maserati of Gregory and Casner speeds past the pits, watched wistfully by a Ferrari mechanic



were virtually unknown and some were having their first taste of international competition.

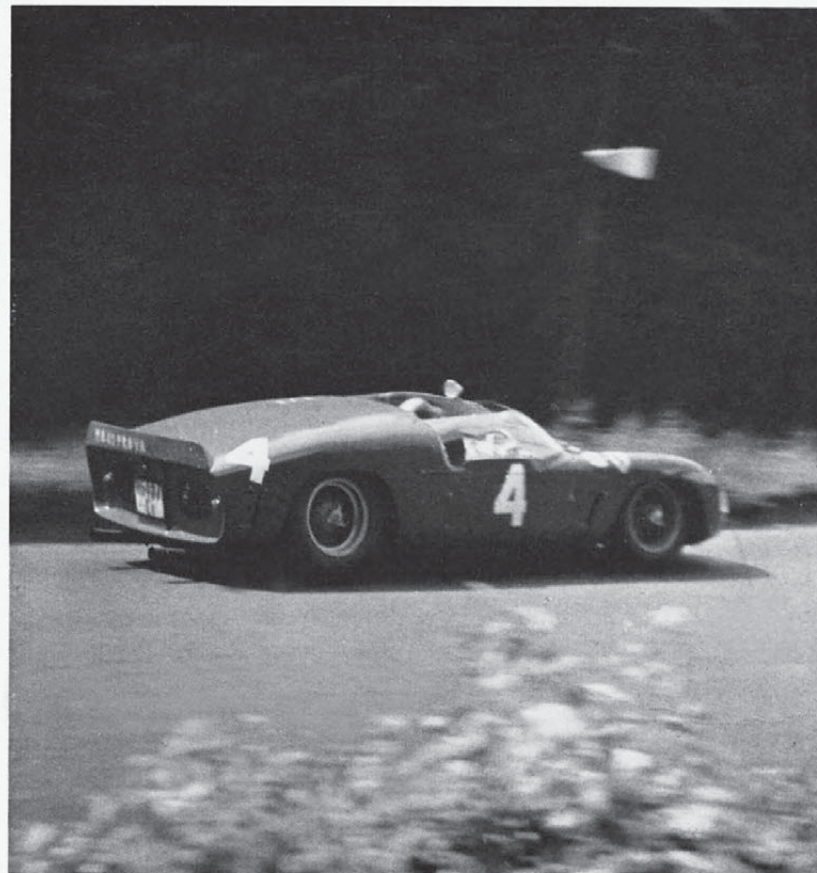
Practice

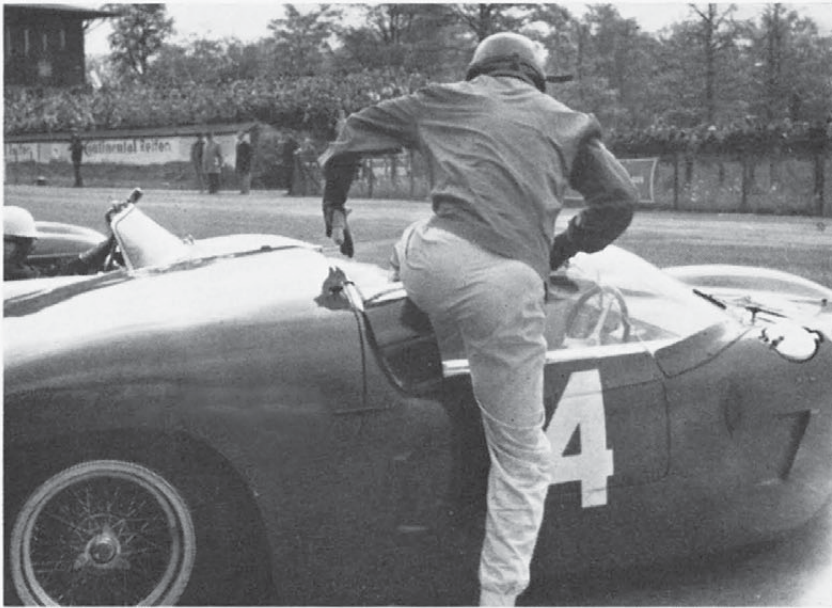
The organisers allowed plenty of time for practice, there being all-day sessions on Thursday and Friday, and a morning session on Saturday. With so many drivers obliged to learn the lengthy circuit these long sessions were necessary. Practice cars were not allowed, so that all training had to be done in the race cars. This was a pity for the number of mechanical failures during the race itself was in some part due to the pounding the cars took in practice. The Camoradi team had been at the Nurburgring for well over a week prior to the race and Lloyd Casner had been using the 150S Maserati with which Behra won this race in 1955 as a very swift muletta. Meanwhile they had done quite a bit of experimenting with the suspension of the T61 birdcage and it was now set up with lots of positive camber on the front wheels and lots of negative on the rear.

Quite a few of the name drivers missed Thursday practice, which was the only one to take place on a completely dry circuit, although several did fast times on Saturday morning. No doubt some were finding the pace of the cramped season a little too fast.

Not until the morning of the race was it decided to pair Ritchie Ginther with Olivier Gendebien. In the light of the many successes of the Phil Hill/Gendebien combination in long-distance races this seemed a strange move. When the cars were lined up for the Le Mans start, positions being based on practice times, the rear-engined Ferrari of Ginther and Gendebien was at the head of the line having qualified at 9' 33.7" Next was the Moss/Graham Hill Porsche for which they preferred the 1.7 litre engine. Then came the Phil Hill/von Trips rear-engined Ferrari which had been almost 10 seconds slower than the other car, the Bonnier/Gurney Porsche (9' 43.9"), the Gregory/Casner Maserati (9' 45.9"), the Barth/Herrmann Porsche (9' 48.9"), and the extremely rapid

A pairing of Ginther and Gendebien in the Ferrari team did not pay dividends, and von Trips was co-opted in the latter stages to hurry number four along

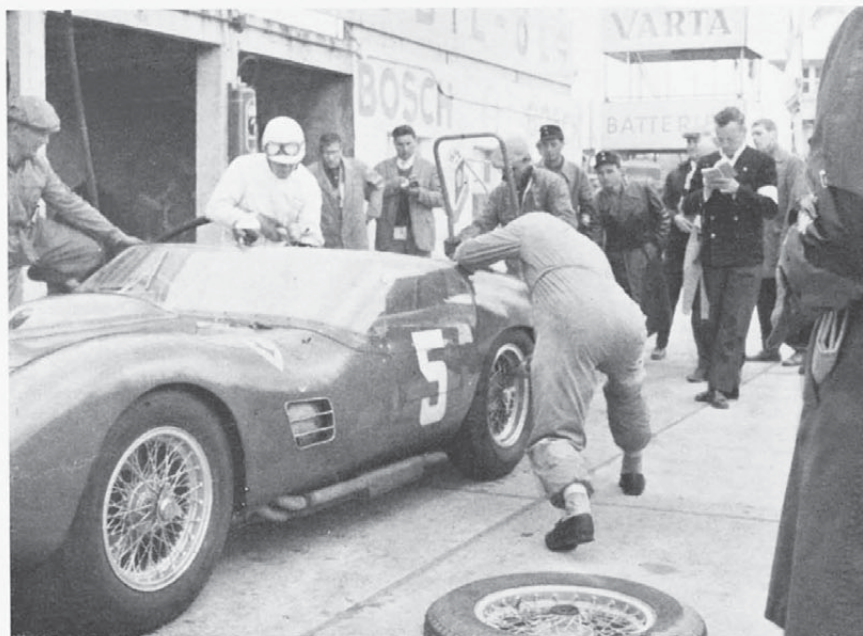




Ginther finds a small frame some hindrance when trying to enter a super-enveloped cockpit



Trintignant brings in the Serenissima Maserati for a check-over after an incident on the course. Paul Frere (right) looks interested



Ricardo Rodriguez helps refuel the North American Ferrari while in the background a Dunlop technician takes notes

GT Ferrari of Mairesse and Baghetti which had been seventh fastest at 9' 49.7". The Clark/MacLaren Aston, which had suffered gearbox troubles in practice, was next, then the front-engined Ferrari of the Rodriguez brothers, ahead of the Trintignant/Maglioli Serenissima rear-engined Maserati which was the only other car to complete a practice lap inside ten minutes.

On Saturday afternoon many teams had been busy altering their windscreens. The FIA ruling made at Monaco had become effective and although the windscreens still had to conform to the height regulation it was now permissible to cut a slot 35cm wide in the screen through which drivers could see. Some took advantage of the looseness of the new regulation and cut a slot 35 cm wide which was almost as deep as the windscreen itself ! Of course the Porsches and one of the Maseratis with glass windscreens were no better off — it is not as simple to cut a slot in a sheet of glass as it is in perspex.

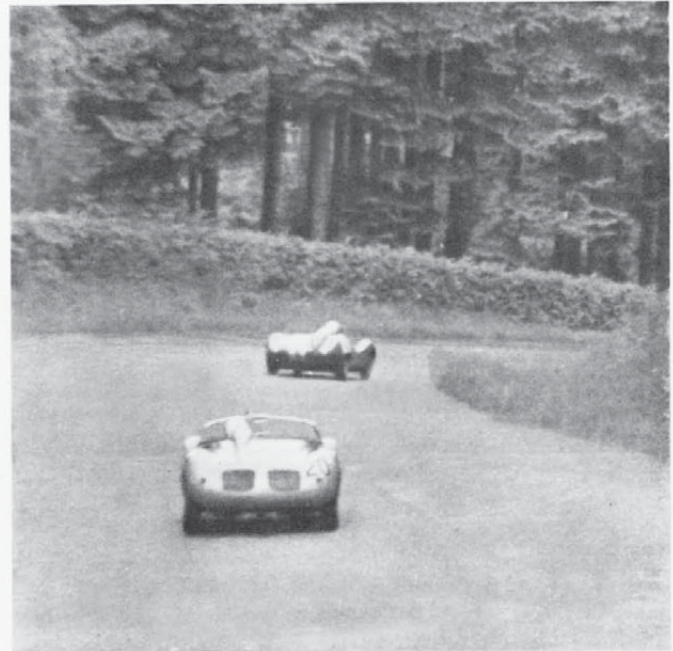
The Race

The sun was shining for the 9 am start on the morning of Sunday May 28, but there was an icy wind blowing and a firm promise of rain within a few hours. Moss won the scramble across the track but by the time he had the Porsche in motion and straightened out Jim Clark was moving quickly in the Aston Martin and the British car led the field into the big loop. Clark did not hold the lead for long however, and during the ten minutes of the first lap he was overtaken by Moss, Phil Hill, and Ritchie Ginther. Then followed Ricardo Rodriguez, Masten Gregory, and Mairesse in the GT Ferrari. Gurney had difficulty getting the works Porsche off the line when the ignition failed, while the Ecurie Ecosse Monaco was the last car away.

A further disappointment came to the Porsche team when Barth retired after just two laps with a defective cylinder head joint. Meanwhile Phil Hill had put in a lap of 9' 31.9", to wrest the lead from Moss. Third was Ginther who was some distance ahead of Ricardo Rodriguez, Masten Gregory and Jim Clark now back in sixth place. Dan Gurney was making good the poor start and had worked his way through to ninth, before the car went sick on him. He came in for a lengthy pit stop after six laps while the mechanics went over the ignition system and the Dunlop SP tyres were changed for racing tyres. The SPs were affecting the performance of the Porsches in the dry conditions and were certainly holding Moss back, for Phil Hill was drawing further and further away each lap, while Ginther had taken Moss on lap four. On lap eight Hill covered the 22.8 km in 9' 15.8" a new record for sports cars and within striking distance of Moss's time in the Vanwall of 9' 9.2". Naylor had retired the Ecurie Ecosse Monaco after 7 laps when the suspension collapsed.

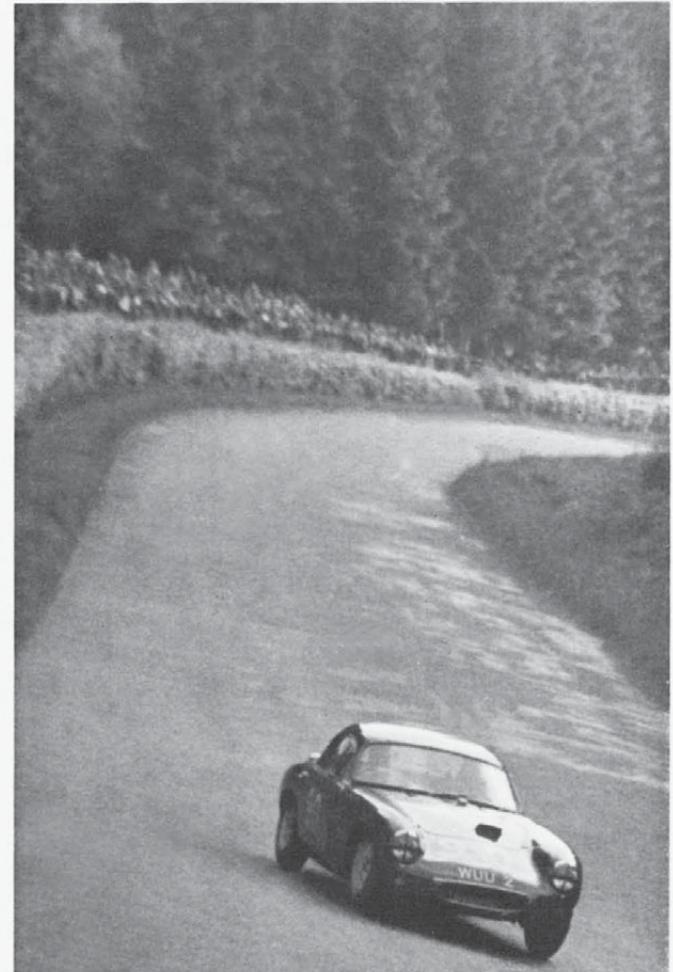
Phil Hill was the first of the leaders to make a stop for fuel and change of driver, handing over to von Trips at the end of ten laps. So great was their lead at this stage that refuelling was completed and Trips moved off before Ginther came past. He stopped on the next lap and while his car was refuelled Moss went by, now in second place, then Masten Gregory, and Ricardo Rodriguez.

During the next four laps all the major contenders made their stops and when things were sorted out again von Trips was the clear leader, having 3' 20" advantage on Gendebien after sixteen laps. Third was the Camoradi Maserati with Lloyd Casner now at the controls and going quite nicely, less



Stirling Moss was at the wheel of a Porsche, but even his virtuosity could not get the German car among the powerful Italian machines

The Lumsden/Riley Lotus Elite withstood a powerful challenge from the Alfa Romeos to win the 1300 cc GT class



than a minute behind Gendebien. Graham Hill had taken over from Moss and was fourth, only 19 seconds behind Casner. When Moss came in the wheels were not changed, and Hill was running on the SPs still. There was a gap to Maglioli who had taken over from Trintignant, McLaren now in the Aston, and Vaccarella in the second of the Serenissima Maseratis. Next in the general classification and second to Moss and Hill in the 2-litre class was the Lotus XV of Doug Graham and Chris Martyn, the latter now doing his stint.

The Porsche RS of Walter and Muller led the 1600 cc class, while Kerrison and Sargent (Lola) now led the little sports cars. The works Ferrari, with Baghetti at the wheel now, still led the GT cars, but a lengthy stop to secure a door which persisted in flying open had lost them their excellent placing in the general classification. Gunther and Mahle in the Porsche Abarth led the 1600 GT class, while the Elite of Lumsden and Riley led the small cars.

The rain commenced about this time, later worsening to sleet and snow, making the conditions almost unbearable. Maglioli came in on lap 17 and after investigation the rear-engined Maserati was retired with a broken differential. Baghetti came in for rain tyres, and Graham Hill handed over to Moss who set off still on the SPs which would be seen to better advantage on the wet track. Maglioli also stopped briefly, letting McLaren through to sixth place in the Aston.

Moss was going extremely well in the wet and by the end of lap 20 had moved ahead of Gendebien, who came to the pits to have the results of a spin investigated and to have the louvres over the rear engine closed up as the rain was pouring straight into the carburettors, doing the performance no good at all. Ginther took over. On the next lap Phil Hill relieved von Trips after his louvres also had been closed, but by the time he got away Moss was only 90 seconds behind and it seemed that in the conditions Moss had a chance. Unfortunately the Porsche's engine failed on that lap so the lead was still Hill's.

This put the Martyn/Graham 2-litre Lotus XV at the head of its class and well up in the general classification.

The 22nd lap marked half distance and at this stage the order was Phil Hill, Casner, Pedro Rodriguez, and McLaren, these four being the only ones to have completed 22 laps. Then came Vaccarella, Ginther, Colin Davis in the Serenissima Berlinetta which now led the GT class, the Martyn/Graham Lotus XV, the Walter/Muller Porsche, Baghetti in the works GT Ferrari, the very fast Porsche Abarths of Koch/Leinenweber and Hahnl/Zick which were ahead of the works experimental 2-litre of Linge and Greger. The rest of the field was another lap in arrears. Six laps later the Walter/Muller Porsche crashed, leaving the 1600 cc sports car class to the Hobbs Elite which had been lying second ahead of the modified Carreras.

Within the next three laps the complexion of the race was greatly changed. McLaren did not appear at the end of lap 24, the engine having blown up out on the circuit. This was not altogether unexpected as it had suffered some over-revving in practice due to the faulty gearbox. Meanwhile Vaccarella had the Maserati refuelled and handed over to Scarfiotti while the front-engined Ferrari was again entrusted to Ricardo Rodriguez.

On lap 25 Phil Hill was pressing on, not yet aware that Moss was out, when he hit a puddle at high speed, thereby spinning the Ferrari which took quite a buffeting from the banks on either side of the road before it came to rest. Phil Hill was

unhurt and walked dejectedly back to the pits.

This put Lucky Casner in the lead, with Pedro Rodriguez second and Scarfiotti, who had taken over from Vaccarella, third. Once Moss got back to the pits von Hanstein immediately asked him to take over the Linge/Greger Carrera, in order to lift it to the head of the 2-litre class which was still led by the Lotus XV of Martyn and Graham.

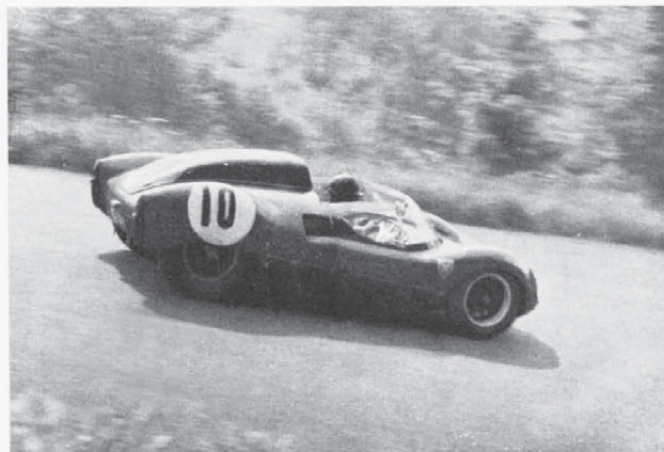
On lap 27 Trintignant took over from Scarfiotti to see if the very experienced Frenchman could improve the Maserati's third position, and the next lap Gregory took over the leading Maserati. Ginther brought the Ferrari in after 29 laps for refuelling and it was von Trips who set off instead of Gendebien in an effort to improve the misfiring car's eighth position.

The race was three parts run at 33 laps and Masten Gregory was leading Ricardo Rodriguez by 6' 52.5" which was a formidable margin. Only 1' 37.3" behind the front-engined Ferrari was the GT car of Mairesse and Baghetti which was travelling extremely fast, and was now ahead of the Tipo 63 Maserati for Trintignant had spun on lap 33. But after a short stop at the pits to examine the damage he was able to set off in fourth place, on the same lap as the leader while all the others were one behind. Fifth was the Abate/Colin Davis GT Ferrari and sixth the extremely fast Porsche Abarth of Fritz Hahnl, ahead of Moss in the experimental Carrera which already led the 2-litre class from the Lotus XV. Then came the Gunther/Mahle Porsche Abarth, von Trips in the remaining rear-engined Ferrari, and the Kock/Leinenweber Porsche. The Lotus only lasted another two laps before a broken prop. shaft put an end to its splendid run.

The Gurney/Bonnier Porsche was well out of things, but almost unnoticed was circulating very quickly and had managed to pull up to fourteenth place. It had not rained since lap 25 and the road surface was dry in many places. Taffy von Trips suddenly found the Ferrari was running on all six again and immediately applied the pressure, carving his way through the field in great style to reach fifth place after 38 laps, and gain another when Trintignant retired the Maserati with crown wheel and pinion failure after 40 laps. The Camoradi mechanic held out a funnel as Gregory flashed by on lap 41, still over six minutes ahead of Rodriguez, and on the next lap Masten came in for fuel. A few gallons were added for safety's sake but the tyres were not changed — they had not been changed at all during the race for the simple reason that the equipe *had* no spare wheels or tyres! The Camoradi team stood with their hearts in their mouths and gaped as Masten pressed the starter and nothing happened. After a few anxious seconds the motor fired and he was away, leading by an even greater margin, for Pedro Rodriguez was going very slowly driving on three wheels since the spokes of the offside front wheel had broken and the wheel collapsed. He drove it nearly half way around the Ring in this condition, got it to the pits, had a new wheel fitted and set off still in second place and nearly two and a half minutes ahead of von Trips who had pulled the rear-engined Ferrari up to third place.

So Masten Gregory completed 44 laps, the Maserati being the only car to do so, to win the Nurburgring 1000 km from the Ferrari of the Rodriguez brothers, and the works car of Ginther/Gendebien/von Trips. The Abate/Davis Berlinetta was eventually the first GT car, finishing nearly two and a half minutes ahead of the very fast works car of Mairesse and Baghetti which had made another unscheduled pit stop to remove the fan which was fouling the radiator.

Ecurie Ecosse made one of its comparatively rare sorties to the continent these days, Dickson and Halford sharing the wheel of the team's Cooper Monaco



Most consistent GT car was the Abate/Davis Berlinetta Ferrari which won its class comfortably and actually took fourth place overall



Even so, great credit to Denise McCluggage of New York for some very spirited driving as can be seen here



This race of almost eight hours' duration could scarcely be described as exciting, yet it contained all the drama which typifies these marathon events and makes them one of the greatest forms of motor sport.

General Classification

Drivers	Car	Laps	Kph.
1. Gregory/Casner	Maserati	44	127.6
2. R. & P. Rodriguez	Ferrari	43	124.5
3. von Trips/Ginther/ Gendebien	Ferrari	43	123.9
4. Abate/Davis	Ferrari	43	123.5
5. Trintignant/Maglioli	Maserati	43	123.4
6. Mairesse/Baghetti	Ferrari	43	122.8
7. Hahn/Zick	Porsche	43	122.7
8. Gunther/Mahle	Porsche	43	122.4
9. Linge/Greger/Moss/G. Hill	Porsche	43	122.0
10. Koch/Leinenweber	Porsche	42	121.5
11. Bonnier/Gurney	Porsche	41	118.7
12. Pflugbeil/Ruschenbaum	Porsche	41	118.6
13. Felder/Locker	Ferrari	41	118.4
14. Bianchi/Clemens	Porsche	41	116.6
15. Kerrison/Sargent	Lola	41	116.3
16. Siffert/Liebl	Ferrari	40	115.8
17. Berger/Beurlys	Ferrari	40	115.8
18. Bekaert/de Selincourt	Lola	40	115.6
19. Lumsden/Riley	Lotus	40	114.5
20. Vogele/Ashdown	Lola	40	114.2
21. Hobbs/Pickney	Lotus	40	113.8
22. Bialas/von Saucken	Porsche	40	113.6
23. de Luca/Grana	Alfa Romeo	40	113.4
24. Runte/Lindermann	Porsche	39	111.0
25. Krefz/Nyffeler	Porsche	39	110.9
26. Gerhards/Kalkuhl	Porsche	39	110.7
27. Degner/Braun	Lotus	39	110.6
28. Olthoff/Whitmore	MG	38	110.0
29. Junge/Schramm	Alfa Romeo	38	109.7
30. Allen/Wagstaff	Lotus	38	109.7
31. Hesper/Estler	Alfa Romeo	38	109.7
32. McCowen/Hedges	A. H. Sprite	38	108.9
33. Kreisel/Berridge	Lotus	38	108.2
34. Leston/Ballisat	Lotus	38	108.1
35. Laureau/Armagnac	DB	37	107.4
36. Gonzalo/von Langlois	A.H. 3000	37	105.2
37. Hacquin/Laub	Alfa Romeo	37	105.1
38. Moynet/Caillaud	DB	37	105.1

Class Awards Sports Cars

Under 3000 cc :

Drivers	Car
1. Gregory/Casner	Maserati
2. P. & R. Rodriguez	Ferrari

- von Trips/Ginther/Gendebien Ferrari
 - Trintignant/Maglioli Maserati
- Fastest lap :** P. Hill, Ferrari, 9' 15.8"

Under 2000 cc :

- Linge/Greger/Moss/G. Hill Porsche
 - Bonnier/Gurney Porsche
 - Siffert/Liebl Ferrari
- Fastest lap :** Moss Porsche, 9' 42.1"

Under 1600 cc :

- Hobbs/Pickney Lotus
 - Bialas/von Saucken Porsche
 - Runte/Lindermann Porsche
 - Kraft/Nyffeler Porsche
- Fastest lap :** Walter/Muller, Porsche, 10' 00.5"

Under 1150 cc :

- Kerrison/Sargent Lola
 - Bekaert/de Selincourt Lola
 - Vogele/Ashdown Lola
 - McCowen/Hedges Austin Healey
 - Laureau/Armagnac DB
 - Moynet/Caillaud DB
- Fastest lap :** Kerrison/Sargent, Lola, 10' 25.3"

Grand Touring Cars

Over 2000 cc :

- Abate/Davis Ferrari
 - Mairesse/Baghetti Ferrari
 - Felder/Locker Ferrari
 - Berger/Beurlys Ferrari
 - Gonzalo/von Langlois Austin Healey 3000
- Fastest lap :** Mairesse/Baghetti, Ferrari, 9' 46.0"

Under 2000 cc :

- Hahn/Zick Porsche
 - Gunther/Mahle Porsche
 - Koch/Leinenweber Porsche
 - Pflugbeil/Ruschenbaum Porsche
 - Bianchi/Clemens Porsche
 - Gerhards/Kalkuhl Porsche
 - Olthoff/Whitmore MG
- Fastest lap :** Gunther/Mahle, Porsche, 10' 23.8"

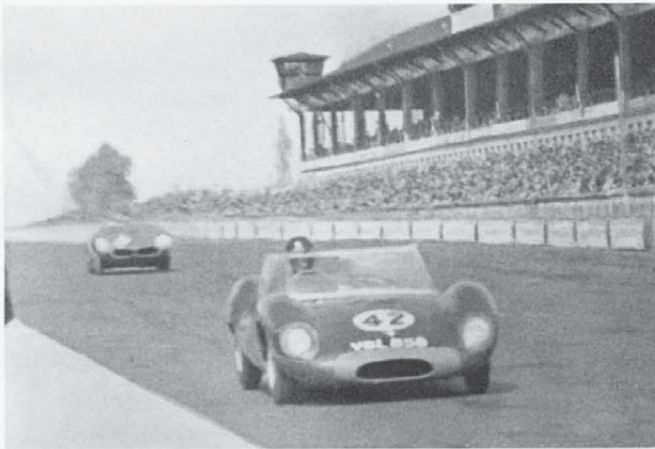
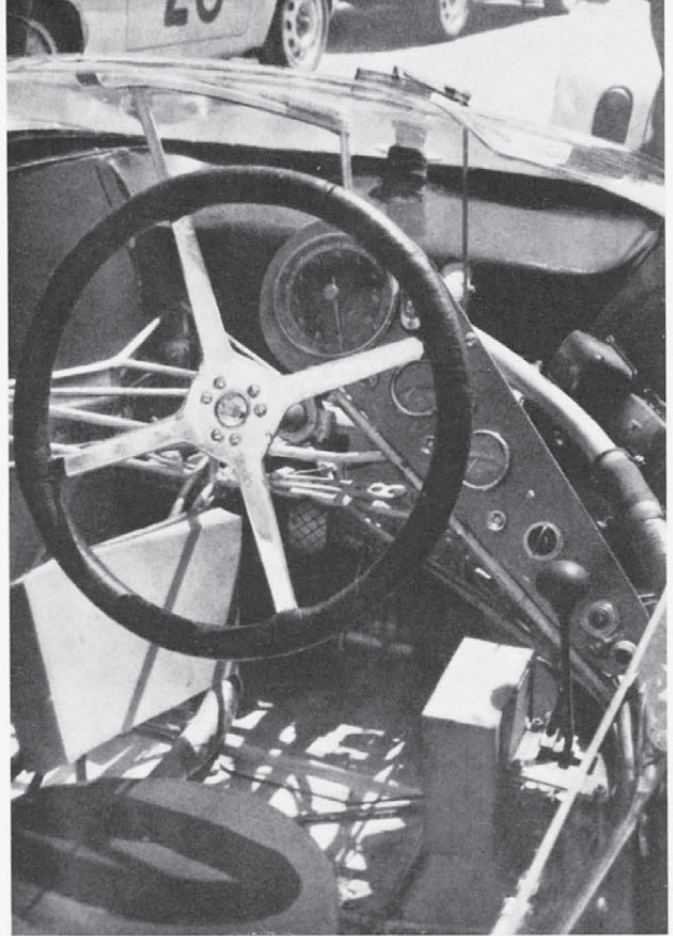
Under 1300 cc :

- Lumsden/Riley Lotus
 - de Luca/Grana Alfa Romeo
 - Degner/Braun Lotus
 - Junge/Schramm Alfa Romeo
 - Allen/Wagstaff Lotus
 - Hesper/Estler Alfa Romeo
 - Kreisel/Berridge Lotus
 - Leston/Ballisat Lotus
 - Hacquin/Laub Alfa Romeo
- Fastest lap :** Lumsden/Riley, Lotus, 10' 56.5"



Even at the Nurburgring a good little 'un has to make way for a good big 'un

*The strictly utilitarian cockpit
of a birdcage Maserati*



*As is usual in this event where road-holding counts
for much, the Lolas swept to victory in the under 1150 cc
Sports class. This is the Bekaert/de Selincourt car
which came second*

*Aged perhaps, but still beautiful and immaculately
prepared was the DBR1/300 Aston Martin
entered by the Essex Racing Stable for
Clark and McLaren*



Le Mans 24-hours

Raced at Sarthe, June 10–11, 1961

Philip Hutchinson

THE main prizes of the 1961 Le Mans 24-hour race were taken by Ferrari. It needed no great prognostic to assess the chances of the most powerful challenge since the war from Maranello against the weakest opposition for a decade. Ranged against the might of the Ferrari scuderia were a couple of 3-litre Maseratis entered by Briggs Cunningham and two three-year-old DBR1/300 Aston Martins entered by the Border Reivers stable and John Ogier's Essex racing team. The latter's car, which was rumoured to have works support, had a new cylinder head reputedly upping the bhp by 20, but a mysterious loss of revs at the top nullified the effect of this. The Le Mans veteran Roy Salvadori (winner in 1959 and paired with Tony Maggs owing to Innes Ireland's indisposition) reckoned that no increase in maximum speed had resulted—if anything the reverse—although acceleration was better. The Cunningham Maseratis were the latest rear-engined type with V-12 units, boasting four enormous exhaust pipes projecting from the boot lid.

The Ferraris were of course in two forms, sports and grand touring. Three works sports cars were entered, two V12 3-litres in the hands of Phil Hill/Gendebien and Mairesse/Parkes and a V6 2½-litre for Ritchie Ginther/von Trips. The North American Racing Team also had a V12 3-litre for the Rodriguez brothers. All had the new type body but only Ginther's was rear-engined. Porsche had entered four works cars, a sports-racing coupé of 1679 cc, and two open type RS 60s of 1606 cc and 1968 cc. These were driven by Bonnier/Gurney, Barth/Herrmann and Gregory/Holbert.

These cars appeared to be the only serious contenders for the *grand prix d'endurance*, although Moss's extraordinary abilities almost upset the form book. He was at the wheel of a GT Ferrari, the latest acquisition of the Walker team but entered by the North American Racing Team. No less than seven other GT Ferraris were entered, the only cars appearing to have any chance of living with them being the DB4GT Zagato Aston Martins of John Ogier and the Swiss Kerguen.

Among the supporting cast interest for British watchers centred on the UDT-Laystall 750 cc Lotus Elite, aiming at an Index of Performance win, the three twin-cam Triumphs, the standard-looking Austin-Healeys (two Sprites and a 3000) and the Sunbeam Alpines.

Practising proved little, as is usually the case at Le Mans, but it was emphasised this year by the rain that intervened on the second session just when all the gear ratios had been sorted out. The Rodriguez Ferrari had been very fast on the first

day: on the second it ended up in the sand at Indianapolis. Nothing too drastic in the way of damage seemed to be done, for it appeared spruce enough for the race. In the wet the McLaren/Hansgen Maserati somewhat surprisingly made fastest time, although at a time of 4' 19.5".

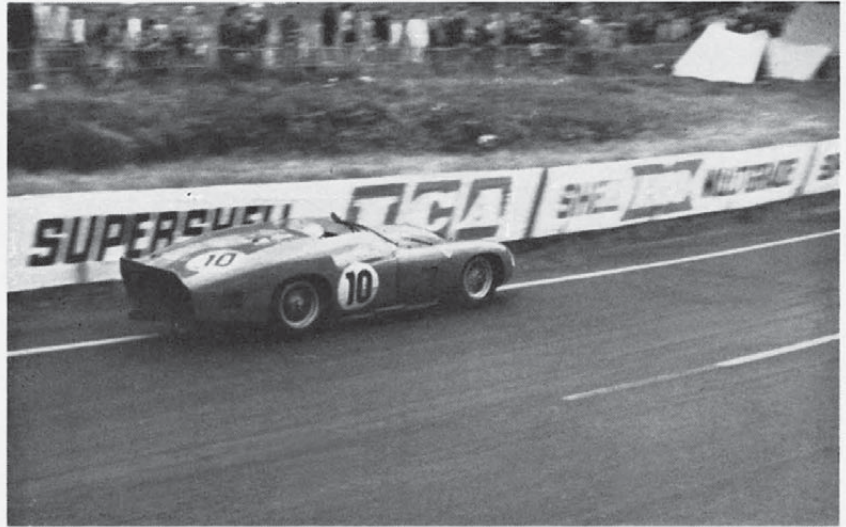
Friday—the rest day—was pleasant enough although the enormous stretches of Sarthe sky were filled with ragged clouds depositing the occasional shower. By Saturday the position had deteriorated. The patches of blue sky had gone, the clouds had become greyer and, sure enough, in the time-honoured Le Mans fashion, the heavens opened at about 11.30 am and down came the rain—not heavily but all-pervading, all-dampening. Visions of the long, drenching night watches came all too readily to the mind.

Fortunately enough, it was not to be. The rain faltered and stopped, and by the time the cars were moved from their own pits to their adopted locations according to cylinder capacity, the track was drying out. An enormous crowd had assembled to watch the start, banked tier upon tier in front of the stands opposite the pits, and stretching away round the circuit ten and twenty deep. Poking grotesquely up from those at the back were the readily-saleable, Martian-looking periscopes thoughtfully vended by an enterprising Le Mans shopkeeper.

Finally it was four o'clock. Two self-conscious boy scouts had carried the starting flag down the track: now a respected doyen of the French motor industry dropped it. In the hush the drivers pattered across to their cars, and all bedlam seemed to break loose. Easily first away was Jimmy Clark in the Border Reivers Aston Martin, leaving two curved black tram-lines as he rocketed out from the echelon and snaked away under the Dunlop bridge. Proving that experience can make some leeway on youthful agility, Salvadori's Aston was not far behind. Moss was somewhat hampered by his coupé car, but went away smartly, as did Gendebien and Ginther in the works Ferraris. Not so quick were the Rodriguez and the Mairesse cars. Two Maseratis, those of Thompson and Cunningham, proved reluctant to start, but eventually left some distance behind the rest.

The pre-race hush of the crowd now resolved into an excited babble of chatter. But in four and a half minutes or so a red speck appeared in the distance coming from White House. Ginther was in the lead with the 2½-litre Ferrari, followed immediately by Gendebien; then there was a short gap and in a tight bunch came Moss, Clark and Salvadori, ahead of

Hill and Gendebien once again proved their formidable capabilities as a long distance race-winning team



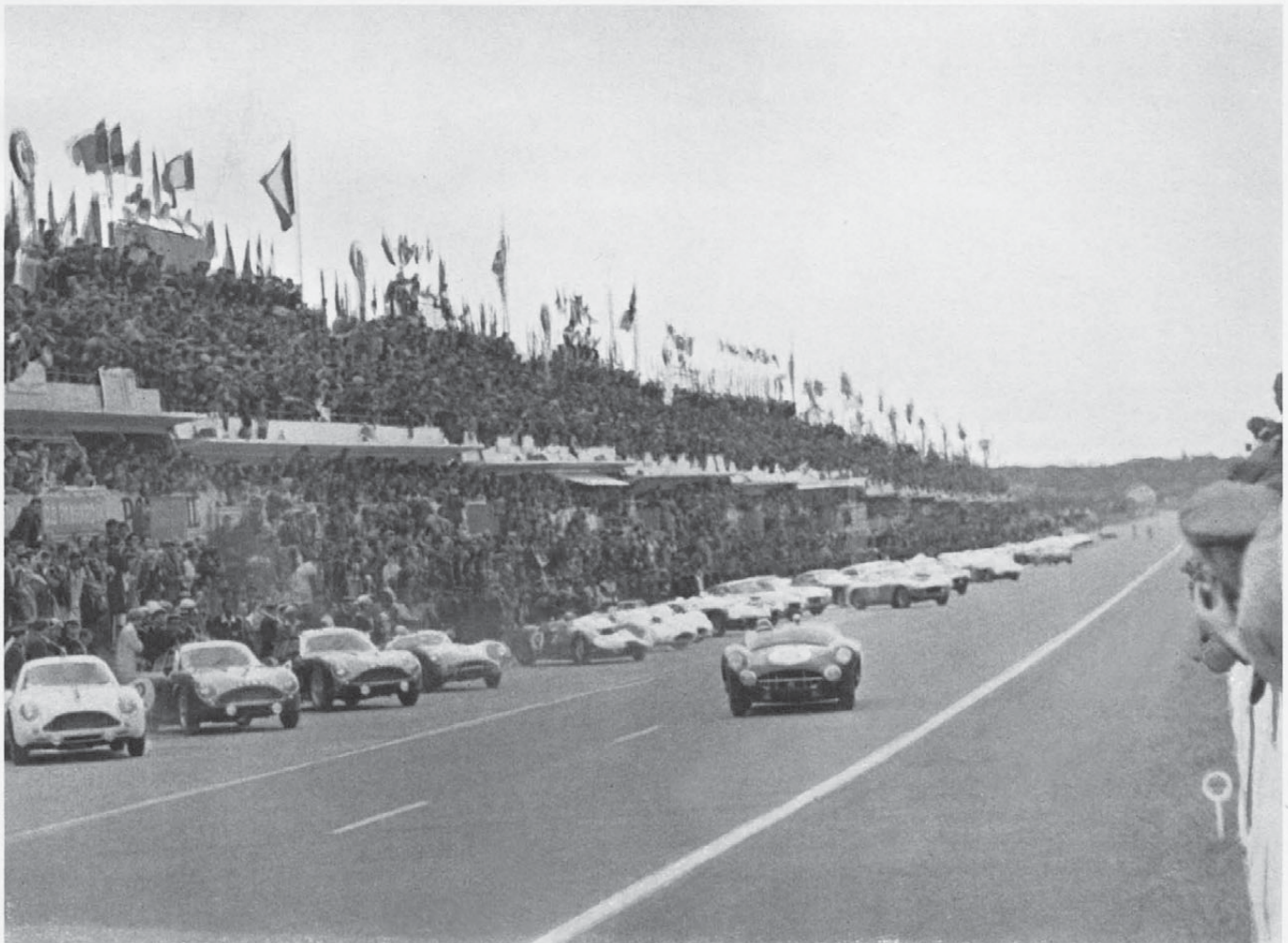
Hansgen's Maserati. Dickson's Cooper was there in hot pursuit, followed in rapid succession by Tavano's GT Ferrari, Scarfiotti's Scuderia Serenissima Maserati, Noblet's GT Ferrari, Kerguen's GT Aston Martin in front of an assorted bunch of GT Astons and Ferraris. The first Porsche was in twentieth place.

On the next lap Gendebien had moved into the lead and the Hansgen Maserati moved up to third place, ahead of the trio

of Britons now in the order Clark, Moss, Salvadori. In seventh place appeared Pedro Rodriguez' Ferrari, which had passed in the ruck well down the field on the first lap. Even at this early stage the two leading Ferraris were pulling away, although Clark, Moss and Salvadori were going great guns.

By the fourth lap it was evident that Rodriguez meant business. He had rushed through to fourth place, driving at tremendous speed. By the fifth lap he was third, and closing

Jimmy Clark's scintillating start caught by the camera



on the leaders, although he did not actually take the lead until the ninth lap. The field was opening out at an extraordinary rate, some of the slower cars being lapped from the third lap onwards. Indeed at ten laps only the first 19 cars remained on the same lap.

After Rodriguez had taken the lead, Gendebien challenged briefly, doing a lap in 4' 4-5" as against his previous 4' 6-0" and 4' 7-0". But Rodriguez was not to be denied. On the twelfth lap he re-took the lead and promptly recorded 3' 59-9", the first under 3-litre car to break the four-minute barrier during the race.

The leading Ferraris were now pulling well away, and the fourth of the "big 'uns," Mairesse, had carved his way up to occupy fourth place by the eleventh lap. Hanging grimly on his tail was Hansgen's Maserati, while some distance further back the Clark-Moss-Salvadori battle was being waged, the cars never more than a few lengths apart and consistently swapping places, much to the delight of the crowd. So after 15 laps or approximately an hour, the order was :

Pedro Rodriguez (Ferrari)
 Gendebien (Ferrari)
 Ginther (Ferrari)
 Parkes (Ferrari)
 Hansgen (Maserati)
 Clark (Aston Martin)
 Moss (Ferrari GT)
 Salvadori (Aston Martin)
 Dickson (Cooper Monaco)
 Tavano (Ferrari GT)
 Thomson (Maserati)
 Noblet (Ferrari GT)

All the rest of the field had been lapped at this stage, and the index of performance was being led by UDT's 750 cc Lotus.

Shortly after five o'clock the first of the casualties was reported, and, significantly enough in this blackest British Le Mans for at least eight years, it was a British car. Lund's MG stopped on the straight to retire with mechanical failure, to be followed three laps later by Fairman's Aston Martin.

Now the pit stops began, and all was confusion for the next few laps. Momentarily Gendebien went into the lead as Rodriguez stopped, then he too called at the pit, leaving Ginther well established in the lead. Moss also stopped at this stage for fuel, Graham Hill taking over. When the first spate of refuelling was over the order had resolved itself into Ginther, Rodriguez, Gendebien, Salvadori, Parkes, Dickson, Moss, all except Ginther, Salvadori and Dickson having stopped. Indeed the 2½-litre Ferrari and the DBR1 Aston Martin both proved able to last about two hours on a tank of fuel, against the 1½ hours of the other cars, a differential which gave them a bonus of approximately two minutes (or half a lap) every six hours (or 90 laps).

At about twenty minutes past six it started to rain, gently at first and scarcely affecting the lap times. But shortly the rain became heavier and the track dangerously wet and slippery after the rubber and oil deposited on the earlier laps. The sports racing cars now began to feel the disadvantage of their all-enveloping perspex windscreens and high power. Stirling Moss, who had been driving extraordinarily well to hold the big machinery in the dry, was not being let down by Graham Hill who proceeded to lap as fast as the leaders, taking fifth place behind Rodriguez, Gendebien, von Trips and Parkes.

At six-thirty, Bruce Halford, who had taken over from Dickson, lost control of the Cooper Monaco as he went under

the Dunlop bridge at over 80 mph. The car cannoned into the earth protecting bank, tossing Halford out, and careered onwards, ending up in the centre of the track. Parkes arriving on the scene almost immediately was fortunate and skilful to avoid hitting the battered Cooper. This points the criticism we made in 1956 and 1958 concerning the positioning of these banks. It is quite unnecessary to have the protective earth barrier at the edge of the track and a "dead" area behind it. A reasonably-sized piece of grass at the edge of the track might give a driver a chance to regain control, but it would certainly ensure that the car did not end up in the middle of the track with attendant danger to driver, following drivers and track officials. It is to be hoped that the new drivers' organisation will take this matter up with the organisers.

Despite the frightening aspect of the accident, Bruce Halford was not desperately injured.

From seven o'clock onwards the second series of pit stops for the leaders began, and Stirling Moss, taking over the GT Ferrari once more demonstrated his remarkable skill in the wet, making up ground on the leaders slowly but consistently, so that at 8 o'clock the order was :

P. Hill/Gendebien (Ferrari)
 Rodriguez/Rodriguez (Ferrari)
 Ginther/von Trips (Ferrari)
 Mairesse/Parkes (Ferrari)
 Moss/G. Hill (Ferrari)
 Salvadori/Maggs (Aston Martin)
 Trintignant/Abate (Ferrari)
 Noblet/Guichet (Ferrari)
 Pabst/Thomson (Maserati)
 Bonnier/Gurney (Porsche)
 Franc/Kerguen (Aston Martin)
 Clark/Flockhart (Aston Martin)
 Tavano/Baghetti (Ferrari)
 Berger/Pilette (Ferrari)
 Reed/Arents (Ferrari)
 Grossmann/Bianchi (Ferrari)
 Barth/Herrmann (Porsche)
 Gregory/Holbert (Porsche)
 Vaccarella/Scarfiotti (Maserati)
 Cunningham/Kimberley (Maserati)

In the index of performance the Fiat Abarth of Condriller had taken the lead.

Mercifully, before the light began to fail seriously the rain stopped, and the track began to dry out. Still the Ferraris maintained their dominant position, the battle waging between the Hill/Gendebien car and the two Rodriguez brothers. Moss and Graham Hill hung grimly on, and had their reward before midnight when they moved ahead of the Mairesse/Parkes Ferrari and lay two laps behind Hill and Gendebien, one behind the Rodriguez brothers. Despite the rain the race average at this stage (and hereafter) was higher than the record speed set by Flockhart and Bueb in 1957.

The Index battle was now joined between Fiat Abarth, DB Panhard and Lotus, with the DB gradually gaining the upper hand.

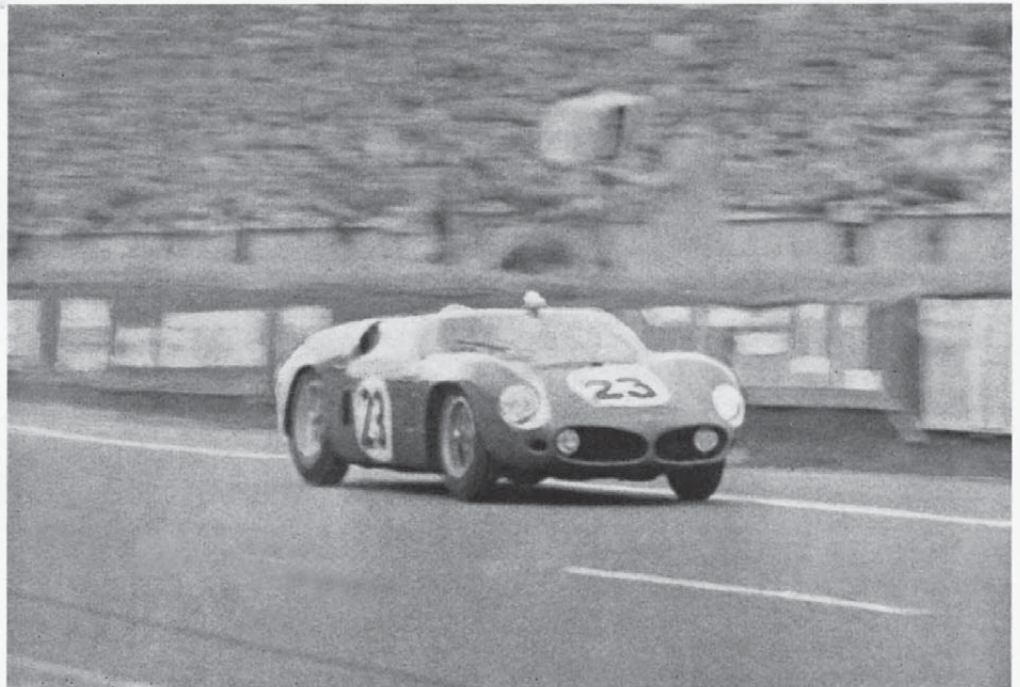
At midnight the order was substantially the same :

P. Hill/Gendebien (Ferrari)
 Rodriguez/Rodriguez (Ferrari)
 Ginther/von Trips (Ferrari)
 Moss/G. Hill (Ferrari)
 Mairesse/Parkes (Ferrari)
 Salvadori/Maggs (Aston Martin)
 Pabst/Thomson (Maserati)
 Clark/Flockhart (Aston Martin)

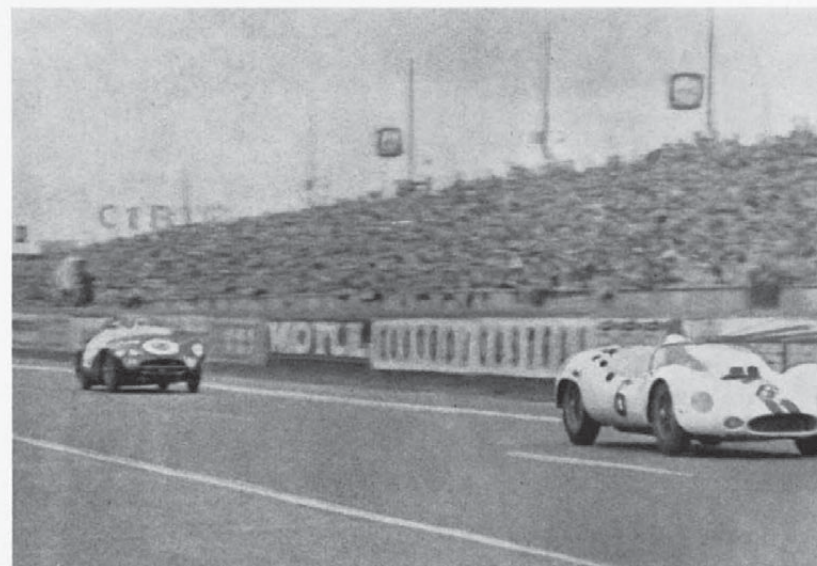
The Austin-Healey Sprite of Colgate and Hawkins appeared with this attractive body. Unfortunately it was eliminated at quarter distance

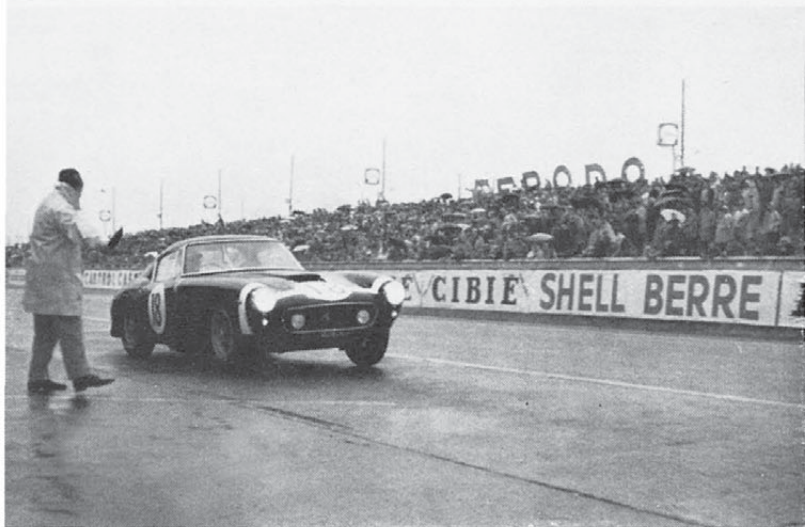


Ginther and von Trips had the only rear-engined V6 Ferrari of the team. They went well until they ran out of fuel on Sunday morning after 16 hours



Once again the Maseratis showed pace — particularly the Hansgen/McLaren car — but lacked the necessary stamina for 24 hours' racing. Following past the pits is the Salvadori/Maggs Aston Martin





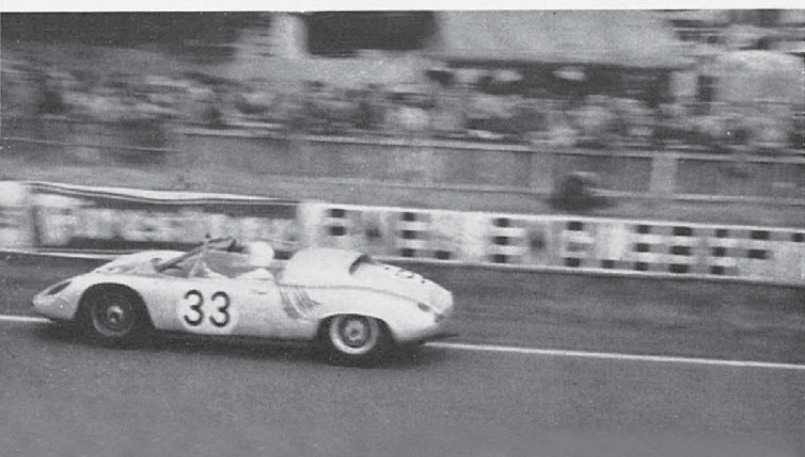
Night begins to fall and the Moss/Graham Hill Ferrari completes a pit stop, rejoining the race at the head of the GT field

Noblet/Guichet (Ferrari)
 Tavano/Baghetti (Ferrari)
 Bonnier/Gurney (Porsche)
 Gregory/Holbert (Porsche)
 Barth/Herrmann (Porsche)
 Franc/Kerguen (Aston Martin)
 Trintignant/Abate (Ferrari)
 Grossmann/Bianchi (Ferrari)
 Cunningham/Kimberley (Maserati)
 Buchet/Monneret (Porsche)
 Linge/Pon (Porsche)
 Becquart/Rothschild (Triumph)

Briefly between midnight and one o'clock the Moss/Hill GT Ferrari snatched third place, only to suffer the misfortune of a broken fan and hose, which lost all the cooling water and caused their retirement. Throughout the night the Rodriguez brothers maintained their attack on the Hill/Gendebien car, eventually closing right onto its tail before a routine pit stop dropped it back a couple of minutes. With Moss's abandonment the French-owned Ferrari of Noblet/Guichet took the lead in the GT category.

Eventually the fire of the Rodriguez attack told and the N.A.R.T. car went into the lead, pursued cagily by the veterans, keeping the young Mexicans well in their sight.

Although Porsche did not have the success they have sometimes enjoyed at Le Mans, the Gregory/Holbert car won the 2-litre class and came fifth overall



Order at four o'clock :

Rodriguez/Rodriguez (Ferrari)
 P. Hill/Gendebien (Ferrari)
 Mairesse/Parkes (Ferrari)
 Ginther/von Trips (Ferrari)
 Salvadori/Maggs (Aston Martin)
 Pabst/Thomson (Maserati)
 Noblet/Guichet (Ferrari)
 Tavano/Baghetti (Ferrari)
 Bonnier/Gurney (Porsche)
 Gregory/Holbert (Porsche)
 Barth/Herrmann (Porsche)
 Trintignant/Abate (Ferrari)
 Franc/Kerguen (Aston Martin)
 Grossmann/Bianchi (Ferrari)
 Cunningham/Kimberley (Maserati)
 Buchet/Monneret (Porsche)
 Linge/Pon (Porsche)
 Ballisat/Bolton (Triumph)
 Becquart/Rothschild (Triumph)
 Stoop/Bekaert (Austin Healey)

Now the Rodriguez car called for an unscheduled pit stop, and was stopped for some twenty minutes while ignition troubles were investigated and all twelve of the inaccessible plugs were changed. It restarted four laps behind the leaders, who were now Hill/Gendebien, Trips/Ginther, Mairesse/Parkes. Four laps behind the Rodriguez brothers the lonely Aston Martin of Salvadori and Maggs (the latter having been driving very steadily) was occupying fifth place.

It was light now, and a slightly more promising day. Unshaven faces peered from flapping tent doors, and sprucer specimens of humanity came back to the circuit after a night's rest.

There is little more to tell of the race. At about 10 o'clock the game Aston Martin of Salvadori called at the pits for fuel, but could take none on because the minimum distance between stops had not been achieved. It was found that the fuel tank had split. Then there were more fuel troubles : Ginther's pit failed to signal him in at the correct time and he also ran out of fuel. The Rodriguez brothers maintained their dynamic pursuit relentlessly if perhaps a little ill-advisedly. All through the morning they lapped at speeds between 4' 2" and 4' 8", passing the Mairesse/Parkes car and going after Hill and Gendebien. A little rain fell, but hardly enough to wet the track.

With two hours to go the near-inevitable happened : the Rodriguez car blew up, and Hill and Gendebien cruised home very comfortable winners, covering a record distance.

Triumphs, who had been performing remarkably well, the three cars gradually moving up the field, had some last-minute drama when the Leston/Slotemaker car developed an oil leak with an hour and a half to go. It was essential to have the team running in together, so a repair was effected and the car sent out to do a couple of laps before the end, crossing the finishing line proudly alongside its team mates.

It had not been a great Le Mans, for the international rivalry which usually characterises the event was largely absent. Ferrari won with ease, although not quite as crushingly as some expected. DB once again took the index of performance and (pleasant surprise !) the Sunbeam Alpine carried off the Index Energetique. As for the British performance in the top grade, one must lament that two three-year-old cars were all that could be fielded, and pass a vote of thanks that the CSI, in its wisdom, shifts emphases from the sports car category next year !

Mairesse leaps into the team Ferrari after refuelling, in a vain effort to keep ahead of the pursuing Rodriguez car on Sunday morning



Michael Parkes distinguished himself in his first works drive for Ferrari by bringing No. 11 in second overall



The Harper/Proctor Sunbeam Alpine motored very consistently and was rewarded by gaining the Thermal Efficiency Index



RACE ORDER AT END OF EACH HOUR AND LAPS COVERED

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Place	No.	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps	No. Laps
1	23	23 29	17 42	10 55	17 69	10 82	17 96	10 110	17 124	17 138	10 153	17 167	17 181	10 195	10 210
2	17	17 28	10 42	17 55	10 68	17 82	10 96	17 109	10 124	10 138	17 152	10 166	10 181	17 195	17 210
3	10	10 28	23 42	23 55	11 68	23 82	23 94	23 108	11 121	11 135	11 149	11 163	11 177	11 191	11 206
4	6	6 28	11 42	11 55	23 68	11 81	18 94	18 108	23 120	23 135	23 148	23 162	23 176	23 190	23 204
5	11	11 28	18 41	18 54	4 67	18 81	11 94	11 107	4 119	4 135	4 146	4 160	4 173	4 187	4 200
6	4	4 28	4 41	4 54	7 65	4 80	4 92	4 106	18 118	7 130	7 144	7 157	14 170	14 183	14 197
7	22	22 28	12 41	16 52	18 67	7 78	7 91	7 104	7 117	14 129	14 143	14 155	7 168	7 182	30 194
8	18	18 28	5 41	14 52	16 65	14 77	14 90	5 103	14 116	12 128	12 142	12 155	30 167	30 181	33 191
9	5	5 27	7 40	7 52	14 65	30 76	5 89	14 102	5 116	30 128	30 141	30 154	33 164	33 178	7 190
10	12	12 27	14 40	30 51	5 64	5 76	30 89	12 102	30 115	33 125	33 139	33 151	32 164	32 177	32 189
11	7	7 27	16 40	1 51	30 64	12 75	12 88	30 102	12 115	32 125	16 138	32 151	1 162	1 176	20 189
12	14	14 27	30 39	5 51	12 64	33 74	33 87	33 100	33 113	1 124	32 138	16 151	20 162	20 175	1 188
13	16	16 27	9 39	12 51	19 63	19 74	32 87	32 99	32 112	16 124	20 137	1 150	24 160	24 173	24 187
14	15	15 26	1 39	15 51	20 63	32 74	20 86	1 99	16 112	20 124	1 137	20 149	37 154	37 167	37 179
15	30	30 26	20 39	19 50	1 62	1 74	1 86	16 99	1 111	5 123	24 134	24 147	36 154	36 165	36 177
16	1	1 26	15 38	20 50	33 62	20 74	16 86	20 98	20 111	24 123	35 130	37 142	27 152	27 164	27 177
17	33	33 26	19 38	32 50	32 62	16 72	24 83	24 96	24 109	37 118	37 130	36 142	25 152	25 164	25 176
18	3	3 26	32 38	33 50	24 61	24 72	36 82	37 94	37 106	36 118	27 128	27 140	21 149	21 161	21 173
19	20	20 26	33 37	9 50	15 59	36 70	37 82	36 94	36 106	27 116	25 128	25 140	26 149	26 160	26 172
20	32	32 26	24 37	24 49	37 59	37 70	25 81	25 93	25 104	25 116	21 125	21 137	34 141	40 152	40 163
21	9	9 25	37 36	36 47	36 59	27 69	27 80	27 92	27 104	21 114	26 125	26 137	60 140	34 151	28 163
22	19	19 25	36 36	27 47	27 58	25 69	21 80	21 91	21 102	26 113	38 121	60 131	28 140	28 151	60 163
23	24	24 25	27 36	37 47	21 58	21 69	26 77	26 89	26 101	38 110	60 120	28 130	40 140	60 151	34 162
24	36	36 24	25 35	25 47	25 58	26 66	60 77	60 88	60 98	28 108	35 119	34 129	54 139	54 150	39 161
25	26	26 24	26 35	21 46	60 55	43 65	35 75	51 86	38 98	60 109	28 119	40 129	55 139	39 149	54 161
26	27	27 24	38 35	38 46	40 55	60 65	28 75	38 86	51 98	35 109	43 119	54 128	53 137	55 149	38 161
27	25	25 24	21 35	41 45	26 55	35 65	40 75	35 86	35 97	34 108	34 118	55 128	39 137	38 148	55 160
28	38	38 24	41 34	43 45	43 55	51 64	34 75	40 86	28 97	43 107	40 118	53 127	38 137	53 148	53 159
29	37	37 24	43 34	60 44	41 54	40 63	43 75	28 86	34 97	40 107	54 117	38 126	45 131	45 142	45 154
30	21	21 24	40 33	40 44	35 54	28 64	38 75	34 85	43 96	54 106	55 117	39 126	48 130	48 141	48 151
31	41	41 23	60 33	35 43	34 54	34 64	51 75	43 85	54 96	55 106	53 117	43 125	52 128	52 138	52 147
32	44	43 23	35 33	28 43	9 53	54 64	54 74	54 85	40 96	29 106	39 114	45 120	47 126	47 136	47 146
33	40	40 23	28 33	26 43	28 53	53 64	55 74	53 84	53 95	53 106	8 113	48 120			
34	28	28 23	34 33	34 43	38 53	38 64	53 74	29 84	55 95	39 104	56 111	52 118			
35	60	60 22	55 32	51 43	51 53	55 63	29 73	55 84	29 95	51 103	48 110	47 115			
36	51	51 22	54 32	55 43	54 53	29 63	56 73	8 82	8 92	8 103	45 109	56 112			
37	35	35 22	53 32	53 42	53 53	56 62	8 72	45 81	39 92	45 100	52 108				
38	34	34 22	42 32	54 42	55 53	8 61	45 70	39 81	45 91	56 100	47 104				
39	29	29 22	56 32	29 42	29 52	45 61	39 70	48 79	48 90	48 100					
40	55	55 21	51 32	56 42	56 42	15 60	52 70	56 79	56 90	52 98					
41	53	53 21	8 32	42 42	42 52	42 60	48 69	41 79	52 88	47 94					
42	54	54 21	46 32	8 41	8 51	52 60	41 68	52 79	41 86						
43	56	56 21	29 32	52 40	45 51	41 59	50 67	50 76	50 84						
44	42	42 21	45 31	46 39	52 50	48 59	47 63	47 74	47 84						
45	46	46 21	52 30	48 39	50 49	39 58	42 60								
46	8	8 21	48 30	50 38	39 49	50 57									
47	45	45 21	50 28	39 38	48 48	9 53									
48	39	39 20	39 27	47 31	47 42	47 53									
49	48	48 20	37 21												
50	52	52 20													
51	2	2 19													
52	50	50 18													
53	47	47 15													

ENTRIES :

No.	Drivers	Car
1.	Franc/Kerguen	Aston Martin GT
2.	Fairman/Consten	Aston Martin GT
3.	Davison/Stilwell	Aston Martin GT
4.	Salvadori/Maggs	Aston Martin
5.	Flockhart/Clark	Aston Martin
6.	Hansgen/McLaren	Maserati
7.	Pabst/Thompson	Maserati
8.	Frescobaldi/Cammorata	Fiat-Abarth
9.	Vaccarella/Scarfiotti	Maserati
10.	P. Hill/Gendebien	Ferrari
11.	Mairesse/Parkes	Ferrari
12.	Tavano/Baghetti	Ferrari GT
14.	Noblet/Guichet	Ferrari GT
15.	Berger/Bianchi	Ferrari GT
16.	Trintignant/Abate	Ferrari GT
17.	Rodriguez/Rodriguez	Ferrari
18.	Moss/G. Hill	Ferrari GT
19.	Reed/Arents	Ferrari GT
20.	Grossmann/Pilette	Ferrari GT
21.	Stoop/Bekaert	Austin-Healey GT
22.	Dickson/Halford	Cooper
23.	Ginther/von Trips	Ferrari

24.	B. Cunningham/Kimberley	Maserati
25.	Becquart/Rothschild	Triumph
26.	Leston/Slotemaker	Triumph
27.	Ballisat/Bolton	Triumph
28.	Magne/Alexandrovitch	AC
29.	Wicky/Berney	AC
30.	Bonnier/Gurney	Porsche
32.	Barth/Herrmann	Porsche
33.	Gregory/Holbert	Porsche
34.	Harper/Proctor	Sunbeam
35.	Hopkirk/Jopp	Sunbeam
36.	Linge/Pon	Porsche-Abarth
37.	Buchet/Monneret	Porsche-Abarth
38.	Allen/T. Taylor	Lotus Elite
39.	Wyllie/Hunt	Lotus Elite
40.	Kosellek/Massenez	Lotus Elite
41.	Malle/Carnegie	Lotus Elite
42.	Colgate/Hawkins	Austin-Healey
43.	D. H. Cunningham/Hugus	Osca
45.	Moynet/Vidilles	DB Panhard
46.	Sanderson/Mackay	Austin-Healey
47.	Rollin/Bartholoni	DB Panhard
48.	Guilhaudin/Jaeger	DB Panhard
49.	Zeccolli/Vinatier	Fiat-Abarth
50.	Laroche/Davis	Osca
51.	Allison/McKee	Lotus
52.	Caillaud/Van den Bruwaene	DB Panhard
53.	Laureau/Bouharde	DB Panhard
54.	Masson/Armagnac	DB Panhard
55.	Condriiler/Foittek	Fiat-Abarth
56.	Sala/Rigamonti	Fiat-Abarth
58.	Lund/Olthoff	MG
60.	Hulme/Hyslop	Abarth

16		17		18		19		20		21		22		23		24	
No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps	No.	Laps
10	223	10	238	10	252	10	265	10	280	10	294	10	308	10	320	10	334
23	219	11	233	11	247	11	261	11	276	11	290	11	304	11	317	11	331
11	219	17	233	17	247	17	261	17	275	17	289	17	303	17	317	17	331
17	218	4	227	4	241	4	255	4	269	4	283	4	297	4	311	4	325
4	214	14	224	14	235	14	246	14	257	14	268	14	279	14	290	14	301
14	210	30	220	30	233	30	245	30	257	30	270	30	283	30	295	30	307
30	207	7	218	7	232	7	244	7	257	7	270	7	283	7	296	7	309
7	204	33	217	33	230	33	242	33	255	33	268	33	281	33	294	33	307
33	204	20	215	20	228	20	241	20	254	20	267	20	280	20	293	20	306
1	202	32	215	32	227	32	240	32	253	32	266	32	279	32	292	32	305
20	202	1	214	1	227	1	240	1	253	1	266	1	279	1	292	1	305
32	201	24	213	24	226	24	239	24	252	24	265	24	278	24	291	24	304
24	100	37	203	37	215	37	227	37	239	37	251	37	263	37	275	37	287
37	191	36	201	36	214	36	226	36	238	36	250	36	262	36	274	36	286
36	190	27	201	27	213	27	225	27	237	27	249	27	261	27	273	27	285
27	189	26	196	26	209	26	221	26	233	26	245	26	257	26	269	26	281
25	187	21	196	21	208	21	220	21	232	21	244	21	256	21	268	21	280
26	185	25	194	25	206	25	218	25	230	25	242	25	254	25	266	25	278
21	184	40	186	40	198	40	210	40	222	40	234	40	246	40	258	40	270
40	175	60	185	60	196	60	207	60	218	60	229	60	240	60	251	60	262
28	174	34	185	34	195	34	205	34	215	34	225	34	235	34	245	34	255
34	173	38	184	38	195	38	205	38	216	38	227	38	238	38	249	38	260
60	173	28	184	28	195	28	205	28	216	28	227	28	238	28	249	28	260
39	173	39	183	39	193	39	203	39	213	39	224	39	235	39	246	39	257
38	172	54	182	54	193	54	202	54	212	54	223	54	234	54	245	54	256
54	172	55	182	55	192	55	202	55	212	55	222	55	232	55	242	55	252
55	171	53	181	53	191	53	201	53	211	53	221	53	231	53	241	53	251
53	170	45	175	45	186	45	196	45	206	45	216	45	226	45	236	45	246
52	168	48	172	48	182	48	192	48	202	48	212	48	222	48	232	48	242
47	167	52	168	52	178	52	188	52	198	52	208	52	218	52	228	52	238
45	164	47	167	47	178	47	187	47	197	47	207	47	217	47	227	47	237
48	162																

17.	Ballisat/Bolton	Triumph	1096
18.	Leston/Slotemaker	Triumph	1077
19.	Harper/Proctor	Sunbeam	1043
20.	Magne/Alexandrovitch	AC Bristol	1007

RESULTS General Classification

Drivers	Car	Miles	Mph.
1. P. Hill/Gendebien	Ferrari	2,778	115.8
2. Mairesse/Parkes	Ferrari	2,753	
3. Noblet/Guichet	Ferrari GT	2,645	
4. Pabst/Thomson	Maserati	2,600	
5. Gregory/Holbert	Porsche	2,580	
6. Grossmann/Pilette	Ferrari	2,577	
7. Barth/Herrmann	Porsche	2,551	
8. Cunningham/Kimberley	Maserati	2,528	
9. Ballisat/Bolton	Triumph	2,372	
10. Linge/Pon	Porsche Abarth	2,371	
11. Leston/Slotemaker	Triumph	2,330	
12. Allen/T. Taylor	Lotus Elite	2,233	
13. Massenez/Kosellek	Lotus Elite	2,229	
14. Hulme/Hyslop	Abarth	2,192	
15. Becquant/Rothschild	Triumph	2,190	
16. Harper/Proctor	Sunbeam	2,180	
17. Magne/Alexandrovitch	A.C.-Bristol	2,178	
18. Laureau/Bouharde	D. B.-Panhard	2,125	
19. Moynet/Vidilles	D. B.-Panhard	2,030	
20. Guilhaudin/Jaeger	D. B.-Panhard	2,030	
21. Rollin/Bartelloni	D. B.-Panhard	1,996	
22. Caillaud/Mougin	D. B.-Panhard	1,980	

Fastest lap : R. Rodriguez, 3' 59-9" 125-4 mph.

Index of Performance

Drivers	Car	Index
1. Laureau/Bouharde	DB Panhard	1265
2. Gendebien/P. Hill	Ferrari	1228
3. Barth/Herrmann	Porsche	1219
4. Hulme/Hyslop	Fiat Abarth	1219
5. Mairesse/Parkes	Ferrari	1218
6. Gregory/Holbert	Porsche	1194
7. Noblet/Guichet	Ferrari	1168
8. B. Cunningham/Kimberley	Maserati	1168
9. Pabst/Thompson	Maserati	1146
10. Grossman/Pilette	Ferrari	1138
11. Linge/Pon	Porsche	1134
12. Guilhaudin/Jaeger	DB Panhard	1128
13. Allen/T. Taylor	Lotus Elite	1126
14. Kosellek/Massenez	Lotus Elite	1124
15. Rollen/Bartholoni	DB Panhard	1109
16. Caillaud/Mougin	DB Panhard	1100

Index of Thermal Efficiency

Drivers	Car	Index
1. Harper/Proctor	Sunbeam	1.07
2. Kosellek/Massenez	Lotus	1.03
Guilhaudin/Jaeger	DB Panhard	1.03
4. Barth/Herrmann	Porsche	1.02
5. Linge/Pon	Porsche	0.99
Rollin/Bartholoni	DB Panhard	0.99
7. Hulme/Hyslop	Fiat-Abarth	0.98
Gregory/Holbert	Porsche	0.98
9. P. Hill/Gendebien	Ferrari	0.93

Class Awards

Drivers	Car
700—850 cc :	
1. Hulme/Hyslop	Fiat Abarth
2. Laureau/Bouharde	DB Panhard
3. Moynet/Vidilles	DB Panhard
1150—1300 cc :	
1. Allen/Taylor	Lotus
2. Kosellek/Massenez	Lotus
1301—1600 cc :	
1. Linge/Pon	Porsche
2. Harper/Proctor	Sunbeam Alpine
1601—2000 cc :	
1. Gregory/Holbert	Porsche
2. Barth/Herrmann	Porsche
3. B. Cunningham/Kimberley	Maserati
2501—3000 cc :	
1. P. Hill/Gendebien	Ferrari
2. Mairesse/Parkes	Ferrari
3. Noblet/Guichet	Ferrari

Grand Touring Cars

Drivers	Car
1. Noblet/Guichet	Ferrari
2. Grossman/Pilette	Ferrari
3. Linge/Pon	Porsche
4. Allen/Taylor	Lotus
5. Kosellek/Massenez	Lotus
6. Harper/Proctor	Sunbeam
7. Alexandrovitch/Magne	AC Bristol

Pescara Grand Prix

Raced at Pescara, August 15, 1961

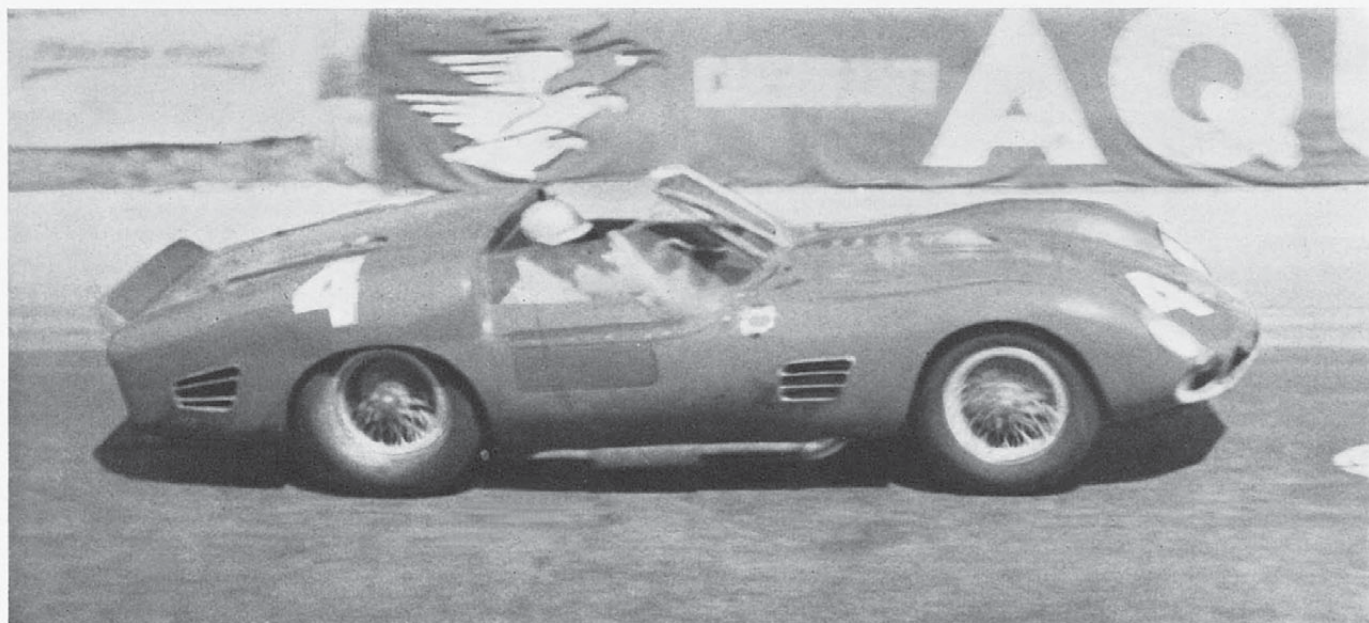
Alan Phillips

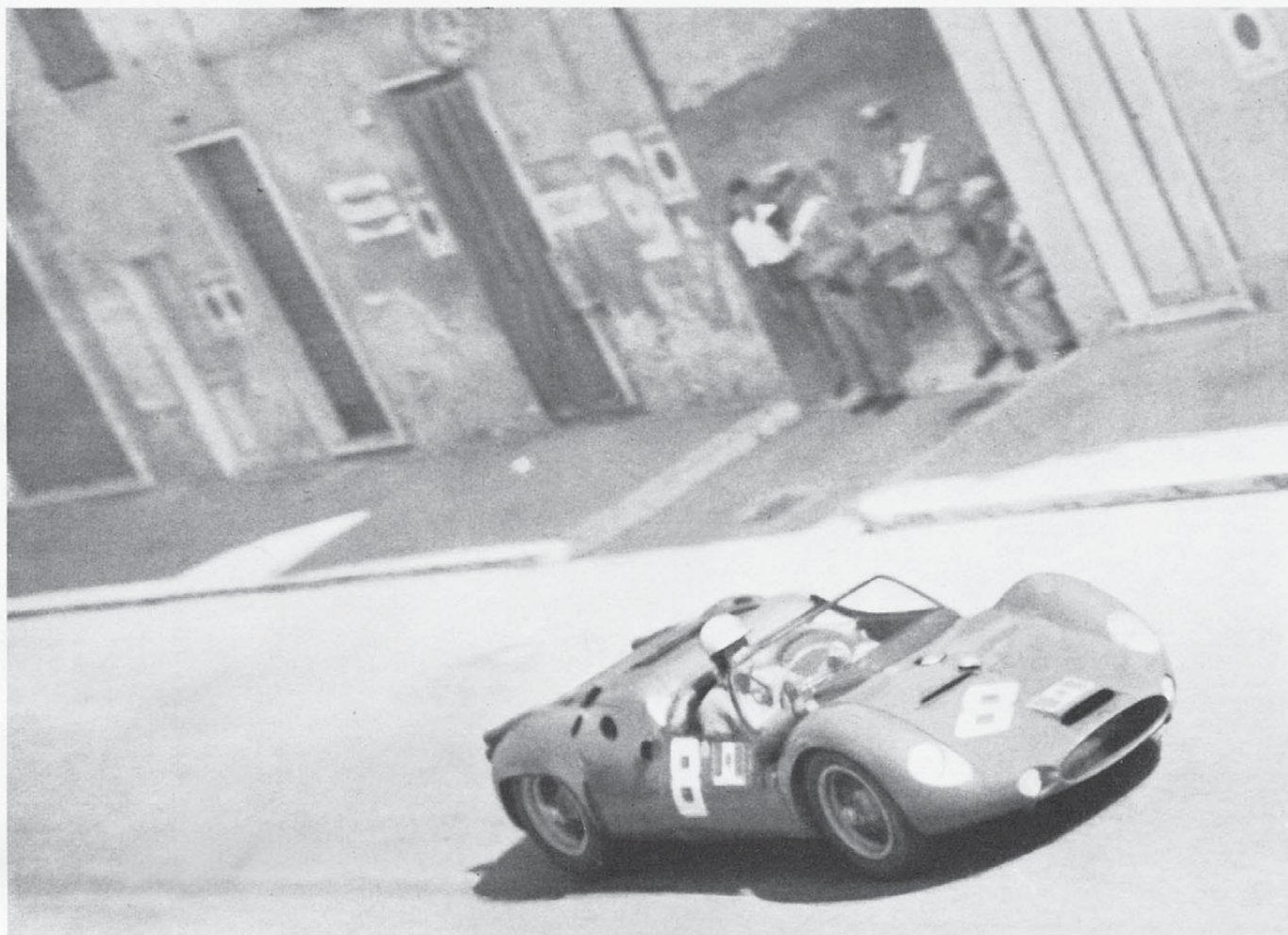
THE 27th Pescara Gran Premio, fifth round in the International Sports Car Championship, was held on Tuesday, August 15 on the magnificent 25.5 km Pescara road circuit. There had been no sports car race here since Manzon won in a Gordini in 1956, even though it must rival the Nurburgring as a driver's circuit with every variety of condition: town streets, a twisting mountain section and two long straights. Although the Championship had already been won by Ferrari, the Maranello factory sent a V6 2.4-litre rear-engined car to be driven by Baghetti and Ginther, and were further represented by the Centro-Sud 3-litre front-engined car for Bandini and Scarlatti, and Gachnang's 3-litre car. The Centro-Sud entry was the Le Mans winning car of Gendebien-Hill, and Gachnang's was virtually a modernised 750 Monza. Opposing the Ferraris were a trio of Maseratis, two rear-engined Birdcages of Scuderia Serenissima for Bonnier and Vaccarella, and the Camoradi Nurburgring-winning front-engined Birdcage, Lucky Casner driving. Bonnier's car had the V12 320 bhp engine and an interesting rear suspension composed of a de Dion tube with apparently horizontal shock-absorbers running from the bottom of the hub carriers to the base of the central slide carrier of the de Dion. The 2-litre sports car class contained two Porsches, three Oscas and three Maseratis.

The Porsches, new RS61s, were entered by the works but were run more as a private team under the direction of Edgar Barth. The plan was to have three drivers to two cars, as had been done in the Targa Florio, the changes to be rung on Orthuber, Spychiger and Barth. Of the Maserati 2-litres, Boffa's disc-braked car looked the most potent of the three, the other two being those of Govoni and Rosati. Scuderia Pescara had entered three Oscas, all disc-braked, for Colin Davis, Scarfiotti and Terra. In the 1000 cc sports class five Oscas were opposed by a mixture of Stanguellinis, Giaurs, Bandinis and Abarths, with the Lotus-Osca of the woman driver, Ada Pace, being the only near-British entry in the class. The Abarth of Pirocchi and the Oscas of Bini, Brandi and Leonardi seemed most likely to provide the class winner. The over-2500 cc GT class looked to be a Ferrari benefit, the lone Lancia Aurelia of Pisano having to take on seven Ferraris, notably those of Mairesse, Abate, Bettoia and the Swiss-American Arents. David Hobbs had brought his Hobbs-transmission Lotus Elite to break the Giulietta monopoly of the 1300 cc GT class, and two Climax-engine Fairthorpes of Del Torre and the Greek, Mylonadis, were ranged against five Lancia Appia Zagatos in the 1150 cc GT class.

First practice session was on Sunday morning, the thirteenth,

Many felt that Bandini had no more than his just desserts for a season of excellent driving when he came through to save the Ferrari bacon at Pescara



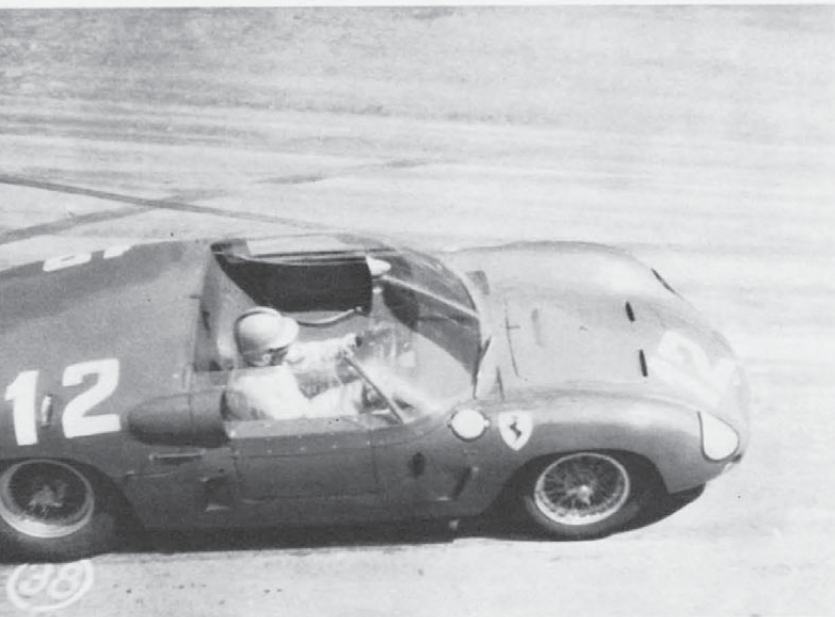


Unfamiliar mount for Bonnier : a 3-litre birdcage Maserati of the Scuderia Serenissima. He is passing through one of the several villages on the circuit

and, as expected, the sun was high and hot before practice started. After a delay for medical examinations the session got under way, and it was soon clear that the Baghetti-Ginther Ferrari would be hard to beat. Baghetti put in some very fast laps, getting down to 9' 49.4" (155 kph) which was faster than many F1 cars when Moss won in a Vanwall in 1957. Ginther was not so quick as Baghetti and said he was going to spend the afternoon learning the circuit in a touring car. Towards the end of practice Baghetti came very fast into the right-hander after the pits and, being put off his line by avoiding a slower car, lost control, damaging the Ferrari's bodywork and suspension. Second fastest was Bandini, Ferrari, in 10' 17.1". He was getting 174 mph on the Cappelle-Montesilvano straight. The three Maseratis were next, Casner in 10' 20.1", Vaccarella 10' 36.1", and Bonnier 10' 39.9", Bonnier complaining bitterly about the heat and not at all satisfied with the handling of the car, although the V12 engine was excellent, giving more than 175 mph on the long straight. Boffa's Maserati was fastest in the 2-litre class, with a lap of 10' 58.1", Davis and Scarfiotti in the Oscas doing 11' 40.5" and 12' 02.2" respectively. Orthuber in the Porsche spent most of the time learning the circuit and lapped in 12' 10.4". In the 1000 cc class Brandi put in a time of 12' 10.9" in his Osca and Pirocchi, Bini and Leonardi were all below 13 minutes. Mairesse, 10' 46", and Abate, 10' 56", were clearly

faster than their fellow Ferrari drivers in the over 2500 cc GT class, none of whom bettered 11' 30". David Hobbs went out in the Elite, to learn the circuit, and returned to find that he had established the fastest 1300 cc GT time with 12' 14.5", over 10 seconds better than the nearest Giulietta, that of Zafferri. By noon it had become so hot that most people had stopped practising and had gone to swim, drink or shower to get cool, and soon the roads were opened again.

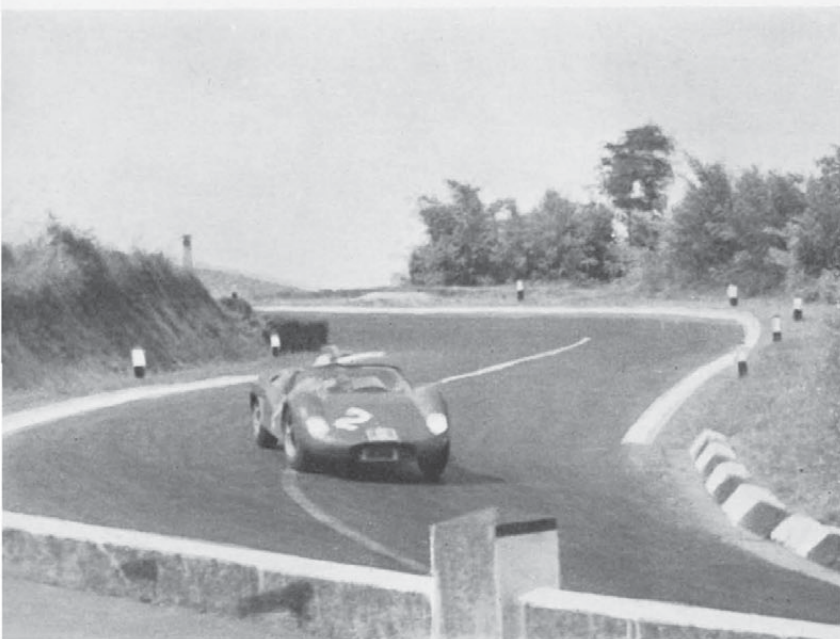
The next day, Monday, was no cooler, and the main interest was whether anyone would approach Baghetti's time of the previous day. Bandini contrived to knock 13 seconds off his time, finishing with 10' 03.7", the car handling very well in the mountains, where hundreds of spectators were gathered at every vantage point, loudly cheering all cornering techniques, hairy or otherwise. Bonnier set about improving the time of the V12 Maserati and got down to 10' 13.6", but Casner was satisfied with his previous day's efforts and circulated for some while with a cinecamera mounted on the rear. Vaccarella improved to 10' 25.9", and Gachnang managed 11' 29". So the Baghetti-Ginther Ferrari was an obvious favourite for the morrow and the local evening papers ran headlines about his chances, fortunately, as it transpired, also mentioning Bandini. Scarfiotti, Osca 2-litre (10' 53.8") was fastest in that class, followed by Boffa, Maserati 10' 56.8", and the Orthuber-Barth Porsche and Davis' Osca both with 11' 08". The 1000 cc class



Favourite for the outright victory was the Ginther/Baghetti works car

was now headed by Pirocchi, Abarth, 12' 03.3" followed by the three Oscas of Bini, Brandi and Leonardi, all below 12' 14". Bernabei in a Giaur had been going well but halfway down the long straight he unaccountably got the car sideways and demolished first a garden wall, then the car and also the unfortunate woman who owned the house, emerging himself with only a broken collar bone. This tragedy cast rather a gloom over the rest of practice and after a few more laps it stopped. The over 2500 cc GT class was now headed by Abate, Ferrari, 10' 42", and Mairesse, Ferrari, 10' 46", and David Hobbs had lost his leadership of the 1300 cc GTs by four

Nino Vaccarella pushes the second Serenissima Maserati through one of many tight S-bends on this variegated fifteen-mile circuit



seconds to Buticchi, in a Giulietta, who put in a very fast lap of 11' 55".

In the evening the sky clouded a little and all drivers hoped for a dull day, but on Tuesday morning the customary cloud-free sun beat down on a Pescara already filled to capacity by 7 am. The circuit had been closed since 6.30 am despite being 25.5 km of normal Italian roads. From the pits the circuit winds out through the outskirts of the town for five km, then comes 10 km of hills, the road twisting through the two villages of Spoltore and Cappelle before starting a 5.5 km straight down to Montesilvano on the coast. A sharp right-hander in this village leads onto the five km straight back to Pescara, which ends in a chicane just before the pits. The cars were drawn up for the Le Mans start in programme order, starting with Vaccarella's Maserati, No 2, and finishing 48 cars further on with Ferlaino's Lancia Appia Zagato, No. 128. Bonnier's car was now fitted with air ducts wherever possible, to try to cool the cockpit, and David Hobbs was having discussions with officials regarding the homologation of the Hobbs Transmission, which resulted in the doubtful honour of his being raised to the 2-litre sports class.

Last minute adjustments were still being made at 9 am by mechanics confident that the start would be late, and they were right, because it was 9.16 before the Minister of Transport—a delightful choice—dropped the flag. Everyone got away well except the Maseratis of Bonnier and Vaccarella. Bonnier's starter button seemed to have a very bad connection, but eventually it worked and away he went, Vaccarella departing some seconds later, after a fresh battery had been tried. Ginther was taking first drive in the works Ferrari, and 10' 35" later he completed the standing lap with a lead of a few seconds over Casner; then came Mairesse and Abate in Ferrari GTs, and fifth, Bandini, who pulled into his pit with an oil leak which took three minutes to fix. Lap two saw the leaders in the same order, with Ginther now 15 seconds ahead of Casner. Scarfiotti, Osca, was in fifth place leading the 2-litre class, followed closely by Vaccarella's Maserati which had come through the field magnificently after its bad start, achieving a second lap of 10' 14". Boffa, Maserati 2000, was seventh, being chased by the two Porsches. Bonnier did not appear, having broken a half-shaft at the beginning of the second lap, and the Hobbs Elite had the ill luck to put a rod through the side whilst on the straight. Drama came on the third lap when Ginther arrived in the lead and pulled into his pit, complaining about the rear suspension. The mechanics removed a wheel and bounced the rear end about, and then sent him off again in fourth place, behind Casner, Vaccarella and Abate, whose Ferrari was comfortably leading the large GT class. Mairesse had telephoned the pits to say that he had damaged the front suspension by leaving the road in the hills and would not be continuing. By the next lap Ginther had climbed back to second place, but Scarfiotti failed to appear, having stopped on the circuit with overheating troubles. Bandini meanwhile had come through the field to 10th, having left the pits 37th three laps before, and was closing on the two Porsches and Boffa's Maserati who were disputing the lead of the 2-litre class. Bini, Osca, led the 1000 cc class in 12th place overall, and the Giulietta class was led by Della Torre, with Zagato and Bulgari close behind.

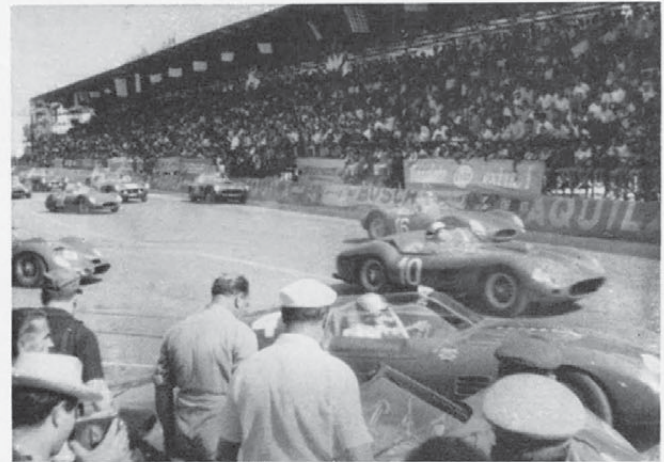
Lap five saw Casner only seven seconds ahead of Ginther, who had put in a lap of 9' 56.7" in his effort to regain the lead. Spychiger crashed his Porsche, No 20, at the chicane before the

Start sequence, showing the swift departure of Bandini (No 4) and Bonnier's starting difficulties

pits, and now in the 2-litre class Boffa was leading the Orthuber Porsche by only two seconds, fifth and sixth overall. The next lap, lap six was the end of the first hour of this 4-hour race. Ginther had got by Casner at Spoltore, and later Vaccarella had also passed him into second place, making the 3-litre class and the overall position Ginther (Ferrari), Vaccarella (Maserati), Casner (Maserati). Abate, Ferrari GT, fourth overall, led the over 2500 GTs by a distance from Cacciari and Arents, both Ferrari GTs Boffa still led the Porsche by four seconds, fifth and sixth overall, with Davis in the Osca third in the class. Bini's Osca led the 1000 cc sports cars, a remarkable 12th overall and just lapped by Ginther, while in the 1300 GTs Zagato had got clear over Della Torre. Through laps seven and eight Ginther pulled away from both Vaccarella and Casner, whilst Boffa and Orthuber fought out the 2-litre class, wheel-to-wheel all round the circuit, giving the crowd by far the best dice of the day. The Bandini Ferrari had meanwhile climbed up into fifth place overall, and on the ninth lap it became fourth when Vaccarella stopped on the circuit with what the Italians call "mechanical nuisances." Bandini then made a pit stop for fuel and a driver change and Scarlatti roared off without losing his 4th place. Abate, Ferrari GT, was now in third place, leading his class by over three minutes, and Orthuber had finally got past Boffa's Maserati to lead the 2-litre class.

Ginther made his pit stop on the next lap, Baghetti taking over still with a twenty second lead over Casner but it was short-lived. The suspension trouble which had worried Ginther now became worse, and Baghetti stopped at Cappelle to check it ; he restarted and came slowly round to retire with steering and suspension failure. Apparently the suspension trouble was the result of the accident in practice, and it was unfortunate that it put Baghetti out before he could show his real capabilities. This retirement put Casner back into the lead and the two-hour-position overall was Casner (Maserati), Scarlatti (Ferrari), Orthuber (Porsche), Boffa (Maserati), Abate (Ferrari GT), Arents (Ferrari GT). Casner had a 5' 25" lead over Scarlatti. During the next two laps most cars came in for fuel stops, the Scarlatti Ferrari making a second stop and Bandini resuming the wheel. Scarlatti arrived at the pits in his Osca, eight laps overdue, filled up with water and departed with commendable optimism. By the fourteenth lap the confusing effect of the pit stops had cleared and Casner was leading Bandini by nearly five minutes, and it looked as though the race might be a repetition of the Nurburgring. Abate was again third, and Barth in the Porsche now led Boffa by two minutes. Sixth overall was Arents (Ferrari GT), these cars being the only ones on the same lap.

But the 15th lap saw yet more drama. Casner overturned the Maserati near the 10 km stone, fortunately without serious injury, although he was burned by hot oil whilst upside down in the cockpit. Bandini now led the race from Abate, with Barth and Boffa third and fourth, and this order continued for the next seven laps, Bandini establishing a two minute lead over Abate, who was keeping Barth a further minute behind. At three hours the overall position was Bandini (Ferrari), Abate (Ferrari GT), Barth (Porsche), Boffa (Maserati 2000), Arents (Ferrari GT), Davis (Osca), Bettoia (Ferrari GT), Cacciari





(Ferrari GT), Bini (Osca 1000), and Gachnang (Ferrari 3-litre).

The last hour commenced and the leaders seemed content to hold position, which was understandable in the intense heat. Drink vendors all round the circuit were doing a fantastic trade, and Colin Davis caught the habit with a pit stop on his 17th lap taking on water for car and driver. Further down the field in the 1300 GT class of Giuliettas, Zagato had established himself as leader from Bulgari and Zafferra, and Pirocchi and Cussini in Abarths were well behind the flying Bini. The four hour siren sounded a few minutes after Bandini had set out on his 23rd lap, so several finishers were flagged in before the Ferrari came round for the last time to an enormous reception. Bandini and Scarlatti had driven a magnificent race to recover so well from their early pit stop, and the crowd gave them full recognition of it. The only unfortunate event at the finish was the absence of Abate; he ran out of petrol at Montesilvano on his last lap after the siren had sounded. As the regulations stated that a car must finish the lap during which the race ends, he was not classified as a finisher and the over 2500 cc GT class was won by Arents, Ferrari GT.

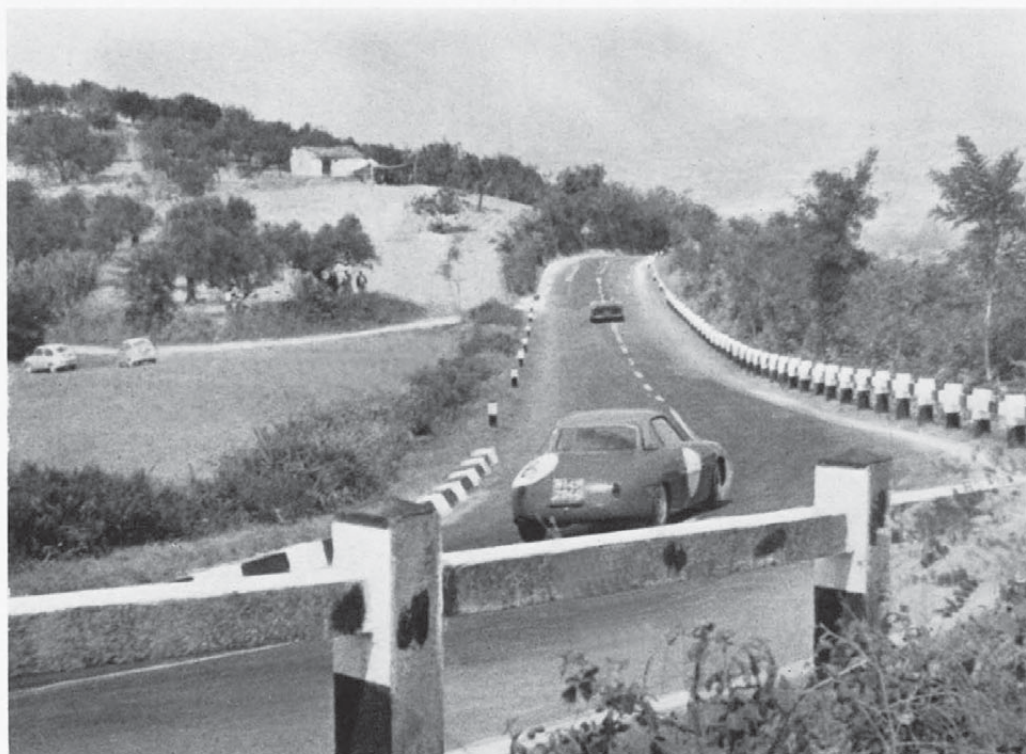
The race both confirmed Ferrari as Sports Car Champion, with four wins out of five, and emphasised Porsche's dominance in the 2-litre class. It is to be hoped that the A. C. di Pescara will maintain this fixture in the calendar as a sports car or GT race.

Two views of the very scenic circuit showing, above, Gabrio Torre's Fairthorpe which he races regularly in Italy, and, below, Caretti's Alfa Romeo with which he brought up the rear of the 1300 cc GT class

RESULTS

(Duration : 4 hours. 1 lap = 25.5 km)

Drivers	Car	Km.	Kph.
1. Bandini/Scarlatti	Ferrari	572-878	143-219
2. Orthuber/Barth	Porsche	560-656	
3. Boffa	Maserati	548-629	
4. Arents	Ferrari	545-997	
5. Davis	Osca	534-824	
6. Bettoia	Ferrari	530-154	
7. Cacciari	Ferrari	514-639	



8. Bibi	Osca	510-601
9. Zagato	Alfa Romeo Giulietta	506-880
10. Bulgari	Alfa Romeo Giulietta	504-648

Fastest lap : Ginther, 9'55-5", 154-665 Km.

Class Awards

Sports Cars

Up to 3000 cc :

<i>Drivers</i>	<i>Car</i>
1. Bandini/Scarlati	Ferrari
2. Gachnang	Ferrari

Fastest : Ginther, 9' 55-5", 154-665 kph.

Up to 2000 cc :

1. Orthuber/Barth	Porsche
2. Boffa	Maserati
3. Davis	Osca
4. Terra	Osca

Fastest lap : Barth, 10' 39-1", 144-066 kph.

Up to 1000 cc :

1. Bini	Osca
2. Pirocchi	Fiat Abarth
3. Cussini	Fiat Abarth
4. Brandi	Osca
5. Filippone	Osca

Fastest lap : Bini, 11' 38-0", 131-916 kph.

Grand Touring Cars

Over 2500 cc :

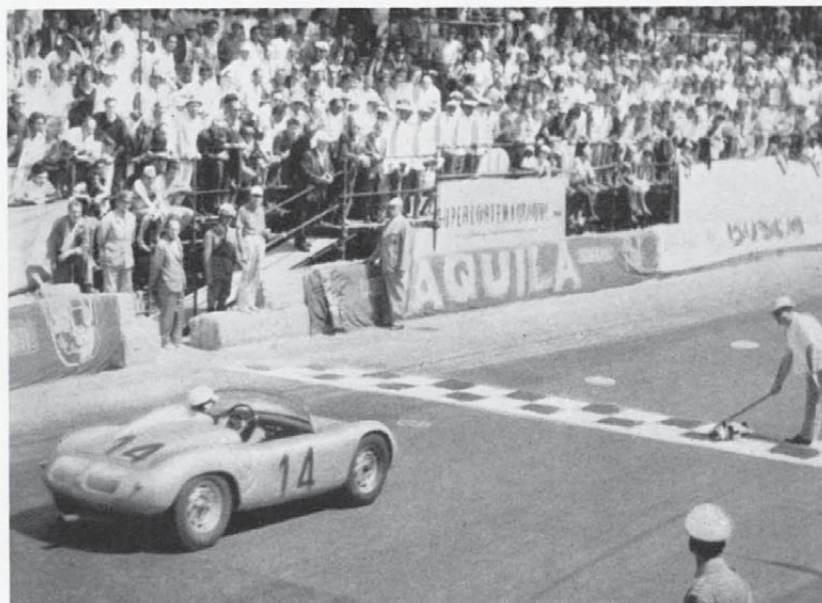
1. Arents	Ferrari
2. Bettoia	Ferrari
3. Cacciari	Ferrari
4. Pisano	Lancia Aurelia

Fastest lap : Mairesse, 10' 27-7", 146-701 kph.

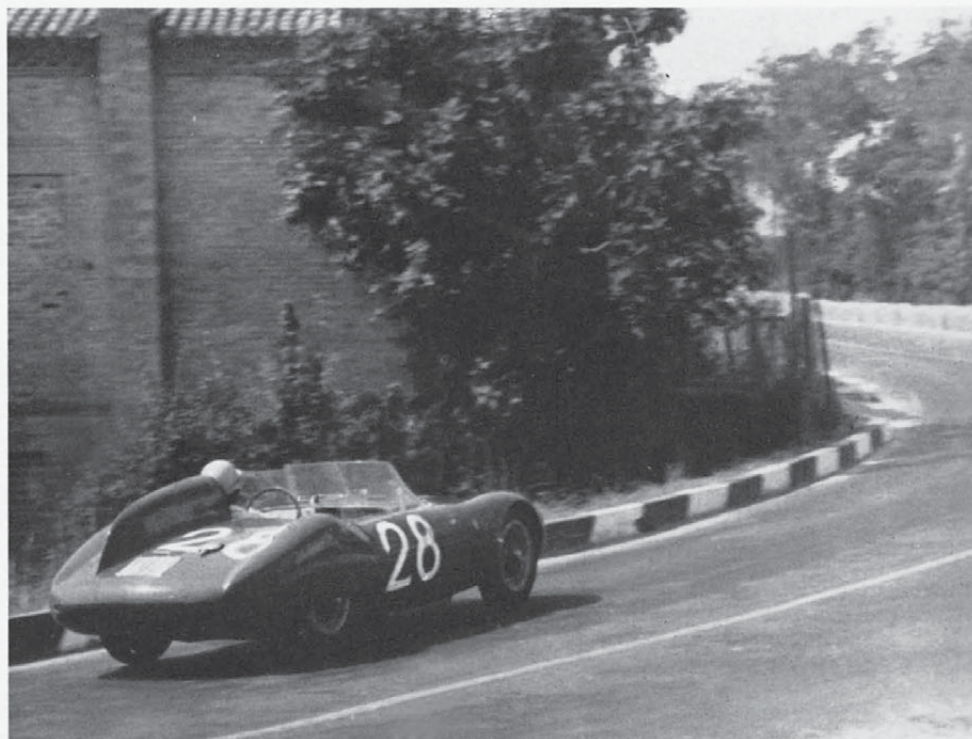
Up to 1300 cc :

1. Zagato	Alfa Romeo
2. Bulgari	Alfa Romeo
3. Facetti/Buticchi	Alfa Romeo
4. Zafferrì	Alfa Romeo
5. Bauer	Alfa Romeo
6. Sinibaldi	Alfa Romeo
7. Parmigiani	Alfa Romeo
8. Laureati/Santoleri	Alfa Romeo
9. Natella	Alfa Romeo
10. Caretti	Alfa Romeo
11. Dari	Alfa Romeo

Fastest lap : Zagato, 11' 48-3", 130-012 kph.



The Orthuber/Barth Porsche justified the Stuttgart firm's interest in the race by winning the 2-litre class and coming second overall. Colin Davis, in the pretty Osca (below) also went very well to come in fifth



SPORTS CAR CONSTRUCTORS CHAMPIONSHIP 1961

Make	Sebring	Targa Plorio	Nurburgring 1000 km.	Le Mans	Pescara	Gross Total	Net Total
Ferrari...	8	8	6	8	8	38	32
Maserati	—	3	8	3	4	18	18
Porsche	2	6	—	2	6	16	16
Osca	—	—	—	—	2	2	2
Autocourse		163					1961/2

European Touring Championship

The major rallies of 1961 are
here reviewed by Edward Eves,
Midland Editor of *The Autocar*

*A typical scene on any major rally : the few
moments snatched by being early at a control are
put to good use with the aid of a tender car*



IN prospect the 1961 European Rally Season did not appear to have too rosy a future. The main reason for this was to be found in the somewhat understandable attitude of the French police, through whose territory practically every major rally passes. Each year tourist traffic on the Continent increases, and so does the antipathy of the upper hierarchy of the French constabulary to the sport. Although the law of the land permits rallies, the gendarmerie can make things very difficult for an organiser by charging exorbitant fees for their services in policing special sections. In one case, that of the Tulip, these costs were met by digging deep into the exchequer; the Alpine organisers solved *their* financial problem by persuading the Esso petroleum company to subsidise their event.

By such various means all of the events listed for the Championship took place, except the Geneva Rally. There was talk of re-scheduling this, but nothing transpired. Indeed, looking back, there seem to have been less protests against organisers than for some years past. The Alpine, particularly, seems to have avoided the criticisms of partiality which it attracted in recent years. On the other hand, there was something of an atmosphere at the end of the Tulip because of regulations which permitted the event to be won through one of a team retiring.

As usual, full marks must go to the Motor Union of Liege for staging the toughest and most sporting contest of the series, the Liege-Sofia-Liege. Truly named the Marathon de la Route, it had only eight finishers . . . no doubt the organisers will not be satisfied until they have reduced this number to one! Congratulations go, too, to the Polish Club for the best-organised event.

That there is a growing public appreciation of the value of rallies in developing production cars is shown by the extent of factory participation these days. Rootes, of course, have long realised the benefits to be gained, and their products reflect this experience. BMC, too, have been in the business for some time and their participation is now on a massive scale. In the year under review Fords have not been so whole hearted, their main effort being to support Anne Hall and Valerie Domleo in the Ladies Championship. Of the Continentals, Citroen

have been busiest under the direction of Rene Cotton; Rene Trautmann, leading the team, has not had quite the success of 1960, but so far as the factory was concerned, Bianchi and Harris made up for this with their win in the Liege-Sofia-Liege. Both Saab and Volvo were also very active, the former winning both of the Scandinavian classics, the Midnight Sun and the Thousand Lakes. Volvo will no doubt be compensated for this setback in their sphere of influence by the success of Ewy Rosqvist, who took part in every event and by consistent driving becomes European Lady Champion. It is unfortunate that Pat Moss and Ann Wisdom did not participate in more events, or the story might be different; perhaps this crew, the finest female combination in the history of rallying, is being attracted more and more to one horsepower, rather than many.

Mercedes-Benz made an auspicious debut when their ADAC team took first three places in the 1960 Monte Carlo Rally. Since then their enthusiasm seems to have tapered off, so that only Bohringer and Socher, or lately Bohringer and Aaltonen have carried the flag for them. Despite this, the quality of the latest 220SE Mercedes has taken Bohringer to second place in the championship. This brings us to Hans Joachim Walter, who at the time of writing is at the top of the championship table and looks like staying there; his Porsche is not a works supported car, although he no doubt receives some help with preparation from the factory. Primarily a sports racing driver, Walter carefully chooses his co-driver according to the event, picking someone with local knowledge or, if necessary, special driving ability on unusual terrain. For example Harry Bengtsson did most of the driving for him in the Midnight Sun.

So much money is now being put into rallying that some of the sporting atmosphere which made rallies and rally people so pleasant is in danger of being lost. There have been instances of a driver not starting in the Alpine because his class was not big enough for him to score points, or a factory packing a class with cars to allow one of their drivers to score points. All very reasonable from a commercial point of view, but not in the best tradition of the sport.

INDIVIDUAL RALLIES IN RETROSPECT

The Monte Carlo Rally

Always a chancy affair, success in the Monte is subject to so many variables that there is a strong body of opinion against this event counting towards the European Touring Championship. Nevertheless it is so much in the public eye that no manufacturer can afford to ignore it, and inevitably a participant will lavish more money on it than any other two rallies put together.

This year the regulations so favoured an air-cooled, twin-cylinder car that it was virtually inevitable that the marque Panhard should win if a car finished; the only question was

which one. Martin and Bateau were the lucky pair, closely followed by the Germans Walter and Loffler who had forsaken their more familiar Porsche for a Panhard in view of the unequal handicap. Erik Carlsson, driving a Saab shooting brake put up a magnificent show to finish fourth; he might have broken up the Panhard one-two-three victory if he had not suffered a puncture in the final classification test on the Turini. As usual the British, who support the event so loyally, were not favoured by the rule-makers, and as usual Sunbeam were the best-placed British car, Harper and Proctor finishing 12th and Paddy Hopkirk and Jack Scott 13th.

The Panhard of Martin and Bateau which carried off the first of the major rallies — the Monte Carlo — largely because of a curiously favourable formula devised by the organizers





Two of the very pretty BMW 700s traverse some equally pretty countryside on the Tulip

Indicative of the vagaries of the weather was the fact that only three Glasgow starters reached Charbonnières, beginning of the communal route, with clean sheets, yet all of the Athens starters were unpenalised at this point. It is surprising how unexpected areas of moderate snow and ice can eliminate as effectively as an overall heavy fall of snow. The familiar crop of protests at the finish was typical of the event, as was the apparent inability of the organisers to work out the results according to their own rules. Bearing in mind the publicity value of the Monte, and the marketing difficulties facing French manufacturers, it is hard to visualise any but a French car winning this event for some years to come.

The Tulip Rally

As its name implies, the Tulip is *the* Spring rally. Unfortunately the organisers, to whom no ulterior motives could possibly be ascribed, seem to have contracted the fever appropriate to the season and left a mile-wide gap in the regulations. In simple terms points towards the general classification were acquired within the classes, the best man in each being awarded more or less points according to how much worse or better he was than his class-mates. Obviously therefore, the leader of a hot and closely contended category could not possibly gain as many points as, say, a moderate

performer who was fortunate enough to be in the same class as a bunch of rabbits. All of this was worked out as a series of percentages and was complicated by a system of counting the first three cars in every class clean on a special test if three competitors in any one class made a clear run.

Quite early in the Rally the Triumph Herald team appreciated the implications of this, and further realised that the Roestenburg-McKenzie Auto-Union 1000, which was third in class, was many points behind them. Thus Tiny Lewis, second in class, did not clock-in at the final control so that his marks for the whole rally thereby became invalid. The discrepancy between Geoffrey Mabbs, first in category and Roestenburg, second, therefore became considerable, boosting Mabbs to first place. While this was not a popular move there were plenty of people present who would have done the same thing if they had been cute enough to think of it!

The rally itself was near to the Tour de France pattern, over a route from Holland to the Cote d'Azur and back again. There were only 12 stages and a halfway night stop at Monte Carlo with no *parc fermee*. Thus service crews had ample opportunity to rebuild tired machinery and retirements were few, no less than 113 of the 132 starters classifying. Only four regularity sections were incorporated, the remaining 15 eliminating tests being straightforward speed trials.

Walter and Stock in a Porsche Carrera took second place in

the general classification, so at this point Walter was firmly in the lead of the European Touring Championship. The team prize and the ladies prize both went to the BMC team of Healey 3000s, Pat Moss and Ann Wisdom taking the latter award.

Despite the fracas at the finish the Tulip remained a thoroughly enjoyable affair, thanks to the kindness and helpfulness of the Dutch organisers.

Acropolis Rally

Vying with the Polish for the distinction of being the best-organised international rally, the Acropolis annually gains in importance and popularity. Erik Carlsson, after a struggle against the regulations in the Monte and retirement from the Tulip with a sheared distributor drive, finally made his mark with a well-deserved win in this event. Seven out of the first twelve places were taken by British cars, class wins going to Chambers and Marshall in a Ford Anglia and to Peter Riley with Tony Ambrose in a Healey 3000.

The road section was easy for experienced rallyists, rough and loose surfaces favouring the Scandinavian competitors. Three starting points were available, Athens, Graz and Igoumenitsa in north-western Greece ; all converged on Serai, near the Bulgarian border, over relatively easy routes, before

tackling the really hard part from this communal point.

For this event only, Ann Wisdom had teamed up with Erle Morley in an Austin Seven ; they came near to disaster when their car went over a 75 foot drop. Fortunately the special-series providence which looks after rally drivers was working overtime that day, and they escaped unhurt — needless to say they were wearing safety harness.

All of the works-entered Citroens fell by the wayside and the BMC Minis fared little better, only David Hiam bringing his Mini-Minor to the finish in 18th place.

Mille Miglia

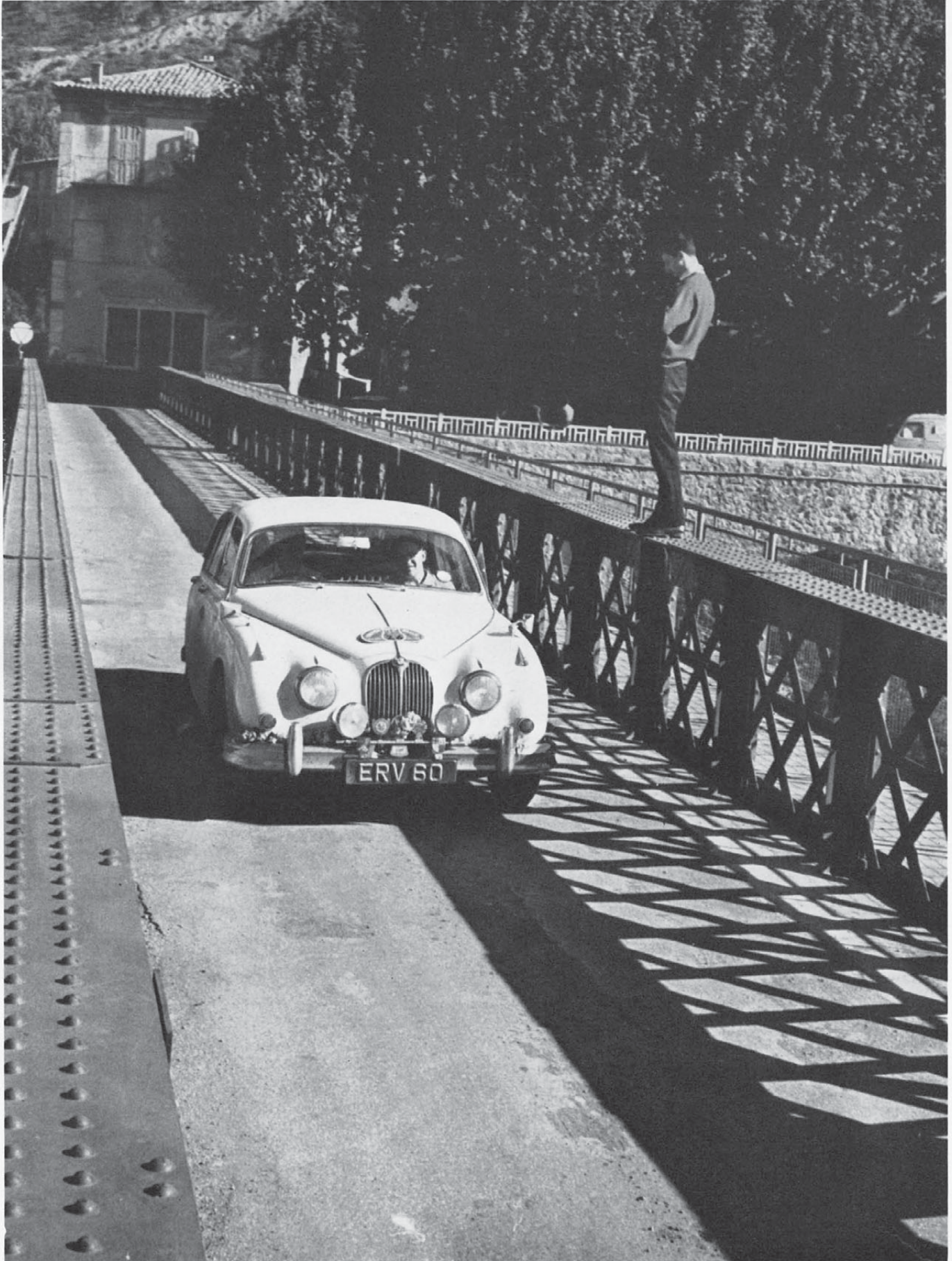
Taking place only a week after the punishing Acropolis Rally and counting for the first time as the Italian qualifying event of the Rally Championship, the Mille Miglia this year attracted 86 starters, most of them Italian.

Gradually this erstwhile classic is getting nearer to its original conception. This year there were straw bales round the islands in towns and the traffic was strictly regulated. Appreciating that this was a speed event Volvos took the unusual step of providing a Ferrari Berlinetta for their number one driver, Gunnar Andersson. In company with Lohmander he duly won, followed closely by Cabianca and Provolo in a Lancia Flaminia Zagato.

The Norwegian Gjolberg driving his Skoda in one of the many special tests which more and more tend to decide international rallies because of police disapproval of high-speed open-road schedules



Tremendous British interest is taken in the classic continental rallies, the great majority of competitors being private entrants such as Walker and Hughes, shown here in their 3.8 Jaguar





Sunbeams in action on the Alpines. Above is Keith Ballisat and on the right the Peters Harper and Proctor

Pat Moss and Ann Wisdom, in their Healey 3000 would have been very much at home here, but were unfortunately precluded due to a misunderstanding about their insurance. In their absence no feminine crew figured in the main results.

Midnight Sun

Scandinavian rallies are almost as specialised as British events, therefore it comes as no surprise when they are won by the natives. The Midnight Sun was no exception to the rule, victory going to Carl-Magnus and Rolf Skogh in a Saab, while Ewy Rosqvist carried off the Coupe des Dames. No less than 207 cars entered, of which nine were British, including Pat Moss and Ann Wisdom in Pat's own Saab, three Vauxhall "Veloces" from the Army Motoring Association; Ann Hall and Valerie Domleo in an Anglia, plus Riley and Ambrose with a Healey 3000.

Taking place over mainly dirt roads in southern and central Sweden, starting and finishing at Stockholm, there was an eight-hour rest stop at Gothenburg after roughly 26 hours on the road. At this point the Skoghs were seen to be leading, with Pat Moss favourite for the Coupe des Dames. A feature of the second half were speed tests on the Karlskoga circuit,

Peter Riley clocking fastest time of the day. Towards the end of the event Carlsson had the bad luck to be put off the road by a non-competing car, completely wrecking the Saab. More disappointing if not so devastating, was Trana's misfortune in the Volvo P.1800 GT, making its rally debut. Securely in second place his clutch gave trouble only three hundred yards from the final control. On the other hand, Pat Moss lost her Ladies award to Ewy Rosqvist as the result of team tactics on the part of Gunnar Andersson.

Alpine Rally—22nd. Criterium Internationale de la Montagne

This year the Alpine was everything that a rally should be. Tough but not crippling, the formula threw up only one unpenalised car, the Morley brothers' Austin Healey 3000. Which is just about the ideal way to decide a rally.

The route differed very little from previous years except that only one overnight stop was called for, instead of two. This was at Chamonix after 699 miles of French Alpine motoring. From that point, after a 24-hour rest, the cars made the traditional circuit of the Dolomites before returning to the French alps and the finish at Cannes.

Any feats that the rally might be too easy were dispelled



at half distance, when it was seen that only the Morleys, Walter's Porsche and the Riley-Ambrose Healey were in the running for Coupes. Pat Moss had already overturned her Healey on the Col de Grimone, so Ann Hall and Valerie Domleo were leading the women.

Walter's car dropped a valve soon after leaving Chamonix and Peter Riley had a sensational incident on the descent from the Stelvio, leaving only the Morleys to motor on, with great virtuosity, to the finish.

Towards the end, with Ann Hall out with broken suspension, the Coupe des Dames seemed within the grasp of Pat Ozanne and Pat Wright in their private Mini-Minor, but on the difficult Quatre-Chemins section, close to the finish, they overturned and lost too much time to qualify. Thus Ewy Rosqvist again collected the Coupe des Dames.

Rolland and Augias, in a Giulietta SZ, were unspectacular but efficient in qualifying for second place of the general classification, while Sunbeams took third, fifth and seventh positions, thus gaining the team prize. A protest against the oil radiators fitted to these cars was disallowed.

It may be coincidental that the liaison between the Automobile Club of Marseilles and Provence gave us the best Alpine for some years; but, whatever the reason, let us hope that the success will be repeated.

Polish Rally

Rallies in distant and difficult-to-get-into countries are a good thing because they not only further human understanding, but they make Western European drivers realise just how lucky they are. The Polish Rally on August 8 was a case in point, for the Krakow Automobile Club ably demonstrated that limited facilities are a spur, rather than a deterrent to the organisation of an event. Drivers who took the trouble to penetrate the Iron Curtain on this occasion considered this to be perhaps the best-organised event of the series.

Few of the stars were there, only one or two contenders for the European title turning up. These were Andersson and Rosqvist from Volvo, Skogh with his Saab, Bohringer with the Mercedes, and Block (BMW). Bohringer's usual co-driver was ill and his place was taken by Rauno Aaltonen, a young Finn who was later to win the Thousand Lakes. This was a lucky thing for the German, because the only really difficult section was at Kowarska over a forest road. Aaltonen took the wheel on this typically Scandinavian section and was over half a minute quicker than anyone else.

Total distance was 2535 kilometers, split into loops of 1310 and 1225 kilometers, each starting and ending at Krakow. There were ten special stages, to be covered at speed with the times multiplied by a co-efficient. There was also one hill climb of 3.5 km at which Derek Astle, partnered by Stuart Turner, put up best time in an Austin Healey 3000.

A number of cars had been entered from outside Poland, for Polish crews. Prominent among these were a works Mercedes, a Jaguar XK150 and a Rover.

As a result of Aaltonen's efforts Bohringer was the eventual winner, with Skogh second and Zasada's BMW third. Ewy Rosqvist with a Polish co-driver, Eugeniou Valko, once more carried off the ladies' prize.

The Thousand Lakes

Very much a Scandinavian event, over 2000km of forest roads, this rally was a triumph for up-and-coming man

Aaltonen in a Saab. Toivonen in a Citroen was runner-up with another Finn, Keinanen in a Skoda, third.

Jyvaskyla was the starting point of the 2000 kilometre road section, which was divided into two parts with a four hour rest period in between. Altogether there were 200 kilometres of special tests divided into 29 sections.

Finnish roads are narrow and feature frequent hump-backs which are presumably specially put there to enable photographers to take pictures of cars leaping four feet into the air. In fact, a special technique is required to take these jumps; Aaltonen told me that it is best if the car lands on one front wheel! It certainly seems that the Finns had it on this occasion.

Liefe-Sofia-Liege

History was made this year when the Motor Union of Liege finally admitted that their Marathon de la Route does not go to the Holy City. Presumably, after this year it will no longer go to Sofia either, but the name will stick for a while. Digs apart, the Motor Union inevitably means business, and if you can do well in their rally you are definitely one of the boys. Out of 85 starters only eight cars finished the 1961 Marathon; worthy winners were Lucien Bianchi and Georges Harris in a highly tuned Citroen DS19. Two British crews finished, David Seigle-Morris with Tony Ambrose in a Healey 3000 and East Africans Lead and Caldwell in a Mercedes 220SE. Particularly praiseworthy was the performance of the Belgian Ford factory-entered Anglia driven by Charlier and Jowat, who finished seventh. The engine of their car was tuned to Formula Junior standards with twin Webers for the occasion. This is the beauty of the Liege: there are few tiresome rules. Just choose the most potent and durable vehicle you can find, and go. The best man wins.

Most of the real rally sections were in Yugoslavia, the short excursion over the Bulgar border into Sofia being something of a token visit although there was a four-hour break here, with the cars in a *parc fermee* (a novelty for the Liege). At this point David Seigle-Morris led the rally and Bohringer, again chauffeured by Aaltonen, was third. 69 of the 85 starters were still in the rally. The return through Yugoslavia was not so kind; only three cars completed the section Pec to Rijeka on time — Bohringer, Trautmann and Bianchi. Seigle-Morris spent half an hour in a ditch here, and Walter burnt-out his sparking plugs. Only 12 cars came out of Yugoslavia, perhaps the most notable of these being David Hiam's private Mini-Minor. Trautmann was now in the lead but his Citroen soon called it a day, letting Bianchi through for a win.

RAC Rally of Gt. Britain

To Eric Carlsson of Sweden and his Saab went the unusual distinction—unique in the field of international rallies—of winning the RAC International Rally of Great Britain for the second successive year. When his lone effort is contrasted with the tremendously powerful and numerous British works teams which faced him and when it is considered he was in the lead right from the very start, thereafter increasing his advantage all the time, his achievement can be placed in its true perspective.

Equally brilliant and highly popular was Pat Moss' second place in the big Austin Healey, which admittedly had the power output necessary over many of the special stages, but suffered because of its low clearance. Pat admitted that the



Starting point of the Tulip Rally

surfaces of some of the special stages were worse than the roads encountered in Yugoslavia on this year's car-destroying Liège-Sofia-Liège. This was a source of constant worry to her and co-driver Ann Wisdom. A deranged rear-axle developed after the first night ; the axle location shifted, affecting, among other things, the steering.

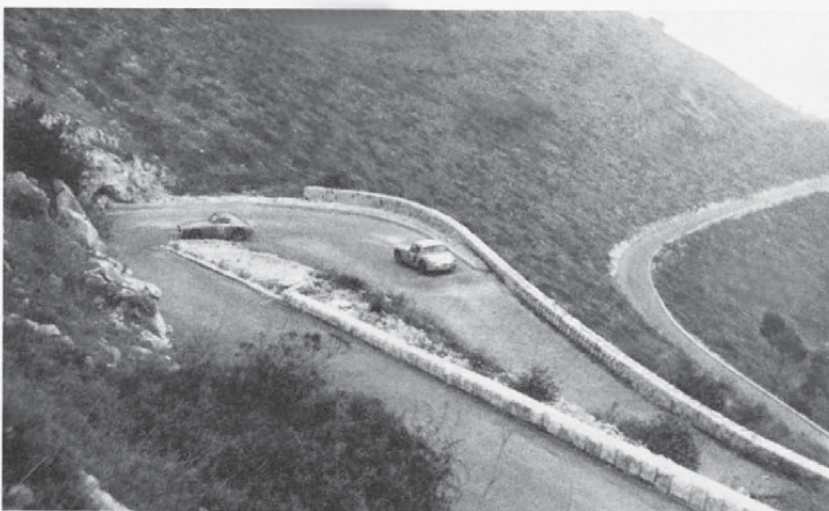
In order to make it a " driver's " event and to find the winner on the road, rather than by navigational or manoeuvring tests as in the earlier years of this event, some way had to be found of raising the average speeds set, at least over part of the route. As the law forbids averages higher than 30 mph on public roads, rally organiser Jack Kemsley obtained the cooperation of the Forestry Commission, who placed certain of their private roads at his disposal. There were 26 of these sections, varying in length from just over a mile upwards to 21 miles and from atrociously rough, boulder-strewn forest paths to relatively smooth, hard-surfaced but highly slippery private roads. One of these special stages, the Eppynt section in Wales, was cancelled at the last moment due to floods, and the average speeds on five others were increased to set drivers an even harder task. Obviously it was over these special forestry

stages that the final shape of the results sheets was arrived at, but no one should imagine that the rest of the road section was necessarily a series of " liaison " sections. As quite a few drivers discovered to their cost, many apparently harmless main road sections turned out to be extremely tight ones, being made of narrow and winding unclassified roads plus closely-bunched time controls. Those who thought they could take things easy soon had a shock ; even the 30 mph average was difficult to achieve under those circumstances !

In spite of Jack Kemsley's highly successful efforts to make this a rally worthy of the toughest continental standards, only a handful of competitors crossed the channel to participate. And most of those who came did so because of their relative positions in the European Rally Championship. This certainly applied to the champion-apparent, Walter of Germany (Porsche) ; to his only serious challenger, Bohringer (Mercedes) and the leading lady contender, Miss Ewy Rosquist of Sweden (Volvo P1800). Carlsson, of course, came to defend his previous year's title, and there was another welcome visitor from Sweden, former European Champion Gunnar Anderson in the " old type " Volvo.

International rallies

Intermediate scoring and results



British competitors attack the notorious La Turbie hill climb during the course of the Tulip. They are Sprinzel/Wood and Gold/Hughes aboard Sebring Sprites

30th MONTE CARLO RALLY

Key :

M.C.=Monte Carlo Stock.=Stockholm Lisb.=Lisbon Ath.=Athens Wars.=Warsaw Par.=Paris Glas.=Glasgow
Fran.=Frankfurt

General Classification

Position	No.	Crew	Car	Penalisations Start to Monaco	Special Tests	Technical Inspection	Circuit	Total	
1.	174	M. Martin/R. Bateau	Panhard	M.C.	0	2271,738	0	429,828	2701,566
2.	87	W. Loffler/H. J. Walter	Panhard	Stock.	0	2278,500	20	421,596	2720,096
3.	220	G. Jouanneux/A. Coquillet	Panhard	Paris	0	2325,248	0	428,659	2753,907
4.	53	E. Carlsson/K. Svensson	Saab	Stock.	0	2298,626	15	457,704	2771,330
5.	97	K. Block/H. Paul	B.M.W.	Stock.	0	2324,070	0	452,574	2776,644
6.	73	E. Keinanen/R. Eklund	Skoda	Stock.	0	2307,443	0	482,791	2790,234
7.	33	G. Happel/J. Guichet	Renault	Stock.	0	2329,316	0	465,356	2794,672
8.	180	J. Behra/J. Berges	N.S.U.	M.C.	0	2366,400	0	434,700	2801,100
9.	189	J. Feret/G. Monraisse	Renault	Lisb.	0	2350,872	0	471,696	2822,568
10.	66	Pr. A. Metternich/H. Wencher	B.M.W.	Stock.	0	2385,270	0	447,984	2833,254
11.	8	P. Faure/M. Bonas	Panhard	Ath.	0	2389,338	0	455,406	2844,744
12.	129	P. Harper/P. Proctor	Sunbeam	Wars.	0	2424,506	0	451,234	2875,740
13.	45	P. Hopkirk/J. Scott	Sunbeam	Stock.	0	2417,826	0	462,924	2880,750
14.	27	G. Andersson/C. Lohmander	Volvo	Stock.	0	2413,494	0	469,224	2882,718
15.	31	G. Nicolas/M. Devaux	Renault	Stock.	0	2419,978	0	472,013	2891,991
16.	112	B. Jonsson/L. Lohmander	Saab	Stock.	0	2430,324	0	462,672	2892,996
17.	221	G. Langlois/R. Langlois	Panhard	Par.	0	2410,804	50	433,640	2894,444
18.	72	A. Ingier/C. M. Skogh	Saab	Stock.	0	2484,192	0	482,058	2906,250
19.	6	R. Trautmann/J. C. Ogier	Citroen	Ath.	0	2428,287	0	509,026	2937,313
20.	23	E. Gjolberg/J. Martinsen	Skoda	Stock.	0	2416,452	0	527,404	2943,856
21.	210	M. Michy/J. Estager	Renault	Lisb.	0	2469,430	0	477,085	2946,515
22.	78	H. Ingier/A. C. Carsten	Volvo	Stock.	0	2247,694	0	501,030	2948,724
23.	212	G. Clarou/C. Joly	Renault	Lisb.	0	2472,917	0	477,719	2950,636
24.	228	J. J. Thuner/J. Gretener	Triumph	Par.	0	2488,764	0	469,430	2958,194
25.	282	I. D. Lewis/H. A. Nash	Triumph	Glas.	0	2479,044	0	479,740	2958,784
26.	170	H. Taylor/R. Benstead	Ford	M.C.	0	2477,488	0	490,888	2968,376
27.	257	C. Bobrowski/C. Desrosiers	B.M.W.	Par.	60	2457,792	0	467,568	2985,360
28.	60	P. Riley/A. Ambrose	Austin	Stock.	0	2499,960	0	493,352	2993,312
29.	40	G. Bengtson/B. Boesen	Volvo	Stock.	0	2502,072	0	495,216	2997,288
30.	125	E. Bohringer/H. Socher	Mercedes	Wars.	0	2530,880	0	481,888	3012,768
31.	140	R. Ott/R. Konoll	Mercedes	Wars.	0	2527,712	0	487,520	3015,232
32.	7	R. Masson/C. Laurent	Renault	Ath.	0	2537,268	0	479,621	3016,889
33.	263	M. Sutcliffe/J. P. Crabtree	Ford	Par.	0	2504,664	0	514,968	3019,632
34.	1	P. Condillier/J. Cazon	Renault	Ath.	0	2566,115	0	460,601	3026,716
35.	71	J. Nielsen/K. E. Jensen	Sunbeam	Stock.	0	2531,386	0	495,990	3027,376
36.	44	A. Skotvedt/T. Strandrud	Panhard	Stock.	180	2417,268	0	442,470	3039,738
37.	95	O. Vilkas/L. A. Hurme	Mercedes	Stock.	0	2518,912	0	520,960	3039,872
38.	11	P. Guiraud/N. Pizaro	Peugeot	Ath.	0	2545,020	0	497,016	3042,036
39.	90	D. Seigle-M/V. Elford	Austin	Stock.	0	2551,420	0	493,352	3044,772
40.	38	S. H. Allard/T. Fisk	Ford	Stock.	0	2523,632	0	525,456	3049,088
41.	51	P. Toivonen/K. Ruutsalo	Citroën	Stock.	0	2525,775	0	526,575	3052,350
42.	25	I. Wollert/H. Ljungkvist	Simca	Stock.	0	2545,080	30	491,982	3057,062
43.	199	J. Rolland/G. Augias	Citroën	Lisb.	0	2535,414	0	524,790	3060,204
44.	224	Miss A. Hall/Miss V. Domleo	Ford	Par.	0	2571,056	0	510,496	3081,552
45.	181	M. Picart/A. Guilhaudin	D.B.	M.C.	0	2573,532	55	470,496	3099,028
46.	47	S. Nottorp/Bo Hellberg	Volvo	Stock.	0	2598,516	10	498,636	3107,152
47.	15	R. Dee/R. Gorris	Saab	Stock.	0	2620,475	0	489,450	3109,925
48.	59	H. Hartmann/G. Isenbugel	Sunbeam	Stock.	0	2622,234	0	497,326	3119,560
49.	65	H. Hansson/B. Lundberg	Volvo	Stock.	0	2488,650	140	492,082	3120,732
50.	48	O. Rosenblatt/T. Hilderbrand	Simca	Stock.	0	2592,508	20	510,018	3122,526
51.	34	R. Buran/S. Nordvang	Peugeot	Stock.	0	2595,735	0	526,806	3122,541
52.	158	H. Tak/D. Pfann	Mercedes	M.C.	0	2602,688	20	501,656	3124,344
53.	159	J. Patten/G. Procter	Ford	M.C.	0	2578,624	35	511,872	3125,496
54.	241	F. J. Bichat/G. Houel	Volvo	Par.	0	2622,456	0	513,684	3136,140
55.	91	G. Anzil/M. Carstedt	Volvo	Stock.	0	2652,210	0	497,610	3149,820
56.	35	Mme Rosqvist/Mme Wallraf	Volvo	Stock.	0	2623,140	35	493,848	3151,988
57.	244	P. Coltelloni/" Alec "	Citroën	Par.	0	2629,305	0	525,147	3154,452
58.	76	H. Gerdum/W. P. Lindman	Mercedes	Stock.	0	2634,368	0	529,760	3164,128
59.	58	R. de Lageneste/H. Greder	Citroën	Stock.	0	2619,666	40	513,009	3172,675
60.	116	E. A. Schaefer/H. Benveniste	N.S.U.	Wars.	300	2426,912	0	445,808	3172,720
61.	96	Miss P. Moss/Miss A. Wisdom	Austin	Stock.	0	2675,696	0	500,180	3175,876
62.	4	Mme C. Vanson/ Mme G. Derolland	Citroën	Ath.	0	2653,581	0	524,076	3177,657
63.	146	R. Richard/M. Balas	VW	M.C.	0	2657,737	0	521,381	3179,118
64.	26	F. Kongsgaarden/C. Offenberg	Volvo	Stock.	0	2684,358	0	511,632	3195,990
65.	172	J. Clement/P. Justamond	Peugeot	M.C.	0	2682,856	0	514,280	3197,136
66.	234	H. Marang/J. Badoche	Citroën	Par.	0	2688,095	0	509,379	3197,474
67.	175	K. C. Chambers/P. Marshall	Ford	M.C.	90	2602,016	0	509,464	3201,480
68.	137	J. Springer/Kainz	Ford	Wars.	0	2702,656	0	523,424	3226,080
69.	99	J. Laroche/R. Radix	Citroën	Stock.	0	2712,099	0	519,969	3232,068
70.	63	C. Jean/B. Arnould	Simca	Stock.	0	2739,802	15	502,336	3257,138
71.	195	A. C. Torres/J. B. Santos	Hansa	Lisb.	90	2669,380	0	504,252	3263,632
72.	43	H. Kristiansen/E. Naggel	Ford	Stock.	0	2724,624	0	546,483	3271,107
73.	68	R. Andersson/A. Kristiansson	Mercedes	Stock.	0	2763,200	0	515,328	3278,528
74.	37	O. Swahn/F. Zager	Volvo	Stock.	0	2766,438	20	492,480	3278,918
75.	207	H. Ziegler/M. Becquart	Sunbeam	Lisb.	300	2476,521	20	494,838	3291,359
76.	18	H. Heyse/J. F. Bischoff	Mercedes	Stock.	0	2777,984	0	518,496	3296,480

Position	No.	Crew	Car	Penalisations		Technical			Total
				Start	to Monaco	Tests	Inspection	Circuit	
77.	52	O. Thrana/T. Ulleberg	Auto-U.	Stock.	30	2792,004	0	501,120	3323,124
78.	171	H. Balas/G. Chevron	VW	M.C.	0	2810,939	0	531,618	3342,557
79.	299	J. D. Wood/D. A. Wilkinson	Sunbeam	Glas.	150	2629,248	50	519,704	3348,952
80.	147	M. Gatsonides/L. Van Noordwijk	Facel-V	M.C.	0	2827,278	0	543,537	3370,815
81.	163	P. Maublanc/S. Roussin	Volvo	M.C.	0	2769,516	120	522,576	3412,092
82.	22	A. Wassman/E. Hellsten	Skoda	Stock.	36	2505,880	20	543,836	3429,716
83.	148	R. Canis/M. Billard	Panhard	M.C.	480	2517,504	0	458,026	3455,530
84.	111	R. Backlund/N. Falk	Sunbeam	Stock	0	2934,616	0	553,547	3488,163
85.	142	P. Maurel/C. Courbe	Citroën	Wars.	0	2994,159	0	527,646	3521,805
86.	107	D. Brinkman/L. Karlstrom	Volvo	Stock.	360	2698,332	0	523,499	3581,831
87.	115	P. Courtes/E. Julien	Citroën	Wars.	90	2954,889	0	537,285	3582,174
88.	223	B. Neyret/P. Verilhac	Triumph	Paris	0	3063,400	0	581,304	3644,704
89.	182	W. C. Lier/H. Walter	Sunbeam	M.C.	420	2782,554	0	491,648	3694,202
90.	101	R. Sjostrom/B. Hermansen	Volkswagen	Stock.	180	2978,130	0	570,170	3728,300
91.	242	C. Foveau/H. Salvat	Citroën	Paris	0	3166,658	0	562,122	3728,780
92.	295	A. Meredith-Owens/W. Bradley	Riley	Glas.	480	2732,016	0	531,802	3743,818
93.	56	L. Vold-Johansen/W. Brandt	D.K.W.	Stock.	480	2755,575	0	510,489	3746,064
94.	118	S. Zasada/G. Timoszek	Simca	War.	390	2876,787	0	503,163	3769,950
95.	296	A. McCracken/J. McInnes	Ford	Glas.	540	2703,048	0	530,048	3773,096
96.	113	S. Wierzba/L. Bielak	F.S.O.	War.	690	2612,709	10	485,595	3798,304
97.	12	M. Idrac/Mlle. A. Lezian	Simca	Ath.	390	2934,524	0	505,676	3830,200
98.	133	G. Langlois V. Ophen/E. Bren	Volvo	War.	480	2860,359	0	494,906	3835,265
99.	21	L. Handley/D. Harvey	Ford	Stock.	0	3214,680	0	641,760	3856,440
100.	222	G. Verrier/J. Blanchet	Citroën	Paris	0	3359,268	0	530,332	3889,600
101.	270	J. Kuehling/K. Schoettler	Renault	Fran.	780	2653,236	0	509,004	3942,240
102.	100	H. Witthoft/H. Mosemann	Lloyd	Stock.	630	2779,272	0	535,896	3945,168
103.	79	E. Stock/E. Folten	VW	Stock.	60	3269,466	0	625,914	3955,380
104.	102	E. N. Brinkman/D. Silverthorne	Jaguar	Stock.	0	3338,024	0	643,132	3981,156
105.	179	M. Serre/A. Granier	Panhard	M.C.	1050	2492,472	0	441,040	3983,512
106.	85	A. Andersen/U. Moller	Skoda	Stock.	0	2486,920	0	500	3986,920
107.	272	W. V. Wrede/O. Czerweny	VW	Fran.	510	2959,905	0	527,382	3997,287
108.	117	G. J. Grant/M. Parkes	Sunbeam	War.	0	2533,056	0	500	4033,056
109.	151	J. R. Burgess/I. F. Walker	Ford	M.C.	360	3117,042	0	604,494	4081,536
110.	308	E. Jackson/J. G. Foster	Ford	Glas.	210	3253,788	0	628,776	4092,564
111.	166	R. Nellemann/M. Skarring	Ford	M.C.	270	3283,269	0	614,570	4167,839
112.	250	I. Baillie/J. Aggleton	Vauxhall	Par.	420	3260,549	10	606,441	4296,990
113.	105	K. Gudim/L. Askersrud	VW	Stock.	0	2824,353	0	1500	4324,567
114.	46	P. Macchi /A. Macchi	Skoda	Stock.	300	2629,752	40	1500	4469,752
115.	88	J. Sprinzel/S. Thurner	Austin	Stock.	240	2675,552	80	1500	4495,552
116.	307	J. C. Wallwork/P. Roberts	Volvo	Glas.	360	2810,016	25	1500	4695,016
117.	10	Mme. M. Blanchoud/ Mme. M. Rossetti	Saab	Ath.	690	2604,310	10	1500	4804,310
118.	94	C. Spjuth/B. Rehmfeldt	Mercédés	Stock.	450	2917,376	0	1500	4867,376
119.	169	R. Blanc/J. P. Dubreuil	Peugeot	M.C.	630	2910,240	0	1500	5040,240
120.	134	H. Klinken/H. Zertani	VW	War.	510	3081,732	90	1500	5181,732
121.	5	M. Scialom/D. Pecnard	Renault	Ath.	870	2871,640	10	1500	5251,640
122.	124	J. P. Ledy/P. Ledy	Citroën	War.	660	3094,833	0	1500	5254,833
123.	281	G. Wilkins/M. Frostick	Ford	Glas.	990	2715,880	0	1500	5255,880
124.	109	B. Nyberg/N. Sundvik	Volkswagen	Stock.	990	2832,562	0	1500	5322,562
125.	67	Pr. deBourbon Parme/ V. Petersen	Skoda	Stock.	1320	2567,184	0	1500	5387,184
126.	126	M. Varisella/J. Wohtowicz	F.S.O.	War.	1500	2444,310	0	1500	5444,310
127.	156	R. Pontier/H. Tournie	Panhard	M.C.	1560	2409,330	0	1500	5469,330
128.	80	J. Nielsen/O. Pedersen	Volkswagen	Stock.	1080	2890,011	0	1500	5470,011
129.	336	J. D. Melvin/E. P. Foden	Sunbeam	Glas.	1170	2814,618	0	1500	5484,618
130.	330	P. G. Walton/J. Ross	Jaguar	Glas.	150	3557,862	300	1500	5507,862
131.	75	P. A. Nystrom/R. A. Stahlem	Ford	Stock.	810	3260,250	15	1500	5585,250
132.	103	A. B. Frazer/L. Sherley-Price	Sunbeam	Stock.	420	3083,154	610	1500	5613,154
133.	167	M. Peyrot/G. Rouit	Citroën	M.C.	1470	2703,274	0	1500	5673,274
134.	341	J. B. McAdam/T. E. White	Sunbeam	Glas.	1260	3011,344	0	1500	5771,344
135.	276	C. Poirrot/H. Hazard	Facel Vega	Fr.	780	3572,658	10	1500	5862,658
136.	344	P. Bolton/G. Shanley	Citroën	Glas.	1350	3125,178	0	1500	5975,178
137.	286	K. N. Lee/G. R. Monkman	Riley	Glas.	1410	3053,796	15	1500	5978,796
138.	230	J. C. Pinkerton/P. J. Lloyd	Riley	Paris	1500	3023,348	0	1500	6023,348
139.	29	R. Hooper/Miss A. Hooper	Sunbeam	Stock.	1680	2915,820	10	1500	6105,820
140.	121	J. A. Walker/J. Whitmore	Vauxhall	War.	1110	3406,084	0	1500	6116,084
141.	298	S. H. Ashcroft/D. Jones	Morris	Glas.	1590	3064,450	10	1500	6164,454
142.	81	B. Berglund/G. Bergman	Renault	Stock.	1830	2909,844	0	1500	6239,844
143.	204	E. W. Cuff-Miller/W. Frost	Ford	Lis.	1590	3166,080	0	1500	6256,080
144.	238	H. W. Burke/A. J. Burton	Volvo	Pzar.	1830	3028,524	0	1500	6358,524
145.	337	D. R. Milton/D. R. Milton	Austin	Glas.	1470	3390,800	0	1500	6360,800
146.	2	M. Vourdoumbakis/J. Okronidis	Skoda	Ath.	1950	2933,744	0	1500	6383,744
147.	69	O. Heick/I. Stenderup	Fiat	Stock.	1710	3257,166	0	1500	6467,166
148.	155	V. Sagi/J. Gasau	B.M.W.	M.C.	2250	2747,574	0	1500	6497,574
149.	104	R. Holmes/K. Hook	Vauxhall	Stock.	1560	3516,654	0	1500	6576,654
150.	185	W. Bartolini/V. Bartolini	Alfa-Roméo	M.C.	2550	2991,628	10	1500	6651,628
151.	274	K. Johnen/J. Audrey	Volvo	Fran.	1950	3234,528	0	1500	6684,528
152.	70	H. Lunk/G. Dent S.	Ford	Stock.	1890	3325,936	0	1500	6715,936
153.	120	L. Van den Bergh/P. de Schutter	Auto-Union	War.	2400	3039,960	20	1500	6954,960
154.	283	G. F. Faulkner/H. Appleby	Ford	Glas.	2160	3380,741	10	1500	7050,741
155.	127	A. Weiner/K. Krajewski	Simca	War.	2400	3372,732	20	1500	7292,732
156.	17	M. Hansen/E. Hansen	Ford	Stock.	2940	3466,004	190	1500	8096,004

TIMES RECORDED IN THE SPECIAL TESTS AND ON THE MONTE CARLO CIRCUIT

No.	Driver	Car	cc	Special Tests					Circuit
1.	P. Condriillier	Renault	845	27' 30"	19' 36"	40' 48"	39' 57"	7' 54"	2' 25.3"
2.	M. Vourdoubakis	Skoda	1089	27' 56"	24' 04"	42' 49"	50' 45"	10' 00"	
4.	C. Vanson (Mme.)	Citroën	1911	23' 27"	17' 22"	37' 56"	38' 13"	7' 45"	2' 26.8"
5.	M. Scialom	Renault	845	25' 57"	19' 38"	42' 49"	44' 43"	8' 29"	
6.	R. Trautmann	Citroën	1911	21' 32"	16' 07"	34' 40"	36' 07"	7' 03"	2' 24.2"
7.	R. Masson	Renault	845	26' 23"	19' 31"	39' 34"	41' 01"	7' 45"	2' 31.3"
8.	P. Faure	Panhard	848	26' 22"	19' 17"	41' 31"	40' 41"	8' 21"	2' 34.9"
10.	M. Blanchoud (Mme)	Saab	748	26' 34"	20' 50"	39' 52"	44' 30"	9' 05"	
11.	P. Guiraud	Peugeot	1290	26' 03"	18' 54"	39' 28"	39' 19"	8' 01"	2' 33.4"
12.	M. Idrac	Simca	1290	30' 45"	21' 42"	42' 58"	43' 36"	8' 15"	2' 31.4"
15.	R. Dee	Saab	841	25' 46"	19' 35"	40' 38"	41' 02"	8' 12"	2' 30.6"
17.	M. Hansen	Zephyr	2553	27' 03"	20' 14"	49' 58"	44' 06"	8' 22"	
18.	H. Heyse	Merced.	2195	25' 04"	19' 03"	40' 41"	39' 48"	7' 46"	2' 27.3"
21.	L. Handley	Zodiac	2553	23' 51"	18' 34"	38' 47"	39' 09"	8' 03"	2' 32.8"
22.	A. Wassman	Skoda	1089	23' 09"	19' 30"	39' 56"	41' 50"	8' 35"	2' 52.1"
23.	E. Gjolberg	Skoda	1089	23' 42"	18' 27"	38' 57"	39' 08"	8' 03"	2' 46.9"
25.	I. Wollert	Simca	1290	24' 21"	18' 08"	39' 05"	38' 30"	7' 46"	2' 27.3"
26.	F. Kongsgaarden	Volvo	1580	24' 47"	18' 43"	40' 19"	39' 53"	7' 57"	2' 49.6"
27.	G. Andersson	Volvo	1580	22' 18"	16' 55"	36' 12"	36' 00"	7' 02"	2' 17.2"
29.	R. Hooper	Sunbeam	1494	29' 10"	21' 05"	43' 31"	44' 17"	8' 17"	
31.	G. Nicholas	Renault	845	25' 12"	18' 27"	38' 13"	38' 37"	7' 35"	2' 28.9"
33.	G. Happel	Renault	845	23' 40"	17' 44"	36' 27"	37' 44"	7' 43"	2' 26.8"
34.	R. Buran	Peugeot	1468	24' 34"	19' 30"	38' 49"	39' 40"	8' 12"	2' 38.2"
35.	E. Rosqvist (Mme)	Volvo	1580	24' 42"	19' 13"	37' 57"	38' 57"	7' 51"	2' 24.4"
37.	O. Swahn	Volvo	1580	23' 22"	17' 55"	38' 22"	48' 21"	7' 39"	2' 24"
38.	S. H. Allard	Arglia	997	24' 21"	18' 44"	38' 22"	39' 20"	8' 07"	2' 40.2"
40.	G. Bengtson	Volvo	1580	21' 45"	17' 26"	37' 11"	38' 40"	7' 44"	2' 24.8"
43.	H. Kristiansen	Taurus	1698	22' 32"	17' 48"	36' 52"	38' 02"	8' 00"	2' 27.3"
44.	A. Skotvedt	Panhard	848	25' 52"	19' 48"	40' 00"	43' 48"	8' 24"	2' 30.5"
45.	P. Hopkirk	Sunbeam	1494	22' 35"	17' 17"	36' 59"	37' 19"	7' 19"	2' 18.6"
46.	P. Macchi	Skoda	1089	26' 08"	19' 48"	43' 23"	42' 01"	8' 12"	
47.	S. Nottorp	Volvo	1580	24' 21"	16' 59"	38' 03"	40' 14"	7' 51"	2' 25.8"
48.	O. Rosenblatt	Simca	1290	25' 42"	18' 48"	38' 02"	39' 46"	7' 54"	2' 32.7"
51.	P. Toivonen	Citroën	1911	20' 51"	16' 33"	36' 22"	37' 34"	7' 25"	2' 27.5"
52.	O. Thrana	Auto-U.	980	24' 46"	20' 02"	40' 40"	41' 22"	7' 43"	2' 24"
53.	E. Carlsson	Saab	841	21' 41"	17' 03"	34' 46"	37' 02"	7' 49"	2' 20.4"
56.	L. Vold-Johansen	D.K.W.	980	25' 27"	18' 55"	42' 04"	43' 47"	8' 32"	2' 33.3"
58.	R. de Lageneste	Citroën	1911	23' 04"	17' 23"	37' 30"	37' 39"	7' 32"	2' 23.7"
59.	H. Hartmann	Sunbeam	1494	25' 27"	19' 04"	39' 49"	39' 29"	7' 52"	2' 28.9"
60.	P. Riley	Austin	948	23' 53"	18' 11"	38' 02"	38' 25"	7' 49"	2' 28.6"
63.	C. Jean	Simca	1290	26' 03"	19' 25"	41' 28"	42' 20"	8' 17"	2' 30.4"
65.	H. Hansson	Volvo	1580	21' 58"	17' 55"	35' 41"	35' 29"	7' 17"	2' 19.4"
66.	P. A. Metternich	BMW	697	24' 14"	18' 31"	39' 24"	40' 48"	7' 48"	2' 26.4"
67.	J. de Bourbon Parme	Skoda	1089	24' 46"	20' 39"	39' 14"	43' 00"	8' 35"	
68.	R. Andersson	Merced.	2195	24' 48"	18' 35"	40' 30"	39' 56"	7' 51"	2' 26.4"
69.	O. Heick	Fiat	2054	26' 39"	20' 55"	44' 30"	45' 07"	8' 48"	
70.	H. Lunk	Zephyr	2553	27' 02"	20' 47"	42' 35"	44' 20"	8' 58"	
71.	J. Nielsen	Sunbeam	1494	23' 32"	19' 34"	37' 50"	38' 35"	7' 38"	2' 28.5"
72.	A. Inglier	Saab	841	22' 14"	17' 31"	37' 14"	38' 40"	7' 19"	2' 22.2"
73.	E. Keinanen	Skoda	1108	22' 03"	17' 55"	36' 26"	37' 54"	7' 51"	2' 32.3"
75.	P. Nystrom	Ford Fal.	2360	25' 59"	19' 06"	45' 15"	45' 20"	8' 55"	
76.	H. Gerdum	Merced.	2195	23' 22"	18' 39"	38' 05"	38' 00"	7' 28"	2' 30.5"
78.	H. Ingier	Volvo	1580	21' 58"	17' 30"	36' 08"	37' 10"	7' 21"	2' 26.5"
79.	E. Stock	Volksw.	1294	24' 46"	19' 24"	42' 07"	41' 53"	8' 13"	2' 35.7"
80.	J. Nielsen	Volksw.	1192	24' 59"	22' 35"	39' 04"	42' 09"	8' 30"	
81.	B. Berglund	Renault	845	27' 47"	23' 41"	44' 55"	45' 05"	9' 03"	
85.	A. Andersen	Skoda	1089	23' 53"	19' 08"	38' 56"	41' 28"	8' 35"	
87.	W. Loffler	Panhard	848	24' 32"	19' 19"	38' 46"	39' 39"	7' 44"	2' 23.4"
88.	J. Sprinzel	Austin	975	23' 41"	18' 30"	38' 05"	38' 38"	8' 37"	
90.	S. Seigle-Morris	Austin	948	24' 34"	19' 03"	38' 16"	39' 00"	8' 02"	2' 28.6"
91.	G. Anzil	Volvo	1580	24' 59"	18' 12"	39' 19"	39' 48"	7' 47"	2' 25.5"
94.	C. Spjuth	Merced.	2195	24' 01"	18' 26"	37' 11"	51' 11"	8' 09"	
95.	O. Vilkas	Merced.	2195	21' 08"	17' 00"	36' 22"	37' 59"	7' 37"	2' 28"
96.	P. Moss (Miss)	Austin	994	25' 37"	18' 03"	37' 19"	37' 59"	7' 08"	2' 20.5"
97.	K. Block	BMW	697	23' 52"	18' 26"	37' 36"	39' 58"	7' 33"	2' 27.9"
99.	J. Laroche	Citroën	1911	25' 19"	18' 27"	37' 35"	39' 51"	7' 41"	2' 27.3"
100.	H. Wittoft	Lloyd	897	27' 34"	20' 41"	42' 58"	44' 04"	8' 31"	2' 45.4"
101.	R. Sjostrom	Volksw.	1192	25' 08"	20' 57"	39' 12"	41' 34"	8' 08"	2' 34.1"
102.	E. Brinkman	Jaguar	3781	27' 05"	19' 23"	40' 33"	40' 43"	8' 08"	2' 36.1"
103.	A. Fraser	Sunbeam	1494	25' 33"	41' 25"	39' 44"	40' 08"	7' 51"	
104.	R. Holmes	Vauxh.	2651	31' 29"	22' 30"	42' 22"	45' 44"	8' 39"	
105.	K. Gudin	Volksw.	1192	25' 20"	19' 55"	39' 22"	41' 16"	8' 18"	
107.	D. Bargman	Volvo	1580	24' 15"	17' 53"	38' 14"	40' 17"	7' 35"	2' 28.3"
109.	B. Nyberg	Volksw.	1222	23' 09"	18' 44"	37' 29"	39' 48"	8' 14"	
111.	R. Backlund	Sunbeam	1592	24' 16"	19' 15"	37' 04"	38' 17"	7' 42"	2' 22.3"
112.	B. Jonsson	Saab	748	22' 47"	18' 44"	37' 23"	39' 04"	7' 55"	2' 22.8"
113.	S. Wierzba	F.S.O.	744	27' 42"	22' 10"	44' 03"	43' 58"	9' 34"	2' 43.5"

MONTE CARLO SPECIAL TESTS—continued

No.	Driver	Car	cc	Special Tests				Circuit	
115.	P. Courtes	Citroën	1911	27' 22"	20' 07"	40' 07"	43' 02"	8' 09"	2' 30.5"
116.	E. A. Schaeffer	NSU	583	26' 47"	20' 26"	39' 02"	42' 26"	7' 53"	2' 29.6"
117.	G. J. Grant	Sunbeam	1494	24' 39"	18' 12"	37' 26"	39' 27"	7' 30"	
118.	S. Zasada	Simca	1290	28' 23"	21' 39"	42' 38"	43' 48"	8' 11"	2' 31.1"
120.	L. Vandenberg	Auto-Un.	980	29' 49"	24' 24"	45' 38"	46' 02"	8' 29"	
121.	J. A. Walker	Vauxhall	2651	28' 43"	21' 26"	43' 13"	45' 09"	8' 15"	
124.	J. P. Ledy	Citroën	1911	27' 42"	20' 28"	43' 11"	45' 30"	8' 28"	
125.	E. Bohringer	Mercedes	2195	22' 03"	16' 43"	38' 07"	36' 49"	6' 58"	2' 16.9"
126.	M. Varisella	FSO	744	25' 50"	21' 11"	39' 52"	42' 01"	9' 06"	
127.	A. Weiner	Simca	1290	29' 27"	22' 00"	44' 22"	63' 23"	9' 56"	
129.	P. Harper	Sunbeam	1494	22' 43"	17' 52"	36' 08"	37' 52"	7' 14"	2' 15.1"
133.	G. Langlois	Volvo	1580	27' 03"	19' 51"	40' 10"	41' 07"	7' 42"	2' 20.2"
134.	H. Klinken	Volksw.	1294	23' 29"	17' 37"	37' 21"	39' 09"	11' 00"	
137.	J. Springer	Taurus	1487	24' 06"	18' 19"	38' 40"	39' 55"	7' 48"	2' 28.7"
140.	R. Ott	Mercedes	2195	22' 06"	19' 03"	36' 10"	36' 23"	6' 49"	2' 18.5"
142.	P. Maurel	Citroën	1911	26' 29"	20' 19"	43' 04"	42' 56"	7' 49"	2' 27.8"
146.	R. Richard	Volksw.	1192	23' 41"	18' 52"	37' 18"	38' 52"	7' 36"	2' 27.7"
147.	M. Gatsonides	Facel Ve.	1646	23' 32"	18' 32"	38' 15"	40' 32"	7' 41"	2' 27.3"
148.	R. Canis	Panhard	848	29' 00"	21' 27"	40' 30"	42' 33"	8' 08"	2' 33.7"
151.	G. R. Burgess	Zephyr	2553	22' 28"	17' 45"	36' 00"	38' 49"	7' 45"	2' 21.9"
155.	V. Sagi	BMW	697	30' 48"	23' 01"	43' 46"	44' 30"	8' 24"	
156.	R. Pontier	Panhard	8851	26' 51"	21' 49"	39' 23"	41' 32"	7' 50"	
158.	H. Tak	Mercedes	2195	23' 25"	19' 25"	36' 22"	37' 47"	7' 05"	2' 22.8"
159.	J. Patten	Anglia	997	23' 44"	18' 45"	36' 59"	38' 32"	7' 46"	2' 28.8"
163.	P. Maublanc	Volvo	1580	24' 27"	19' 27"	40' 51"	43' 20"	7' 43"	2' 32.8"
166.	P. Nelleman	Zephyr	2553	25' 44"	20' 01"	39' 59"	41' 31"	8' 02"	2' 31"
167.	M. Peyrot	Citroën	1911	24' 32"	18' 54"	38' 03"	39' 13"	7' 46"	
169.	P. Blanc	Peugeot	1618	28' 23"	20' 50"	41' 10"	43' 03"	8' 24"	
170.	H. Taylor	Anglia	997	22' 15"	18' 02"	35' 21"	37' 30"	7' 44"	2' 22.7"
171.	H. Balas	Volksw.	1192	24' 08"	18' 58"	41' 06"	41' 35"	7' 46"	2' 30.6"
172.	J. Clement	Peugeot	1618	24' 02"	18' 56"	39' 29"	40' 27"	7' 55"	2' 29.5"
174.	M. Martin	Panhard	848	24' 44"	19' 27"	38' 01"	39' 42"	7' 43"	2' 26.2"
175.	K. C. Chambers	Anglia	997	23' 43"	19' 00"	37' 03"	39' 41"	7' 27"	2' 28.1"
179.	M. Serre	Panhard	848	29' 15"	21' 03"	39' 11"	42' 42"	8' 03"	2' 28"
180.	J. Behra	NSU	590	25' 38"	19' 31"	38' 31"	40' 36"	8' 02"	2' 24.9"
181.	M. Picart	D.B.	695	24' 58"	18' 49"	37' 37"	38' 59"	7' 21"	2' 19.2"
182.	W. C. Lier	Sunbeam	1494	24' 00"	18' 41"	47' 26"	41' 50"	7' 44"	2' 27.2"
185.	W. Bartolini	Alfa-Rom.	1290	29' 57"	20' 55"	40' 40"	44' 39"	7' 31"	
189.	J. Feret	Renault	845	24' 01"	18' 26"	36' 26"	38' 04"	7' 29"	2' 28.8"
195.	A. C. Torres	Hansa	1093	27' 54"	20' 53"	39' 28"	42' 45"	8' 00"	2' 36.6"
199.	J. Rolland	Citroën	1911	22' 10"	17' 21"	35' 30"	36' 49"	7' 22"	2' 27"
204.	E. W. Cuff-Miller	Zephyr	2553	27' 55"	20' 06"	39' 06"	41' 27"	8' 16"	
207.	H. Ziegler	Sunbeam	1494	24' 14"	18' 25"	36' 36"	38' 09"	7' 23"	2' 28.6"
210.	M. Michy	Renault	845	25' 28"	19' 20"	38' 04"	39' 54"	7' 54"	2' 30.5"
212.	G. Glarou	Renault	845	25' 27"	19' 17"	38' 18"	40' 01"	7' 48"	2' 30.7"
220.	G. Jouanneaux	Panhard	851	25' 26"	19' 06"	38' 44"	41' 49"	8' 01"	2' 26.3"
221.	G. Langlois	Panhard	851	27' 50"	20' 40"	40' 20"	41' 16"	7' 52"	2' 28"
222.	G. Verrier	Citroën	1911	26' 12"	34' 35"	40' 46"	41' 23"	7' 36"	2' 21.8"
223.	B. Neyret	Triumph	1991	22' 36"	17' 41"	36' 15"	37' 37"	7' 06"	2' 17.1"
224.	A. Hall (Mrs.)	Anglia	997	22' 48"	19' 10"	37' 10"	38' 19"	7' 57"	2' 28.4"
228.	J. J. Thuner	Triumph	948	25' 57"	19' 51"	38' 15"	40' 30"	8' 23"	2' 29.5"
230.	J. C. Pinkerton	Riley	1489	29' 01"	21' 58"	43' 09"	44' 21"	7' 59"	
234.	H. Marang	Citroën	1911	23' 05"	20' 27"	37' 11"	39' 18"	7' 44"	2' 24.3"
238.	H. W. Burke	Volvo	1580	32' 36"	20' 39"	40' 21"	40' 05"	7' 45"	
241.	F. J. Bichat	Volvo	1580	26' 16"	18' 09"	37' 17"	39' 23"	7' 33"	2' 30.2"
242.	C. Foveau	Citroën	1911	27' 52"	20' 24"	42' 23"	42' 48"	8' 30"	2' 30.3"
244.	P. Coltelloni	Citroën	1911	23' 51"	17' 46"	35' 54"	38' 40"	7' 24"	2' 27.1"
250.	I. Baillie	Vauxhall	2651	28' 56"	20' 59"	40' 04"	41' 56"	7' 54"	2' 35.1"
257.	C. Bobrowski	BMW	697	26' 37"	19' 33"	39' 01"	41' 26"	8' 05"	2' 32.8"
263.	M. Sutcliffe	Anglia	997	22' 37"	18' 02"	36' 03"	37' 57"	7' 32"	2' 29.7"
270.	J. Kuehling	Renault	845	29' 06"	20' 46"	37' 46"	41' 30"	8' 11"	2' 37.1"
272.	W. von Wrede	Volksw.	1192	27' 52"	20' 24"	41' 51"	42' 36"	7' 52"	2' 29.4"
274.	K. Johnen	Volvo	1580	32' 37"	23' 30"	43' 32"	45' 57"	8' 23"	
276.	C. Poirot	Facel-Veg.	1646	30' 20"	19' 07"	38' 01"	66' 53"	7' 51"	
281.	G. Wilkins	Anglia	997	25' 59"	19' 54"	37' 58"	40' 08"	8' 26"	
282.	I. D. Lewis	Triumph	977	23' 30"	18' 23"	36' 17"	39' 19"	7' 48"	2' 24.5"
283.	G. F. Faulkner	Zephyr	2553	32' 07"	22' 10"	41' 39"	43' 40"	8' 21"	
286.	K. N. Lee	Riley	1489	30' 58"	20' 00"	45' 06"	44' 00"	7' 52"	
295.	A. Meredith-Owens	Riley	1489	26' 05"	18' 59"	38' 05"	40' 59"	8' 18"	2' 33.7"
296.	A. Mac Cracken	Anglia	997	25' 39"	20' 38"	39' 05"	43' 53"	8' 56"	2' 41.6"
298.	S. H. Ashcroft	Morris MM.	848	33' 58"	22' 38"	43' 46"	44' 57"	8' 26"	
299.	J. D. Wood	Sunbeam	1494	26' 22"	19' 19"	36' 46"	41' 39"	7' 56"	2' 35.6"
307.	J. C. Wallwork	Volvo	1580	27' 03"	19' 26"	38' 17"	41' 33"	7' 34"	
308.	E. Jackson	Zephyr	2553	25' 26"	19' 20"	37' 27"	38' 26"	7' 29"	2' 27.6"
330.	P. G. Walton	Jaguar	3781	27' 15"	19' 55"	38' 03"	39' 14"	7' 17"	
336.	J. D. Melvin	Sunbeam	1494	30' 00"	21' 04"	39' 30"	42' 44"	7' 59"	
337.	D. R. Milton	Austin	848	31' 06"	21' 34"	54' 53"	46' 24"	8' 21"	
341.	J. B. Mac Adam	Sunbeam	1494	29' 55"	23' 17"	42' 41"	46' 46"	8' 27"	
344.	P. Bolton	Citroën	1911	29' 58"	21' 10"	41' 11"	45' 47"	8' 38"	

MONTE CARLO RALLY
Class Results

Group 1, Class 1 :

Driver	Country	Car			
1. M. Martin	France	Panhard	3. A. Ingier	Norway	Saab
2. W. Loffler	Germany	Panhard	4. I. Lewis	Britain	Triumph
3. G. Jouanneaux	France	Panhard	5. H. Taylor	Britain	Ford
4. K. Block	Germany	BMW	6. P. Riley	Britain	Austin
5. G. Happel	France	Renault			
6. J. Behra	France	NSU			

Group 1, Class 2 :

1. E. Keinanen	Finland	Skoda	Group 2, Class 2 :		
2. E. Gjolberg	Norway	Skoda	1. R. Sjostrom	Sweden	Volkswagen
3. P. Guiraud	France	Peugeot	2. B. Nyberg	Sweden	Volkswagen
4. I. Wollert	Sweden	Simca	3. W. Bartoloni	Italy	Alfa Romeo
5. O. Rosenblatt	Holland	Simca			
6. R. Richard	France	Volkswagen			

Group 1, Class 3 :

1. P. Harper	Britain	Sunbeam	Group 2, Class 3 :		
2. P. Hopkirk	Britain	Sunbeam	1. H. Burke	Jersey	Volvo
3. G. Andersson	Sweden	Volvo			
4. H. Ingier	Norway	Volvo	Group 2, Class 4 :		
5. G. Bengtson	Sweden	Volvo	1. C. Foveau	France	Citroen
6. J. Nielsen	Denmark	Sunbeam	2. G. Verrier	France	Citroen

Group 1, Class 4 :

1. R. Trautmann	France	Citroen	Group 2, Class 5 :		
2. P. Toivonen	Finland	Citroen	1. R. Nellemann	Denmark	Ford
3. J. Rolland	France	Citroen	2. O. Heick	Denmark	Fiat
4. P. Coltelloni	France	Citroen			
5. de Langeneste	France	Citroen	Group 3, 1 :		
6. Mme. C. Vanson	France	Citroen	1. M. Picart	France	DB

Group 1, Class 5 :

1. E. Bohringer	Germany	Mercedes	2. Miss P. Moss	Britain	Austin
2. R. Ott	Germany	Mercedes	3. J. Sprinzel	Britain	Austin
3. O. Vilkas	Finland	Mercedes	Group 3, Class 2 :		
4. H. Tak	Holland	Mercedes	1. E. Stock	Germany	Volkswagen
5. H. Gerdum	Germany	Mercedes	2. H. Klinken	Germany	Volkswagen
6. R. Andersson	Sweden	Mercedes			

Group 2, Class 1 :

1. E. Carlsson	Sweden	Saab	Group 3, Class 3 :		
2. B. Jonsson	Sweden	Saab	1. R. Bacjkybd	Sweden	Sunbeam
			2. C. Poirot	France	Facel Vega

Group 2, Class 2 :

1. R. Sjostrom	Sweden	Volkswagen
2. B. Nyberg	Sweden	Volkswagen
3. W. Bartoloni	Italy	Alfa Romeo

Group 2, Class 3 :

1. H. Burke	Jersey	Volvo
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Group 2, Class 4 :

1. C. Foveau	France	Citroen
2. G. Verrier	France	Citroen

Group 2, Class 5 :

1. R. Nellemann	Denmark	Ford
2. O. Heick	Denmark	Fiat

Group 3, 1 :

1. M. Picart	France	DB
2. Miss P. Moss	Britain	Austin
3. J. Sprinzel	Britain	Austin

Group 3, Class 2 :

1. E. Stock	Germany	Volkswagen
2. H. Klinken	Germany	Volkswagen

Group 3, Class 3 :

1. R. Bacjkybd	Sweden	Sunbeam
2. C. Poirot	France	Facel Vega

Group 3, Class 4 :

1. M. Gatsonides	Holland	Facel Vega
2. B. Neyret	France	Triumph

Group 3, Class 5 :

1. L. Handley	Britain	Ford
2. G. Burgess	Britain	Ford
3. E. Jackson	Britain	Ford
4. P. Walton	Britain	Jaguar

**INTERNATIONAL
TULIP
RALLY**

General Classification							
Pos.	No.	Class	Team	Nat.	Car.	%	
1	121	H	G. J. Mabbs/L. Griffiths	GB	Triumph Herald	94,35	
2	36	C	H. J. Walter/E. Stock	D	Porsche Carrera	95,37	
3	153	K	C. M. Skogh/R. Skogh	S	Saab 96	95,75	
4	53	D	Böhringer/H. Socher	D	Mercedes 220SEb	96,78	
5	113	G	K. Schöttler/J. Säckel	D	Alfa Romeo TI	97,03	
6	110	G	O. Thrana/L. Samsing	N	AU 1000	97,96	
7	128	H	J. P. M. Roestenburg/M. MacKenzie	NL	AU 1000S	98,16	
8	97	F	T. A. Gold/M. Hughes	GB	Austin H. Spr.	98,35	
9	82	E	J. Rey/G. Burggraf	F	Alfa Romeo TI	98,70	
10	30	B	H. L. Steunebrink/K. S. Barendregt	NL	Jaguar 3-8	98,76	
11	2	A	Pat Moss/Ann Wisdom	GB	Austin H. 3000	99,21	
12	136	J	P. Riley/J. A. Ambrose	GB	Morris Mini	99,35	
13	140	J	K. Block/W. Bertram	D	BMW 700 Sport	99,52	
14	4	A	D. J. Morley/G. E. Morley	GB	Austin H. 3000	100,04	
15	88	E	R. Karlsson/L. Asplund	S	Volvo P544	100,06	
16	33	C	H. Bengtsson/S. Linström	S	Porsche S90	100,13	
17	95	F	J. Sprinzel/M. Wood	GB	Austin H. Sebr.	100,24	
18	21	B	P. C. Wadham/W. A. Wadham/ S. D. Silverthorne	GB	Jaguar 3-8	100,25	
19	55	D	G. Andersson/H. Lundin	S	Volvo P544	100,41	
20	3	A	W. J. J. Tak/W. Lijmer	NL	Mercedes 300SL	100,75	
21	152	K	Monica Kjerstadius/Henny Ehringe	S	Saab 96	100,78	
22	24	B	R. W. Merrick/Th. Dougray/P. Troman	GB	Jaguar 3-8	100,99	
23	135	J	D. Seigle-Morris/V. H. Elford	GB	Morris Mini	101,13	
24	81	E	O. Dahl./F. Andreasson	S	Volvo P544	101,23	
25	103	F	B. T. G. Ljungfeldt/B. Rehnfeldt	S	Ford Anglia	101,40	
26	145	J	J. H. La Trobe/H. A. C. Woolf	GB	Morris Mini	101,76	
27	141	J	E. Berger/G. Häggbom	S	Saab 96	102,05	
28	54	D	R. Trautmann/J. C. Ogier	F	Citroën DS19	102,82	
29	160	K	Louk Heidendahl/Ida de Fouw	NL	Saab 96	103,47	
30	164	K	A. T. Fisher/Patricia Rawkins	GB	Austin Seven	103,98	
31	20	B	E. Brinkman/P. Steiner	GB	Jaguar 3-8	104,12	
32	158	K	J. Dorsett/Joy Cooke	GB	Morris Mini	104,19	
33	19	B	M. Carstedt/G. Carstedt	S	Ford Galaxie	104,21	

Pos.	No.	Class	Team	Nat.	Car	%
34	73	D	L. Boström/A. Helger	S	Volvo P544	104,39
35	39	C	J. Jamotte/G. Sander	B	Porsche S90	104,500
36	78	E	Ewy Rosqvist/Moni Wallraf	S	Volvo P544	104,504
37	116	G	H. M. de Man/A. Aarse	NL	Simca Montlhery	105,01
38	114	G	J. A. J. Heidendahl/B. Bakker	NL	Alfa Romeo TI	105,38
39	115	G	L. B. Biesheuvel/F. M. Pollé	NL	Simca Montlhery	105,49
40	106	G	Anne Hall/Valerie Domleo	GB	Ford Anglia	105,98
41	117	G	K. T. Hansen/P. Reinholdt	DK	Simca Montlhery	106,14
42	107	G	J. Nielsen/H. Hendriksen	DK	Simca Montlhery	106,18
43	86	E	Mary Handley Page/Pauline Mayman	GB	Sunbeam Rapier	106,20
44	118	G	A. Andersen	N	Skoda	106,96
45	156	K	J. L. M. Kuijken/K. F. J. Wallrath	NL	DKW Junior	106,98
46	165	K	J. Persson/R. Samuelsson	S	Saab 96	107,05
47	89	E	J. Nielsen/K. E. Jensen	DK	Sunbeam Rapier	107,09
48	122	H	S. G. Davey/R. Wilson	GB	Ford Anglia	107,49
49	23	B	Viscount Boyne/Count Charles de Salis	GB	Jaguar 3-8	107,52
50	56	D	P. Toivonen/R. Aaltonen	SF	Citroën ID19	107,68
51	6	A	B. Crone-Rae/H. J. Peemöller	D	Mercedes 300SL	108,10
52	7	A	G. D. Grimshaw/B. Melia	GB	Austin H. 3000	108,64
53	149	J	P. Easter/R. A. Freeborough	GB	Austin Seven	108,91
54	139	J	J. L. Flinterman/P. Seegers	NL	DKW Junior	109,22
55	123	H	A. McCracken/J. W. McInnes	GB	Ford Anglia	109,85
56	37	C	H. Umbach/K. Riesenber	D	Porsche S90	109,96
57	62	D	Claudine Vanson/Francoise Vallier	F	Citroën	110,28
58	35	C	J. L. W. Blonk/E. J. Groen	NL	Porsche S90	110,35
59	80	E	W. Lier/H. Walter	CH	Sunbeam Rapier	110,39
60	120	H	P. H. M. Hendriks/L. P. M. C. de Schutter	NL	AU 1000	110,62
61	28	B	P. Mogensen/O. B. Olsen	DK	Ford Zephyr	110,68
62	161	K	P. J. R. Jonkers/L. S. Dekker	NL	Renault Gordini	110,91
63	138	J	J. Swaab/H. Oei	NL	Renault Gordini	111,04
64	131	H	K. Brierley/J. B. Laing	GB	Triumph Herald	111,69
65	57	D	M. Catsonides/A. J. P. Jetten	NL	Vauxhall Cresta	112,19
66	163	K	H. Veth/A. J. de Pater	NL	Renault Gordini	112,31
67	64	D	W. H. Visser/W. J. van Rekum	NL	Peugeot 404	112,78
68	72	D	H. W. Burke/F. W. Alluto	GB	Volvo 1225	113,11
69	29	B	G. King/C. Sproxtton	GB	Ford Zephyr	113,14
70	41	C	J. Meur/N. Rebetez	F	Porsche S90	113,15
71	74	D	D. L. Delling/G. R. Kreisel	USA	Volvo 1225	113,50
72	43	C	D. F. Gray/L. Needham	GB	Triumph TR3A	113,87
73	130	H	Rosemary Seers/Sheleagh Aldersmith	GB	Triumph Herlad	117,33
74	11	A	P. J. Smith/Ch. B. Smith	GB	Austin H. 3000	117,50
75	84	E	J. Keijzer/J. H. Lieuwma	NL	Volvo P544	119,36
76	12	A	M. B. Day/R. Douglas	GB	Austin H. 3000	119,39
77	94	F	B. Shawzin/J. B. Makin	GB	Austin H. Sebring	119,59
78	109	G	Th. J. Koks/G. Th. E. v. d. Werff	NL	Volkswagen	119,74
79	26	B	E. R. V. Walker/B. Hughes	GB	Jaguar 3-8	120,36
80	162	K	E. G. Vanner/R. Parker	GB	DKW Junior	120,45
81	15	A	R. Vicat-Cole/H. Mainz	GB	Austin H. 3000	120,46
82	148	J	Patricia Ozanne/Patricia Wright	GB	Austin Seven	120,90
83	59	D	W. van Zijll jr./W. J. O. v. Litsenburg	NL	Chevrolet Monza	121,08
84	75	D	" Riordan "/G. Houel	F	Peugeot 404	121,10
85	22	B	R. H. Pindler/C. A. Cooke	GB	Jaguar 3-8	121,39
86	50	C	F. G. von der Hoeven/A. Paulen	NL	Fiat 1500	121,51
87	66	D	A. Spork/A. Misner	D	Diat 1800	121,85
88	90	E	R. Sjöström/B. Hermansen	S	Vockswagen	122,85
89	166	K	P. Mourier/B. U. Ramsing	DK	Saab 93F	122,88
90	157	K	Jean Grossley/J. Spijker	GB	Austin Seven	125,46
91	167	K	An Vader/Mary Vermeulen	NL	BMW 700 Sport	125,62
92	47	C	J. Grimshaw/H. Beighton	GB	Sunbeam Alpine	126,96
93	14	A	E. W. Judge/C. M. Seward	GB	Austin H. 100/6	127,68
94	48	C	L. Chamberlain/P. Mullen	GB	Sunbeam Alpine	127,76
95	10	A	D. M. Allen/J. R. Hill	GB	Austin H. 3000	128,22
96	61	D	E. Kristensen/B. S. Preben	DK	Opel 1700	128,36
97	146	J	B. O'Hara/M. Marsden/N. Tailor	GB	Morris Mini	128,40
98	147	J	D. G. Chapman/B. J. Cherwood/ J. D. Tomkins	GB	Saab 96	128,62
99	132	H	S. La Roche Salter/P. D. Morgan	GB	DKW F93	128,78
100	46	C	R. L. G. Borgerhoff Mulder/Jhr. Sminia	NL	Alfa Romeo SV	128,86
101	71	D	R. W. Holmes/M. M. Cruickshank/ G. A. Turner	GB	Vauxhall Velox	129,60
102	9	A	F. J. Powell/J. Tait	GB	Austin H. 3000	130,91
103	69	D	K. H. Reynolds/E. F. Moorat/ T. H. T. Bloomer	GB	Vauxhall Velox	130,96
104	70	D	J. C. Avery/F. X. de Vivenot/ D. J. Davenport	GB	Vauxhall Velox	133,85
105	155	K	Diana v. Strien/Truus van Voorst Vader	NL	Renault Gordini	134,02
106	85	E	J. R. Cotter/D. R. Hill/I. Martin	GB	Sunbeam Rapier	136,20
107	76	D	H. G. Pellikaan/J. Th. Quant	NL	Fiat 2100	136,95
108	108	G	R. A. Gridley/W. G. Evered	GB	Triumph Herald	138,53
109	49	C	J. G. Fairer/J. W. Bowdage	GB	Sunbeam Alpine	138,68
110	111	G	E. Gjølberg/L. Askersrud	N	Skoda	141,37
111	101	F	L. A. von Almkerk/S. Hauser	NL	Austin H. Sprite	145,69
112	125	H	J. R. G. Dance/M. E. G. Chandler	GB	Triumph Herald	151,71
113	42	C	A. J. Beurton/P. Rutland/Barsby	GB	T. V. R. Grantura	151,90

Refuelling is in progress for the Saab GT 750 of Rosenkvist and Schlegel during the Tulip



The smiling face of Anne Hall who took fortieth place



In rallies as in races, the oil companies are ever present with assistance. Here a competitor in the National Tulip Rally, run concurrently with the International event, makes use of it



TULIP RALLY

Class Results

Class A :

	Drivers	Nat.	Car
1.	Pat Moss/Ann Wisdom	GB	Austin Healey 3000
2.	D. Morley/G. Morley	GB	Austin Healey 3000
3.	W. Tak/W. Lijmer	NL	Mercedes 300SLR
4.	B. Crone-Rowe/H. Peemöller	D	Mercedes 300SLR
5.	G. Grimshaw/B. Melia	GB	Austin Healey 3000
6.	P. Smith/C. Smith	GB	Austin Healey 3000
7.	M. Day/R. Douglas	GB	Austin Healey 3000
8.	R. Vicat-Cole/H. Mainz	GB	Austin Healey 3000
9.	E. Judge/C. Seward	GB	Austin Healey 100-6
10.	D. Allen/J. Hill	GB	Austin Healey 3000
11.	F. Powell/J. Tait	GB	Austin Healey 3000

Class B :

1.	H. Steunebrink/K. Barendregt	NL	Jaguar 3-8
2.	P. Wadham/W. Wadham/ S. Silverthorne	GB	Jaguar 3-8
3.	R. Merrick/T. Dougray/P. Troman	GB	Jaguar 3-8
4.	E. Brinkman/P. Steiner	GB	Jaguar 3-8
5.	M. Carstedt/Gulli Carstedt	S	Ford Galaxie
6.	Viscount Boyne/Count de Salis	GB	Jaguar 3-8
7.	P. Mogensen/O. Olsen	DK	Ford Zephyr
8.	G. King/C. Sproxton	GB	Ford Zephyr
9.	E. Walker/B. Hughes	GB	Jaguar 3-8
10.	R. Pindler/C. Cooke	GB	Jaguar 3-8

Class C.:

1.	H. Walter/E. Stock	D	Porsche Carrera
2.	H. Bengtsson/S. Lindström	S	Porsche S90
3.	J. Jamotte/G. Sander	B	Porsche S90
4.	H. Umbach/K. Riesenberg	D	Porsche S90
5.	J. Blonk/E. Groen	NL	Porsche S90
6.	J. Meur/N. Rebetez	F	Porsche S90
7.	D. Gray/L. Needham	GB	Triumph TR3A
8.	F. van der Hoeven/A. Paulen	NL	Fiat 1500
9.	J. Grimshaw/H. Beighton	GB	Sunbeam Alpine
10.	L. Chamberlain/P. Mullen	GB	Sunbeam Alpine
11.	R. Borgerhoff Mulder/J. Sminia	NL	Alfa Romeo SV
12.	J. Fairer/J. Bowdage	GB	Sunbeam Alpine
13.	A. Beurton/P. Rutland/Barsby	GB	TVR Grantura

Class D :

1.	E. Böhringer/H. Socher	D	Mercedes 220
2.	G. Andersson/H. Lundin	S	Volvo P544
3.	R. Trautmann/J. Ogier	F	Citroen DS19
4.	L. Boström/A. Helger	S	Volvo P544
5.	P. Toivonen/R. Aaltonen	SF	Citroen ID19
6.	Claudine Vanson/Francoise Vallier	F	Citroen
7.	M. Gatsonides/A. Jetten	NL	Vauxhall Cresta
8.	W. Visser/W. van Rekum	NL	Peugeot 404
9.	W. Burke/F. Alluto	GB	Volvo 122S
10.	D. Delling/G. Kreisel	USA	Volvo 122S
11.	W. van Jijll Jr/W. van Litsenburg	NL	Chevrolet Monza
12.	Riordan/G. Houel	F	Peugeot 404
13.	A. Spork/A. Missner	D	Fiat 1800
14.	E. Kristensen/B. Preben	DK	Opel 1700
15.	R. Holmes/M. Cruickshank/ G. Turner	GB	Vauxhall Velox
16.	J. Reynolds/E. Moorat/T. Bloomer	GB	Vauxhall Velox
17.	J. Avery/F. de Vivenot/ D. Davenport	GB	Vauxhall Velox
18.	H. Pellikan/J. Quant	NL	Fiat 2100

Class E :

1.	J. Rey/G. Burggraf	F	Alfa Romeo TI
2.	R. Karlsson/L. Asplund	S	Volvo P544
3.	O. Dahl/F. Andreasson	S	Volvo P544
4.	Ewy Rosqvist/Moni Wallraf	S	Volvo P544
5.	Mary Handley-Page/ Pauline Mayman	GB	Sunbeam Rapier
6.	J. Nielsen/K. Jensen	DK	Sunbeam Rapier

7.	W. Lier/H. Walter	CH	Sunbeam Rapier
8.	J. Keijzer/J. Lieuwma	NL	Volvo P544
9.	R. Sjöström/B. Hermansen	S	Volkswagen
10.	J. Cotter/D. Hill/I. Martin	GB	Sunbeam Rapier

Class F :

	Drivers	Nat.	Car
1.	T. Gold/M. Hughes	GB	Austin Healey
2.	J. Sprinzel/M. Wood	GB	Austin Healey
3.	B. Ljungfeldt/B. Rehnfeldt	S	Ford Anglia
4.	B. Shawzin/J. Makin	GB	Austin Healey Sebring
5.	L. Almkerk/S. Hauser	NL	Austin Healey Sebring

Class G :

1.	K. Schottler/J. Sackel	D	Alfa Romeo TI
2.	O. Thrama/L. Samsing	N	Auto Union 1000
3.	H. de Man/A. Aarse	NL	Simca Montlhery
4.	J. Heindendahl/B. Bakker	NL	Alfa Romeo TI
5.	L. Biesheuvel/F. Pollé	NL	Simca Montlhery
6.	Anne Hall/Valerie Domleo	GB	Ford Anglia
7.	K. Hansen/P. Reinholdt	DK	Simca Montlhery
8.	J. Nielsen/H. Hendriksen	DK	Simca Montlhery
9.	A. Andersen	N	Skoda
10.	T. Koks/G. van den Werff	NL	Volkswagen
11.	R. Gridley/W. Evered	GB	Triumph Herald
12.	E. Gjolberg/L. Askersrud	N	Skoda

Class H :

1.	G. Mabbs/L. Griffiths	GB	Triumph Herald
2.	J. Roestenburg/Margaret MacKenzie	NL	Auto Union 1000S
3.	S. Davey/R. Wilson	GB	Ford Anglia
4.	A. McCracken/J. McInnes	GB	Ford Anglia
5.	P. Hendriks/L. de Schutter	NL	Auto Union 1000
6.	K. Brierley/J. Laing	GB	Triumph Herald
7.	Rosemary Seers/Sheleagh Aldersmith	GB	Triumph Herald
8.	S. La Roche Salter/P. Morgan	GB	DKW F93
9.	J. Dance/M. Chandler	GB	Triumph Herald

Class J :

	Drivers	Nat.	Car
1.	P. Riley/J. Ambrose	GB	Morris Mini Minor
2.	K. Block/W. Bertram	D	BMW 700 Sport
3.	D. Seigle-Morris/V. Elford	GB	Morris Mini Minor
4.	J. La Trobe/H. Woolf	GB	Morris Mini Minor
5.	E. Berger/G. Haggbom	S	Saab 96
6.	P. Easter/R. Freeborough	GB	Austin Seven
7.	J. Flinterman/P. Seegers	NL	DKW Junior
8.	J. Swaab/H. Oei	NL	Renault Gordini
9.	Patricia Ozanne/Patricia Wright	GB	Austin Seven
10.	B. O'Hara/M. Marsden/N. Taylor	GB	Morris Mini Minor
11.	D. Chapman/B. Sherwood/ J. Tomkins	GB	Saab 96

Class K :

1.	G. Skogh/R. Skogh	S	Saab 96
2.	Monica Kjerstadius/Henny Ehringe	S	Saab 96
3.	Louk Heidendahl/Ida de Fouw	NL	Saab 96
4.	A. Fisher/Patricia Rawkins	GB	Austin Seven
5.	J. Dorsett/Joy Cooke	GB	Morris Mini Minor
6.	J. Kuijken/K. Wallrath	NL	DKW Junior
7.	J. Persson/R. Samuelsson	S	Saab 96
8.	P. Jonkers/L. Dekker	NL	Renault Gordini
9.	H. Veth/A. de Pater	NL	Renault Gordini
10.	E. Vanner/R. Parker	GB	DKW Junior
11.	P. Mourier/B. Ramsing	DK	Saab 93F
12.	Jean Grossley/J. Spijker	GB	Austin Seven
13.	An Vader/Mary Vermeulen	NL	BMW 700 Sport
14.	Diana van Strien/Truus van Voorst Vader	NL	Renault Gordini

AUTOMOBILE AND TOURING CLUB OF GREECE
9th "ACROPOLIS" INTERNATIONAL RALLY

ENTRANTS

CATEGORY B (Grand Touring)

Class I (over 1601 cc)

1.	Kingsley J./Zeittner A.	Greece	Chevrolet Corvette
3.	Riley P./Ambrose T.	G.B.	Austin Healey 3000
5.	Parkes G./Sprinzel J.	G.B.	Austin Healey 3000
7.	Lewis D./Nash H.	G.B.	Triumph TR 3A
9.	Hogan F./Schmitt W.	Greece	Mercedes 190SL
11.*	Houel/Riordan	France	Citroen GT

Class II (1301—1600 cc)

12.	Walter K./Stöck E.	Germany	Porsche Carrera
14.	Jamotte J./Rebetez N.	Belgium	Porsche Super 90
15.	Filinis N./Mourtzopoulos S.	Greece	Sunbeam Alpine
16.	Heckel W./Behrens H.	Germany	Porsche 1600 S 90
17.*	Kitsikis A.	Greece	Porsche 1600

Class III (under 1300 cc)

20.	Klinken H./Zertani H.	Germany	Volkswagen S.Lin
21.	Theodorakopoulos H./ Michos A.	Greece	A.Romeo G.Zagato
23.	Beltramini A./Zanchetta G.	Italy	A.Romeo Sprint Sp.
25.*	Makris Th.	Greece	A.Romeo G.S.Veloce
27.	Campani/Milton	Greece	A.U. 1000S GT
29.*	Wassiliadis A./Dethurens J.	Greece	Saab 750 GT Super

CATEGORY A (Touring)

Class I (over 2001 cc)

31.	ELFINCO : Psmazoglou J. Koulentinaos A.	Greece	Chevrolet V8
32.	Lotz M./Limberger B.	Germany	Ford Zodiac
33.	Burgess G./Hercock B.	G.B.	Ford Zephyr
35.	Mrs. Ann Hall/Miss V. Domleo	G.B.	Ford Zephyr
37.	Nelleman R./Skarring M.	Danemark	Ford Zephyr
38.	Böhringer E./Socher H.	Germany	Mercedes-Benz 220SEb
39.	Mannussis J./Thomas J.	Kenya	Mercedes-Benz 220SEb
41.	GEMSOV	Greece	Volga M 21D

Class II (1601—2000 cc)

42.	Rappold F./Fritz Hans	Austria	Ford Taunus 17M
43.	Trautman R./Ogier C.	France	Citroen DS 19
45.	Mme. Vanson C./ Mlle. F. Vallier	France	Citroen ID 19
47.	Neyret R./Mme. S. Neyret	France	Citroen ID 19
49.	Maurel P./Point P.	France	Citroen ID 19
51.	Toivonen P./Aaltonen	Finland	Citroen ID 19
53.	Markomichelakis D./ Lazarides S.	Greece	Citroen ID 19
55.	Levillain E./Fully G.	France	Citroen ID 19

Class III (1301—1600 cc)

57.	Harper P./Proctor P.	G.B.	Sunbeam Rapier
59.	Lailaps/Thor	Greece	Volvo 544
61.	Mrs. E. Rosqwisht/ Miss M. Walraff	Sweden	Volvo 544
63.	Zannos S./Yannikostas P.	Greece	Sunbeam Rapier
65.	Ray J./Hall Ian	G.B.	Sunbeam Rapier
67.	Ballisat K./Jopp P.	G.B.	Sunbeam Rapier
69.	Baeklund R./Sjöstvand G.	Sweden	Volvo 544
71.	Kapetanakis N./Makris N.	Greece	Sunbeam Rapier
73.	Andersson G./Lohmander C.	Sweden	Volvo 544
75.	GEMSOV	Greece	Moskvitch 407

Class IV (1151—1300 cc)

76.	Dehaut R./Leblond C.	France	A.Romeo G.T.I.
77.	Peraticos P./Termetzis G.	Greece	A.Romeo G.T.I.
79.	Apostolides K./Bardis S.	Greece	A.Romeo G.T.I.
81.	Tsournos/Anagnostou L.	Greece	A.Romeo G.T.I.

83.	Rey J./Burgraff G.	France	A.Romeo G.T.I.
85.	Tiphon/Chronides J.	Greece	A.Romeo G.T.I.
87.	BILL	Greece	Moskvitch

Class V (1001—1150 cc)

89.*	ION	Greece	Hansa 1100
91.	Karayannis P.	Greece	Fiat 1100
93.*	Grillis J.	Greece	Hansa 1100
95.	Gerogiadis S./Koutoukas P.	Greece	Hansa 1100
97.	Vourdoubakis M./Ioanou St.	Greece	Skoda TS
99.	Rallidis D./Kosmetatos D.	Greece	Skoda TS

Class IV (851—1000 cc)

100.	Martin M./Papazian P.	France	Panhard Z 1
101.	Kotsonis E./Vamvakides M.	Greece	A.U. 1000 S
102.*	Levy W.	Germany	A.U. 1000 SP
103.	Raptopoulos G./Kirlakitzis G.	Greece	A.U. 1000 S
104.	Otto K./Hanf H.	E.Germany	AWE Wartburg
105.	Badounas A./Lyberopoulos H.	Greece	Borgward Arabella
106.	Jager W./Möller	E.Germany	AWE Wartburg
107.	Crabtree G./Croft-Pearson S.	G.B.	Ford Anglia
108.	Rudiger K./Wöllner W.	E.Germany	AWE Wartburg
109.	Chambers K./Marshall P.	G.B.	Ford Anglia
110.	Rüttinger G./Thiel P.	E.Germany	AWE Wartburg
111.	Kritikos G.	Greece	Morris Minor
112.	Petit P./Mrs. S. Petit	France	A.U. 1000 S.

Class VII (781—850 cc)

113.	Carlsson E./Karlsson W.	Sweden	Saab 96
115.	Sutcliffe M./Astle D.	G.B.	Austin Seven
117.	Morley D./Miss A. Wisdom	G.B.	Austin Seven
119.	Damaskos Th.	Greece	Saab 96
121.	Hiam D./Hughes M.	G.B.	Morris Mini-Minor
123.	Vassilakis V./Zalmas St.	Greece	Saab 96
125.	Seigle-Morris D./Elford V.	G.B.	Morris Mini-Minor
126.	Laurent H./Sans R.	France	Ren. R. 1091
127.*	Lyberopoulos P.	Greece	Ondine Gordini Saab 96

Class VIII (under 700 cc)

128.	Block F./Herbert	Germany	B M W 700 S
129.	Dr. H. Busch/Wassiliadis A.	Germany	B M W 700 S
130.	Zasada S./Osinski K.	Poland	B M W 700 S
132.	Bateau R./Berger R.	France	NSU Prinz-Sport
134.*	Frischkorn H./Günter P.	Germany	NSU Prinz-Sport

RESULTS

Manufacturer's Team

SUNBEAM TALBOT Ltd.

Peter Harper — Peter Proctor
 Keith Ballisat — Peter Jopp
 Jimmy Ray — Ian Hall

Club Team

SWEDISH KOENIGLISCHE AUTOMOBIL KLUB

Erik Carlsson — Walter Carlsson
 Gunnar Andersson — Charlie Lohmander
 Mrs. Ewy Rosqwisht — Miss Monica Wallraff

MOTORING CLUB

MAINZER AUTOCLUB

K. Walter — E. Stöck
 J. Jamotte — N. Rebetez
 K. Block — M. Herbert

The Ladies Cup

Mrs. Ewy Rosqwisht — Miss Monica Wallraff

**9th RALLY ACROPOLIS
General Classification**

Classification	Car No.	Drivers	Total Penalty Points	Classification	Car No.	Drivers	Total Penalty Points
1.	113	Carlsson E./Carlsson W.	468.859	24.	77	Peratikos P./Termentzis G.	3.374.568
2.	73	Anderson G./Lohmander C.	718.246	25.	12	H. Laypent/Sans R.	3.890.160
3.	3	Riley P./Ambrose T.	817.964	26.	103	Raptopoylos G./Kirlakitzis	4.036.015
4.	38	Bohringer E./Socher H.	896.164	27.	85	Tifon/ —	4.193.785
5.	57	Harper D./Proctor P.	960.100	28.	59	Lailaps/ —	4.322.886
6.	67	Ballisat K./Jopp P.	1.214.708	29.	14	Jamotte/Rebete N.	4.418.916
7.	61	Mrs. E. Rosqwist/Miss M. Walraf	1.268.708	30.	97	Vourdoumbakis M./ —	4.474.541
8.	128	Block K./Herbert	1.521.027	31.	32	Lotz M./Limberger H.	4.558.651
9.	65	Ray J./Hall J.	1.558.423	32.	15	Fillinis N./Mourtzopoylos S.	4.907.385
10.	7	Lewis D./Nash H.	1.722.874	33.	81	Etema/Tsoyynos Anagnostou	5.022.691
11.	109	Chambers K./Marshall P.	1.817.466	34.	123	Vassilakis B./Zaimas S.	5.082.320
12.	107	Crabtree G./Croft Pearson	1.818.818	35.	105	Badounas A./Liberopoylos H.	5.102.245
13.	47	Mr./Mme Neyret	1.869.075	36.	20	Klinken H./Zertani H.	5.257.424
14.	33	Burgess G./Hercocock B.	2.133.369	37.	71	Kapetanakis N./Makris N.	5.937.336
15.	12	Walter K./ —	2.134.000	38.	99	Rallidis D./Kosmetatos	6.062.818
16.	69	Rune/Baecklud	2.166.401	39.	79	Apostolidis K./Bardis S.	6.627.649
17.	106	Zagern/Moller	2.198.712	40.	132	Bateau R./Berger R.	6.725.333
18.	121	Hiam D./Hughes M.	2.851.010	41.	112	Petit P./Mme. Petit	6.854.106
19.	104	Otto K./Hans H.	3.018.631	42.	55	Levillain/Fully	7.030.092
20.	83	Rey J./Burrerac C.	3.072.277	43.	129	Dr. Busch H./Vassiliadis A.	8.358.535
21.	3	Nelleman R./Skarring M.	3.080.363	44.	1	Kingsley H./Zeitner D.	9.573.050
22.	130	Zasada S./Osinski K.	3.214.720	45.	101	Kotsonis E./Vamvakidis E.	10.727.770
23.	27	Campani/Milton	3.358.257				

SPECIAL TESTS

Car No.	Portaria Hill Climb		Delphi Hill Climb		Parnis Hill Climb		KPH	Circuit Test		Driving Test		Penalties	
	Time	Pen. Points	Time	Pen. Points	Time	Pen. Points		Faster Lap	Pen. Points	Time	Pen. Points	Common Itinerary	Special Stages
1	4' 54.2"	18.438	2' 58.1"	18.813	—	29.713	—	—	37.086	57.1"	5.71	1.390	8.079
3	4' 19.0"	4.267	2' 35.8"	3.963	7' 42.4"	5.985	109.987	2' 23.3"	0.776	—	7.04	—	803
7	4' 28.5"	8.092	2' 45.9"	10.674	9' 13.9"	27.012	78.595	2' 25.4"	29.096	34.4"	3.44	—	1.648
12	4' 08.4"	—	2' 29.9"	—	7' 16.1"	—	110.847	2' 31.1"	—	33.6"	3.36	80	2.054
14	4' 36.1"	11.151	2' 48.1"	12.141	8' 03.6"	1.089	99.169	2' 33.5"	10.535	50.6"	5.06	50	4.334
15	4' 57.2"	19.646	2' 55.9"	17.345	8' 33.2"	17.679	73.475	2' 35.7"	33.715	36.5"	3.65	40	4.779
20	4' 47.0"	12.174	2' 58.2"	15.417	8' 33.9"	14.407	94.161	2' 42.6"	12.426	35.6"	3.56	300	4.903
27	4' 51.2"	7.551	2' 55.7"	7.533"	9' 17.3"	17.240	88.834	2' 47.9"	11.933	37.0"	3.70	20	3.294
32	5' 17.8"	20.791	3' 22.6"	24.985	9' 33.6"	22.789	—	—	37.086	41.2"	4.12	90	4.363
33	4' 41.2"	6.880	2' 54.9"	7.896	—	29.713	94.527	2' 40.5"	9.880	42.1"	4.21	—	2.079
37	4' 59.2"	13.721	3' 06.5"	15.052	9' 22.7"	19.621	89.189	2' 49.7"	14.969	45.0"	4.50	50	2.967
38	4' 23.1"	—	2' 42.1"	—	7' 50.4"	—	103.669	2' 31.4"	—	33.8"	3.38	—	895
47	5' 24.3"	20.844	5' 29.1"	99.042	—	29.713	71.875	3' 03.4"	31.476	64.0"	6.40	90	1.598
55	5' 29.8"	22.894	3' 48.2"	38.017	9' 39.6"	21.458	81.056	3' 01.1"	22.723	45.3"	4.53	660	6.265
57	4' 35.7"	1.100	2' 45.7"	—	7' 57.2"	—	104.890	2' 30.0"	—	43.8"	4.38	—	959
59	4' 44.9"	4.474	2' 55.0"	5.613	—	29.713	—	—	37.086	46.9"	4.69	20	4.226
61	4' 41.1"	3.080	2' 57.3"	7.001	8' 35.3"	7.984	97.922	2' 37.9"	6.643	43.2"	4.32	—	1.244
65	4' 36.2"	1.283	2' 56.1"	6.276	8' 13.6"	3.437	102.344	2' 26.2"	2.427	35.5"	3.55	—	1.545
67	4' 43.5"	3.960	2' 55.5"	5.914	8' 11.6"	3.018	100.887	2' 30.9"	3.816	37.0"	3.70	—	1.198
69	4' 47.5"	5.427	3' 29.8"	26.614	8' 44.7"	9.849	92.816	2' 33.5"	11.511	46.8"	4.68	—	2.113
71	4' 59.2"	9.718	3' 07.5"	13.156	8' 58.4"	12.825	92.684	2' 48.6"	11.637	48.4"	4.84	90	5.800
73	4' 32.7"	—	2' 46.2"	0.302	9' 45.0"	22.590	75.149	3' 17.2"	28.354	33.8"	3.38	—	667
77	4' 47.6"	3.789	2' 55.1"	2.595	—	29.713	97.194	2' 38.5"	4.471	45.1"	4.51	—	3.334
79	5' 07.4"	10.935	3' 34.9"	25.915	—	29.713	—	—	37.086	—	7.04	620	5.904
81	4' 56.9"	7.145	3' 05.6"	8.747	—	29.713	—	—	37.086	38.7"	3.87	200	4.740
83	4' 41.0"	1.407	2' 51.3"	0.369	8' 21.6"	2.052	99.251	2' 36.0"	2.449	39.8"	3.98	—	3.066
85	4' 59.4"	8.048	3' 09.8"	11.208	8' 40.7"	5.937	94.019	2' 45.9"	7.592	43.8"	4.38	20	4.141
97	5' 32.4"	19.957	3' 33.5"	23.840	11' 01.7"	32.658	—	—	37.086	39.0"	3.90	250	4.111
99	5' 42.7"	23.677	3' 30.4"	22.042	9' 42.5"	16.788	86.667	3' 00.5"	12.314	44.0"	4.40	240	5.748
101	4' 55.0"	6.460	3' 12.4"	11.601	8' 18.8"	—	98.137	2' 41.0"	0.709	36.5"	3.65	970	9.739
103	4' 37.1"	—	2' 52.4"	—	8' 31.3"	2.506	97.347	2' 40.0"	1.509	52.0"	5.20	135	3.897
104	4' 56.9"	7.145	3' 02.9"	6.090	9' 02.3"	8.721	89.275	2' 50.7"	9.675	40.0"	4.00	20	2.967
105	5' 10.0"	11.783	3' 15.8"	13.573	—	29.713	—	—	37.086	—	7.04	200	4.790
106	5' 00.9"	8.589	3' 11.1"	10.847	9' 08.5"	9.964	89.634	2' 53.8"	9.312	42.0"	4.20	30	2.130
107	5' 02.6"	9.202	3' 12.9"	11.891	9' 13.5"	10.966	94.134	2' 45.5"	4.759	38.0"	3.80	10	1.772
109	5' 03.5"	9.527	3' 13.0"	11.949	9' 16.9"	11.648	94.546	2' 45.8"	4.342	40.0"	4.00	—	1.780
112	4' 54.1"	6.135	3' 23.8"	18.213	8' 57.0"	7.658	89.844	2' 54.0"	9.100	40.0"	4.00	1.240	5.573
113	4' 42.1"	—	3' 06.2"	4.859	8' 30.9"	—	98.838	2' 38.5"	—	33.0"	3.30	—	464
121	4' 45.8"	1.312	3' 03.3"	3.226	10' 37.7"	24.819	97.204	2' 38.2"	1.653	35.0"	3.50	10	2.810
123	5' 17.5"	12.549	3' 19.6"	12.405	9' 32.6"	12.077	89.657	2' 54.6"	9.289	49.5"	4.95	160	4.876
126	4' 58.3"	5.743	3' 11.1"	7.618	—	29.713	—	—	37.086	—	7.04	70	3.740
128	5' 05.2"	4.027	2' 59.6"	—	8' 38.1"	—	97.263	2' 38.5"	—	37.2"	3.72	—	1.517
129	5' 16.8"	7.981	3' 28.6"	16.147	9' 36.9"	13.349	85.535	3' 03.5"	12.058	44.0"	4.40	1.000	7.309
130	5' 01.4"	2.732	3' 11.8"	6.793	9' 16.8"	7.470	90.722	2' 52.2"	6.725	35.0"	3.50	540	2.651
132	5' 31.5"	8.807	3' 27.1"	10.877	9' 27.6"	5.340	88.415	2' 57.8"	5.309	41.0"	4.10	410	6.285

**MILLE MIGLIA
BEST TIMES ON THE SPECIAL TESTS
Monza (25 laps = 143.75 kms)**

Class	Driver	Car	Time	Kph.	Class	Driver	Car	Time
A	Andersson	Ferrari	49' 34.6"	173.972	E	Herve	Gordini	22' 47.2"
B	Cabianca	Lancia Flaminia Zagato	53' 26.8"		F	Toppetti	Abarth	20' 28.8"
C	Crespi	Alfa Romeo Giulietta SZ	55' 00.6"		G	Manussis	Mercedes	21' 36.8"
D	Frescobaldi	Lancia Appia Zagato	58' 35.6"		H	Trautmann	Citroen	20' 15.2"
E	Shawzin	Sebring Sprite	70' 41.0"		I	Burggraf	Alfa Romeo Giulietta TI	20' 20.2"
F	Cella	Abarth Zagato	60' 25.2"		J	Quilico	Auto Union	21' 35.2"
G	Manussis	Mercedes 220SE	62' 55.6"		K	Moroni	Fiat	22' 06.2"
H	Lombardini	Alfa Romeo TI	61' 26.6"		L	Block	BMW	21' 05.0"
I	Rossi	Alfa Romeo GTI	60' 16.4"		M	Priori	Fiat	22' 57.8"
J	Quilico	Auto Union	67' 22.0"					
K	Bagnasacco	Fiat	67' 25.0"					
L	Block	BMW	65' 36.6"					
M	Lombardi	Fiat	73' 25.6"					

Fornovo — Cisa (38 kms)

A	Andersson	Ferrari	24' 35.6"
B	Cabianca	Lancia FZ	25' 11.0"
C	Bonetto	Alfa Romeo GSZ	25' 02.4"
D	Frescobaldi	Lancia AZ	26' 44.4"
E	Herve	Gordini	30' 53.0"
F	Pessina	Abarth	27' 41.2"
G	Manussis	Mercedes 220SE	28' 30.6"
H	Trautmann	Citroen	27' 11.4"
I	Rossi	Alfa Romeo GTI	26' 40.2"
J	Ramirez	Fiat	28' 44.0"
K	Moroni	Fiat	28' 19.0"
L	Block	BMW	27' 24.2"
M	Priori	Fiat	29' 52.2"

Fivizzano — Cerreto (15 kms)

A	Andersson	Ferrari	10' 25.4"
B	Cabianca	Lancia	10' 17.4"
C	Bonetto	Alfa Romeo	10' 20.4"
D	Frescobaldi	Lancia	11' 11.6"
E	Herve	Gordini	13' 02.0"
F	Toppetti	Abarth Zagato	11' 20.0"
G	Manussis	Mercedes	12' 16.4"
H	Trautmann	Citroen	11' 20.6"
I	Rossi	Alfa Romeo	11' 13.6"
J	Quilico	Auto Union	12' 13.6"
K	Moroni	Fiat	11' 45.8"
L	Block	BMW	11' 33.4"
M	Priori	Fiat	12' 36.0"

Pievepelago — Abetone (12 kms)

A	Andersson	Ferrari	9' 08.2"
B	Cabianca	Lancia	9' 26.6"
C	Bonetto	Alfa Romeo	9' 23.6"
D	Frescobaldi	Lancia	9' 40.4"
E	Herve	Gordini	11' 42.0"
F	Toppetti	Abarth	10' 13.4"
G	Manussis	Mercedes	10' 40.4"
H	Trautmann	Citroen	9' 44.0"
I	Genta	Alfa Romeo Giulietta TI	9' 50.2"
J	Quilico	Auto Union	10' 49.6"
K	Moroni	Fiat	10' 23.6"
L	Block	BMW	10' 18.8"
M	Cintolesi	Fiat	11' 23.0"

Cafaggiolo — Pianoro (64 kms)

A	Andersson	Ferrari	44' 44.8"
B	Cabianca	Lancia	44' 35.2"
C	Bonetto	Alfa Romeo	46' 16.8"
D	Frescobaldi	Lancia	46' 35.0"
E	Herve	Gordini	53' 59.4"
F	Gonella	Abarth Zagato	49' 33.4"
G	Manussis	Mercedes	50' 19.0"
H	Trautmann	Citroen	46' 16.4"
I	Rossi	Alfa Romeo	47' 29.2"
J	Alquati	Fiat	51' 09.4"
K	Moroni	Fiat	50' 34.2"
L	Block	BMW	49' 32.0"
M	Priori	Fiat	51' 35.6"

Fiera di Primiero — Rolle (25.5 kms)

A	Andersson	Ferrari	19' 03.0"
B	Cabianca	Lancia	19' 14.6"
C	Borga	Alfa Romeo Giulietta SZ	19' 25.8"
D	Frescobaldi	Lancia	20' 35.4"

E	Herve	Gordini	22' 47.2"
F	Toppetti	Abarth	20' 28.8"
G	Manussis	Mercedes	21' 36.8"
H	Trautmann	Citroen	20' 15.2"
I	Burggraf	Alfa Romeo Giulietta TI	20' 20.2"
J	Quilico	Auto Union	21' 35.2"
K	Moroni	Fiat	22' 06.2"
L	Block	BMW	21' 05.0"
M	Priori	Fiat	22' 57.8"

Appiano — Mendola (14.6 kms)

A	Andersson	Ferrari	11' 59.4"
B	Walter	Abarth Porsche	11' 50.6"
C	Borga	Alfa Romeo	12' 26.2"
D	Frelaino	Lancia Appia Zagato	12' 54.8"
E	Herve	Gordini	14' 55.0"
F	Pessina	Abarth	13' 16.8"
G	Manussis	Mercedes	14' 03.0"
H	Trautmann	Citroen	13' 03.6"
I	Burggraf	Alfa Romeo	13' 09.8"
J	Ramirez	Fiat	13' 56.6"
K	Bagnasacco	Fiat	14' 02.6"
L	Block	BMW	13' 37.0"
M	Lombardi	Fiat	14' 59.2"

Dimaro — Carlomagno (16 kms)

A	Andersson	Ferrari	9' 20.0"
B	Walter	Porsche	9' 40.0"
C	Borga	Alfa Romeo	10' 04.2"
D	Frescobaldi	Lancia	10' 36.6"
E	Shawzin	Sebring Sprite	12' 27.8"
F	Toppetti	Abarth	10' 55.4"
G	Manussis	Mercedes	11' 29.6"
H	Trautmann	Citroen	10' 46.4"
I	Burggraf	Alfa Romeo	10' 39.6"
J	Ramirez	Fiat	11' 42.4"
K	Moroni	Fiat	11' 55.8"
L	Block	BMW	11' 18.6"
M	Lombardi	Fiat	13' 09.6"

Barge — Brescia (28 kms)

First Run

A	Andersson	Ferrari	17' 18.8"
B	Walter	Porsche	17' 25.2"
C	Bonetto	Alfa Romeo	18' 01.0"
D	Frescobaldi	Lancia	18' 06.4"
E	Herve	Gordini	19' 55.2"
F	Toppetti	Abarth	19' 47.4"
G	Manussis	Mercedes	19' 30.6"
H	Trautmann	Citroen	18' 18.4"
I	Burggraf	Alfa Romeo	12' 35.6"
J	Quilico	Auto Union	19' 52.6"
K	Moroni	Fiat	20' 22.8"
L	Block	BMW	19' 50.2"
M	Cintolesi	Fiat	21' 53.0"

Second Run

A	Andersson	Ferrari	16' 44.0"
B	Walter	Porsche	16' 59.6"
C	Zampiero	Alfa Romeo Giulietta SV	17' 53.0"
D	Frescobaldi	Lancia	18' 04.6"
E	Herve	Gordini	20' 08.4"
F	Pessina	Abarth	20' 18.8"
G	Manussis	Mercedes	20' 02.6"
H	Trautmann	Citroen	18' 44.6"
I	Burggraf	Alfa Romeo	18' 31.2"
J	Quilico	Auto Union	20' 02.2"
K	Franken	Renault	20' 25.8"
L	Block	BMW	20' 36.4"
M	Cintolesi	Fiat	21' 25.0"

CLASSES

Grand Touring Cars :

A : over 2500 cc.; B : 1301-2500 cc.; C : 1151-1300 cc.; D : 1001-1150 cc.; E : 701-1000 cc.; F : Up to 700 cc.

Touring Cars :

G : 2001-2500 cc.; H : 1301-2000 cc.; I : 1151-1300 cc.; J : 851-1150 cc.; K : 701-850 cc.; L : Up to 700 cc.; M : Up to 500 cc.

**MILLE MIGLIA
RESULTS
General Classification**

Drivers	Car	Time
1. Andersson/Lohmander	Ferrari	3 : 32' 53.8"
2. Cabianca/Provolo	Lancia FZ	3 : 39' 06.0"
3. Cacciari/Sala	Ferrari	3 : 40' 06.6"
4. Buticchi/Camilli	Alfa Romeo GSV	3 : 48' 07.0"
5. Walter/Strahle	Porsche	3 : 49' 07.4"
6. Bonetto/Pelizzaro	Alfa Romeo GSV	3 : 50' 02.0"
7. Parmigiani/Razuoli	Alfa Romeo GSV	3 : 52' 14.4"
8. Zampiero/Corona	Alfa Romeo GSV	3 : 53' 01.4"
9. Frescobaldi/Sama	Lancia AZ	3 : 55' 12.6"
10. Bauer/Zanotti	Alfa Romeo GZ	3 : 55' 24.0"

CLASS RESULTS

**Grand Touring Cars :
Over 2500 cc.:**

1. Andersson/Lohmander	Ferrari	3 : 32' 53.8"
2. Cacciari/Sala	Ferrari	3 : 40' 06.6"

1301-2500 cc.:

1. Cabianca/Provolo	Lancia FZ	3 : 39' 06.0"
2. Walter/Strahle	Porsche	3 : 49' 07.4"
3. Zanini/Moretti	Alfa Romeo Zagato	4 : 10' 05.0"

1151-1300 cc.:

1. Buticchi/Camilli	Alfa Romeo GSV	3 : 48' 07.0"
2. Bonetto/Pelizzaro	Alfa Romeo GSV	3 : 50' 02.0"
3. Parmigiani/Razuoli	Alfa Romeo GSV	3 : 52' 14.4"

1001-1150 cc.:

1. Frescobaldi/Sama	Lancia AZ	3 : 55' 12.6"
2. Ferlaino/Demetz	Lancia AZ	4 : 14' 17.0"
3. Stefani/Guarnieri	Lancia AZ	4 : 16' 27.0"

701-1000 cc.:

1. Herve/Houel	Gordini	4 : 33' 21.6"
2. Shawzin/Makin	Sebring Sprite	4 : 37' 01.8"

Drivers
Under 700 cc.:

1. Pessina/Bonini
2. Gonella/Osella
3. Guandalini/Galli

**Touring Cars :
2001-2500 cc.:**

1. Manussis/Turner

1301-2000 cc.:

1. Rolland/Augias
2. Trautmann/Ogier
3. Lombardini/Nasuelli

1151-1300 cc.:

1. Rossi/Rovatti
2. Burggraf/Rey
3. Genta/Fusina

851-1150 cc.:

1. Ramirez/Cabella
2. Quilico/Dejardin
3. Alquati/Della Torre

701-850 cc.:

1. Moroni/Sartori
2. Franken/Joly
3. Bagnasacco/Volpi

Up to 700 cc.:

1. Block/Paul
2. Schiavo/Tamburi
3. Bohm/Lambart

Up to 500 cc.:

1. Lombardi/Alba
2. Cintolesi/Martini
3. Massoni/Pentenero

Car	Time
Abarth Zagato	4 : 07' 29.8"
Abarth Zagato	4 : 09' 19.4"
Abarth Zagato	4 : 15' 27.8"

Mercedes 220SE	4 : 11' 24.6"
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Citroen	4 : 04' 24.0"
Citroen	4 : 04' 25.4"
Alfa Romeo TI	4 : 07' 59.6"

Alfa Romeo GTI	3 : 58' 48.6"
Alfa Romeo GTI	3 : 59' 55.2"
Alfa Romeo GTI	4 : 05' 36.6"

Fiat	4 : 19' 50.0"
Auto Union	4 : 21' 02.6"
Fiat	4 : 32' 02.0"

Fiat	4 : 19' 27.0"
Renault	4 : 32' 37.4"
Fiat	4 : 34' 00.0"

BMW	4 : 10' 52.2"
BMW	4 : 26' 46.4"
NSU Prinz	4 : 31' 11.4"

Fiat	4 : 38' 58.0"
Fiat	4 : 40' 48.8"
Fiat	4 : 42' 25.8"



Eric Carlsson performs on the front at Brighton. But by dint of superior driving on the Forestry Commission roads he had already assured his second successive win in the RAC rally

RALLY OF THE MIDNIGHT SUN

General Classification

RESULTS

Drivers			Car	Marks	Drivers			Car	Marks
1.	C-M Skogh/R. Skogh	Saab 96		397	79.	Alec/G. Haggbom	Citroen	904	
2.	B. Soderstrom/R. Olsson	Volkswagen		476	80.	A. Bohm/L. Pettersson	Volvo P544	905	
3.	A. Wernersson/S. Jonsson	Saab 96		494	81.	J-E Virgin/C. Cervin	Volvo P544	906	
4.	E. Berger/L. Andersson	Saab 96		512	82.	Riordan/G. Houel	Citroen	912	
5.	B. Jansson/E. Pettersson	Volkswagen		516	83.	A. Gullbrandsson/B. Nordqvist	Saab 96	915	
6.	R. Trautmann/J. Ogier	Citroen DS19		517	84.	O. Persson/E. Persson	Fiat 2100	923	
7.	H. Bengtsson/H. Walter	Porsche		522	85.	H. Josefson/I. Nilsson	Mercedes Benz 220B	947	
8.	O. Bromark/K. Lyxell	Saab 96		526	86.	L. Cedergren/G. Lonnm	Volvo P544	950	
9.	G. Andersson/H. Lundin	Volvo		539	87.	A. Olofsson/H. Olofsson	Volvo P544	962	
10.	E. Christoffersson/K-E. Andersson	Volvo		542	88.	T. Heino/L. Hurme	Skoda	963	
11.	B. Lundberg/B. Mattson	Volvo		565	89.	H. Wail/L. Hagberg	Volvo P544	964	
12.	P. Riley/A. Ambrose	Austin Healey		567	90.	T. Wallin/S. Siggstedt	Volvo	965	
13.	S. Sveden/B. Sveden	Volvo		567	91.	L. Billengren/A. Hertz	Saab 96	975	
14.	I. Andersson/L. Simonsson	Auto Union 1000		579	92.	S. Nilsson/K. Thorsell	Skoda TS	985	
15.	H. Lannsjö/H. Sundin	Volvo		590	93.	K. Persson/A. Hansson	Saab 96	987	
16.	A. Thambert/R. Ekelund	Ford Anglia		594	94.	U. Lindberg/G. Forslund	Volkswagen	989	
17.	S. Lester/F. Gothe	BMW 700		620	95.	N. Pettersson/K. Oberg	Skoda	991	
18.	B. Ljungfelt/B. Rehnfeldt	Ford Anglia		633	96.	O. Vilkas/A. Jarvi	Mercedes-Benz	991	
19.	P. Mogensen/O. Olsen	Ford Zephyr		636	97.	G. Arwidsson/A. Asberg	Ford Anglia	996	
20.	B-E. Nilsson/S. Bring	Volkswagen		638	98.	G. Samuelson/T. Aurell	Saab 96	1003	
21.	A. Sigurdson/T. Nilsson	Saab 96		639	99.	E. Lofgren/S-A. Wernden	Volkswagen	1013	
22.	Ewy Rosqvist/Anita Rosqvist-Borg	Volvo		639	100.	E. Larsson/R. Alfredsson	Ford Anglia	1024	
23.	S. Eklund/R. Lundh	Renault		645	101.	U. Dahl/A. Wikstrom	Saab 96	1044	
24.	K. Ehrman/G. Thermaenius	Volkswagen		660	102.	B. Holm/H. Sundgfen	Ford Anglia	1044	
25.	H. Adiels/A. Berg	Auto Union 1000		662	103.	C-G. Bothen/J. Flood	Austin	1054	
26.	B. Karlsson/U. Osterman	Saab 96		665	104.	E. Nilsson/H. Hagman	Porsche Super 90	1056	
27.	H. Lund/A. Wilsson	Saab 96		666	105.	G. Eriksson/S. Jansson	Volkswagen	1059	
28.	A. Stenstrom/B. Nilsson	Volkswagen		668	106.	N. Kronstrom/P. Eskilander	Volvo P544	1071	
29.	E. Keinanen/R. Eklund	Skoda Octavia Super		668	107.	E. Andersson/S. Traff	Ford Anglia	1076	
30.	Pat Moss/Ann Wsdom	Saab 96		676	108.	G. Eriksson/A. Bergstrom	Volvo P544	1089	
31.	H. Kronegard/L. Berggren	Porsche Super 90GT		679	109.	P-O Soderstrom/R. Soderstrom	Renault Gordini	1091	
32.	S. Gillmo/G. Jarvinge	Auto Union 1000S		680	110.	Sir Gregor/B. Robson	Vauxhall Velox	1094	
33.	A. Ross/S. Hermansson	BMW		696	111.	C. Gustafsson/H. Emanuelsson	Ford Taunus	1108	
34.	B. Alhad/I-E. Carlstrom	Saab 96		707	112.	S. Ericsson/A. Nilsson	Volkswagen	1117	
35.	H. Johannesson/L. Eriksson	Volvo P544		707	113.	G. Berg/A. Holm	Saab 96	1125	
36.	K. Nordstrom/S. Nilsson	Volvo P544		708	114.	K. Gullberg/L. Eriksson	Renault Gordini	1129	
37.	L. Gillmo/S. Lantz	BMW 700 Sport		709	115.	D. Allersjo/R. Kihlberg	Renault Gordini	1130	
38.	H. Sandin/B. Karlsson	Saab 96		714	116.	I. Baillie/D. Davenport	Vauxhall Velox	1133	
39.	J. Fisk/R. Philipsson	Saab 96		719	117.	B. Karlsson/G. Wiman	Volkswagen	1144	
40.	S. Holm/I. Vidare	Austin Seven		730	118.	L. Borg/P-A. Sardh	Volkswagen	1156	
41.	A. Willerman/S. Holmdahl	Opel Rekord		733	119.	K-F. Astrom/K-G. Persson	Volkswagen	1161	
42.	L. Nilsson/T. Thulin	Volvo P54		746	120.	B. Akesson/W. Andersson	Volvo P544	1161	
43.	G. Wulf/F. Sager	Skoda TS		754	121.	R. Pettersson/L. Ostling	Ford Taunus	1176	
44.	K. Ericsson/L-E. Tisell	Alfa Romeo TI		757	122.	H. Hagback/K-E. Svensson	Sunbeam Alpine	1182	
45.	R. Eriksson/J. Forslund	Saab 96		764	123.	G. Barker/M. Fitzimmons	Jaguar 3-8	1183	
46.	L. Engelbrekt/D. Bjorn	Saab 96		767	124.	A. Hedlund/A. Axelsson	Volvo Amazon	1197	
47.	R. Lindstrom/L. Backman	Volvo		767	125.	Laila Nilsen/Turid Skolseg	Skoda Octavia TS	1204	
48.	B. Holmberg/G. Janse	Saab 96		769	126.	Liff Struve/Ingrid Herlin	Saab 96	1259	
49.	A. Gustavsson/H. Wagberg	Ford Anglia		776	127.	B. Elmborn/G. Friberg	Skoda TS	1297	
50.	K-E. Lagestam/O. Granlund	Volvo P544		779	128.	I. Andersson/K. Dalberg	Volkswagen	1308	
51.	J. Fernstrom/R. Ekeberg	Volvo P544		781	129.	H. Edward/L. Edward	Saab	1314	
52.	R. Carlson/B. Carlson	Saab 96		783	130.	I. Ohlsson/C. Fjallstrom	Ford Zephyr	1324	
53.	R. Segolsson/B. Karlsson	Saab 96		787	131.	I. Falgard/B. Hedman	Skoda Super	1325	
54.	G. Blomqvist/H. Lindberg	Volkswagen		792	132.	B. Wikstrom/B. Nygren	Saab 96	1326	
55.	C. Johansson/S-O Svedberg	Volkswagen		794	133.	L. Ohman/R. Borg	Saab 96	1343	
56.	T. Jansson/O. Stridsberg	Alfa Romeo T1		796	134.	A. Ronnlov/L. Eriksson	Citroen ID19	1345	
57.	B. Nilsson/T. Lindstrom	Volvo P544		797	136.	I. Pettersson/R. Wreedh	Volvo P544	1365	
58.	U. Norinder/L. Lindqvist	Oldsmobile F85		799	136.	C. Mace/M. Scott	Vauxhall Velox	1418	
59.	J. Kallstrom/U. Kallstrom	Volkswagen		801	137.	J-O. Bockman/A. Colling	Porsche 1600	1458	
60.	J-E. Magnusson/C-E. Sundberg	Volvo		807	138.	Claudine Vanson/F. Vallier	Citroen	1468	
61.	Barbara Johansson/Inga-Lill Edenring	Renault Gordini		815	139.	I. Grant/A. Fisk	Triumph TR3	1476	
62.	Inez Thunstrom/Inga-Lill Wiksten	Saab 96		816	140.	T. Elings-Pers/S. Andersson	Mercedes-Benz 220S	1488	
63.	L. Skogh/S. Gustavsson	Volvo Amazon		822	141.	Kerstin Lohmander/Britt Bengtson	Renault Gordini	1952	
64.	P. Benemar/E. Lundin	Volkswagen		835	142.	H. Eisengarten/S. Bergdahl	DKW Junior	2125	
65.	N-O. Eklundh/E. Nysten	Skoda TS		836	143.	B. Rendahl/S. Sundin	Volvo	2243	
66.	T. Lundblad/S. Johansson	Volkswagen		838	144.	Gerd Carlsson/Barbro Brandt	Volkswagen	3352	
67.	B. Mattsson/G. Nystrom	Renault Gordini		845	145.	Ulla Eriksson/Asta Pettersson	Volkswagen	3869	
68.	Anne Hall/Valerie Domleo	Ford Anglia		849					
69.	D. Bargman/E. Stoltz	Volvo P544		853					
70.	S. Eriksson/A. Kall	Volvo		858					
71.	T. Holmberg/R. Bergkvist	Volkswagen		861					
72.	J. Damberg/H. Andersson	Ford Anglia		864					
73.	S. Liljekvist/C-E. Carlsson	Ford Taunus		873					
74.	T. Johansson/N. Stombom	Saab 96		873					
75.	K-I. Johansson/A. Nordstrom	Saab 96		877					
76.	N. Carlsson/V. Steen	Austin Seven		881					
77.	P. Callenbergh/A. Bredelius	BMW 700		890					
78.	L. Bengtsson/B. Ahnestam	BMW		896					

MIDNIGHT SUN CLASS RESULTS Normal Series Production Touring Cars

1600-2000 cc :

Drivers	Car
1. R. Trautmann/J. Ogier	Citroen
2. A. Willerman/S. Holmdahl	Opel Rekord 1700
3. S. Liljekvist/C-E. Carlsson	Ford Taunus

Over 2000 cc :

- | | |
|-----------------------------|--------------------|
| 1. U. Norinder/L. Lindqvist | Oldsmobile F85 |
| 2. O. Persson/E. Persson | Fiat 2100 |
| 3. H. Josefson/I. Nilsson | Mercedes-Benz 220B |

Improved Series Production Touring Cars**Up to 700 cc :**

- | | |
|--------------------------|---------------|
| 1. S. Lester/F. Gothe | BMW 700 Sport |
| 2. A. Roos/S. Hermansson | BMW |
| 3. L. Gillmo/S. Lantz | BMW 700 Sport |

700-850 cc (a) :

- | | |
|----------------------------|--------------|
| 1. B. Alhed/L-E. Carlstrom | Saab 96 |
| 2. J. Fisk/R. Philipsson | Saab 96 |
| 3. S. Holm/I. Vidare | Austin Seven |

700-850 cc (b) :

- | | |
|-----------------------------|---------|
| 1. A. Wernersson/S. Jonsson | Saab 96 |
| 2. B. Karlsson/U. Osterman | Saab 96 |
| 3. H. Lund/A. Wilsson | Saab 96 |

850-1000 cc :

- | | |
|------------------------------|-------------|
| 1. I. Andersson/L. Simonsson | DKW Sport |
| 2. A. Thambert/R. Ekelund | Ford Anglia |
| 3. Anne Hall/Valerie Domleo | Ford Anglia |

1000-1300 cc :

- | | |
|----------------------------|------------|
| 1. B. Soderstrom/R. Olsson | Volkswagen |
| 2. K. Ehrman/G. Thermanius | Volkswagen |
| 3. A. Stenstrom/B. Nilsson | Volkswagen |

1300-1600 cc :

- | | |
|-------------------------------------|------------|
| 1. G. Andersson/H. Lundin | Volvo P544 |
| 2. B. Lundberg/B. Mattson | Volvo P544 |
| 3. Ewy Rosqvist/Anita Rosqvist-Borg | Volvo P544 |

Over 1600 cc :

- | | |
|-------------------------|-------------|
| 1. P. Mogensen/O. Olsen | Ford Zephyr |
|-------------------------|-------------|

- | | |
|---------------------|---------|
| 2. Alec/G. Haggbom | Citroen |
| 3. Riordan/G. Houel | Citroen |

Normal Series Production Grand Touring Cars**Up to 1300 cc :**

- | | |
|-------------------------------|-------------|
| 1. B. Ljungfeldt/B. Rehnfeldt | Ford Anglia |
| 2. G. Berg/A. Holm | Saab 96 |

Over 1300 cc :

- | | |
|-----------------------------|---------------------|
| 1. H. Bentsson/H. Walter | Porsche Super 90 GT |
| 2. P. Riley/A. Ambrose | Austin Healey 3000 |
| 3. H. Kronegard/L. Berggren | Porsche Super 90 GT |

Normal Series Production Touring Cars**Up to 850 cc :**

- | | |
|---------------------------|---------|
| 1. C-M. Skogh/R. Skogh | Saab 96 |
| 2. E. Berger/L. Andersson | Saab 96 |
| 3. O. Bromark/K. Lyxell | Saab 96 |

850-1000 cc :

- | | |
|-----------------------------|------------------|
| 1. H. Adiels/A. Berg | Auto Union 1000S |
| 2. S. Gillmo/G. Jarvinge | Auto Union 1000S |
| 3. A. Gustavsson/H. Wagberg | Ford Anglia |

1000-1300 cc :

- | | |
|-----------------------------|---------------------|
| 1. B. Jansson/E. Pettersson | Volkswagen |
| 2. B-E. Nilsson/S. Bring | Volkswagen |
| 3. E. Keinanen/R. Eklund | Skoda Octavia Super |

1300-1600 cc :

- | | |
|--------------------------------------|------------|
| 1. E. Christoffersson/K-E. Andersson | Volvo P544 |
| 2. S. Sweden/B. Sweden | Volvo P544 |
| 3. H. Lannsjö/H. Sundin | Volvo |

Coupe de Dames

- | | |
|---|-----------------|
| 1. Ewy Rosqvist/Anita Rosqvist-Borg | Volvo P544 |
| 2. Pat Moss/Ann Wisdom | Saab 96 |
| 3. Barbara Johansson/Inga-Lill Edenring | Renault Gordini |

Pat Moss sensibly changed mounts for this event, which requires different qualities in a car.

Ewy and Anita Rosqvist, who won their class on typical terrain in the Midnight Sun



A fine photograph of the winner, Carl-Magnus Skogh pressing along the unmade roads which are a feature of the Scandinavian rallies



22nd COUPE DES ALPES

FIRST STAGE : MARSEILLE-CHAMONIX

Fastest times in the special tests

Sainte-Beaume :

Driver	Car	Time
1. Walter	Porsche	8' 01.1"
2. Moss	Austin	8' 02.3"
3. Morley	Austin	8' 04.1"
4. Oreiller	Alfa Romeo	8' 07.3"
5. Riley	Austin	8' 09.1"
6. Bohringer	Mercedes	8' 10.3"
7. Roland	Alfa Romeo	8' 13.1"
8. Seigle-Morris	Austin	8' 15.1"
9. Poirot	Porsche	8' 15.3"
10. De Lageneste	Alfa Romeo	8' 19.2"

Mont Ventoux :

1. Seigle-Morris	Austin	13' 32.2"
2. Walter	Porsche	14' 01.0"
3. Morley	Austin	14' 07.9"
4. Moss	Austin	14' 13.2"
5. Riley	Austin	14' 15.7"
6. Roland	Alfa Romeo	14' 16.3"
7. Lego	Jaguar	14' 29.0"
8. Bohringer	Mercedes	14' 30.5"
9. Orsini	Alfa Romeo	14' 41.5"
10. Poirot	Porsche	14' 48.0"

Col de Rousset :

1. Walter	Porsche	11' 01.2"
2. Morley	Austin	11' 04.0"
3. Roland	Alfa Romeo	11' 16.1"
4. Lego	Jaguar	11' 19.3"
5. Seigle-Morris	Austin	11' 23.0"
6. Orsini	Alfa Romeo	11' 27.0"
7. Riley	Austin	11' 27.3"
8. Moblanc	Porsche	11' 39.4"
9. Bohringer	Mercedes	11' 41.0"
10. Moss	Austin	11' 43.2"

Saint-Jean-en-Royans :

1. Walter	Porsche	21' 27.2"
2. Morley	Austin	21' 35.1"
3. Seigle-Morris	Austin	21' 53.4"
4. Roland	Alfa Romeo	22' 05.0"
5. Riley	Austin	22' 06.0"
6. Moss	Austin	22' 11.0"
7. Maublanc	Porsche	22' 52.2"
8. Trautmann	Citroen	22' 52.4"
9. Poirot	Porsche	23' 00.2"
10. Clarou	Alfa Romeo	23' 15.0"

Col de Luitel :

1. Roland	Alfa Romeo	9' 11.1"
2. Morley	Austin	9' 13.4"
3. Walter	Porsche	9' 37.4"
4. Riley	Austin	9' 47.2"
5. Hopkirk	Sunbeam	9' 57.2"
6. Bianchi	Citroen	10' 17.1"
7. Gott	Austin	10' 17.3"
8. Trautmann	Citroen	10' 20.3"
9. Bohringer	Mercedes	10' 21.0"
10. Sprinzel	Austin	10' 21.5"

Classification by Group

Group 1 : Normal Series Production Touring Cars :

Drivers	Car	Penalis- ations	Total time in Special Tests
1. P. Hopkirk/J. Scott	Sunbeam	60	1 : 10' 25.0"
2. P. Harper/P. Proctor	Sunbeam	60	1 : 11' 25.2"
3. L. Bianchi/Harris	Citroen	60	1 : 13' 08.4"
4. E. Schaeffer/J. Led	NSU	120	1 : 19' 38.7"
5. Patricia Ozanne/ Patricia Wright	Austin	180	1 : 20' 49.2"
M. Courtois/A. Krause	BMW	180	1 : 20' 49.2"
7. K. Ballisat/I. Lewis	Sunbeam	300	1 : 12' 25.5"
8. H. Laurent/Jamot	Renault	420	1 : 20' 43.1"
9. J. Williamson/J. Milne	Healey	600	1 : 20' 09.3"

10. J. Jourdain/G. Haggbon	Citroen	660	1 : 20' 34.7"
11. J. Branche/J. Robert	Alfa Romeo	720	1 : 18' 20.5"
12. J. Ripoteau/J. Ellien	Gordini	1380	1 : 29' 14.8"

Group 2 : Improved Series Production Touring Cars :

1. R. Trautmann/J. Ogier	Citroen	60	1 : 10' 36.7"
2. J. Clarou/P. Gele	Alfa Romeo	120	1 : 10' 30.9"
3. Anne Hall/Valerie Domleo	Ford Anglia	180	1 : 18' 46.3"
4. S. Baille/P. Jopp	Jaguar	240	1 : 13' 38.8"
5. O. Dahl/F. Andreason	Volvo	240	1 : 15' 15.7"
6. Ewy Rosqvist/M. Wallraff	Volvo	300	1 : 15' 01.1"
7. G. Hacquin/J. Beecmans	Alfa Romeo	360	1 : 15' 53.3"
8. P. Galliford/W. Bennett	Morris	1320	1 : 20' 01.3"
9. M. Mackenzie/ Rosemary Seers	Austin	1800	1 : 24' 33.3"

Group 3 : Grand Touring Cars :

1. B. Morley/E. Morley	Austin	0	1 : 04' 05.1"
2. Walter/H. Wencher	Porsche	0	1 : 04' 08.8"
3. P. Riley/A. Ambrose	Austin	0	1 : 05' 45.9"
4. E. Bohringer/Socher	Mercedes	60	1 : 08' 40.1"
J. Sprinzel/W. Cave	Austin	120	1 : 11' 53.9"
R. Campuzan/L. Delalande	Porsche	120	1 : 11' 57.1"
H. Greder/J. Charron	Renault	120	1 : 11' 58.8"
J. Rolland/G. Augias	Alfa Romeo	160	1 : 05' 01.9"
9. C. Poirot/H. Hazard	Porsche	300	1 : 12' 31.4"
10. Mary Handley-Page/ Pauline Mayman	Sunbeam	480	1 : 14' 41.4"
11. J. Gott/W. Shepherd	Austin	720	1 : 09' 55.5"
12. B. Bussinger/Dupureur	Alfa Romeo	1080	1 : 13' 54.9"
13. P. Maublanc/B. Lump	Porsche	2940	1 : 08' 40.2"

SECOND STAGE : CHAMONIX-CANNES

Fastest times in the special tests

Monza Autodrome :

Driver	Car	Time
1. Bohringer	Mercedes	2' 09.4"
2. Rolland	Alfa Romeo	2' 12.9"
3. Morley	Austin	2' 14.9"
4. Riley	Austin	2' 15.8"
5. Gott	Austin	2' 17.4"
6. Poirot	Porsche	2' 17.9"
7. Baillie	Jaguar	2' 18.4"
8. Hopkirk	Sunbeam	2' 25.6"
9. Harper	Sunbeam	2' 26.3"
10. Ballisat	Sunbeam	2' 27.0"

Stelvio Pass :

1. Morley	Austin	15' 27.1"
2. Bohringer	Mercedes	16' 01.1"
3. Riley	Austin	16' 15.0"
4. Poirot	Porsche	16' 15.3"
5. Gott	Austin	16' 34.1"
6. Rolland	Alfa Romeo	16' 4.2"
7. Harper	Sunbeam	17' 0.1"
8. Greder	Renault	17' 18.1"
9. Campuzan	Porsche	17' 22.2"
10. Baillie	Jaguar	17' 23.2"

Col d'Isoard :

1. Bohringer	Mercedes	8' 30.3"
2. Morley	Austin	8' 30.7"
3. Rolland	Alfa Romeo	8' 34.0"
4. Poirot	Porsche	8' 36.3"
5. Campuzan	Porsche	9' 06.9"
6. Hopkirk	Sunbeam	9' 07.8"
7. Harper	Sunbeam	9' 08.7"
8. Baillie	Jaguar	9' 15.1"
9. Greder	Renault	9' 19.0"
10. Gott	Austin	9' 24.1"
11. Ballisat	Sunbeam	9' 25.6"

Col d'Allos :

1. Rolland	Alfa Romeo	16' 13.4"
2. Morley	Austin	16' 23.1"
3. Poirot	Porsche	16' 40.4"
4. Bohringer	Mercedes	16' 54.1"

5.	Hopkirk	Sunbeam	17' 0-94"
6.	Harper	Sunbeam	17' 2-34"
7.	Trautmann	Citroen	17' 2-63"
8.	Greder	Renault	17' 3-13"
9.	Gott	Austin	17' 3-61"
10.	Ballisat	Sunbeam	17' 3-62"

Classification by Group

Group 1 :

Drivers	Car	Penal- ations	Total time in Special Tests
1. P. Hopkirk/J. Scott	Sunbeam	60	56' 05-8"
2. K. Ballisat/I. Lewis	Sunbeam	120	57' 18-0"
3. P. Harper/P. Proctor	Sunbeam	180	55' 48-2"
4. L. Bianchi/Harris	Citroen	480	59' 18-0"
5. M. Courtois/A. Krause	BMW	660	1 : 06' 02-9"
6. J. Williamson/J. Milne	Healey	1500	1 : 04' 15-5"
7. J. Jourdain/G. Haggbon	Citroen	1620	1 : 05' 56-4"
8. J. Branche/J. Robert	Alfa Romeo	1740	1 : 03' 59-8"

9.	J. Ripoteau/J. Ellien	Gordini	5520	1' : 13 0-92"
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Group 2 :

1.	R. Trautmann/J. Ogier	Citroen	180	59' 29-7"
2.	G. Hacquin/J. Beecmans	Alfa Romeo	360	58' 58-4"
3.	Ewy Rocqvist/M. Wallraff	Volvo	600	58' 32-2"
4.	P. Galliford/W. Bennett	Morris	1920	1 : 05' 35-3"
5.	S. Baillie/P. Jopp	Jaguar	3540	57' 16-3"
6.	M. Mackenzie/ Rosemary Seers	Austin	4620	1 : 06' 54-3"

Group 3 :

1.	B. Morley/E. Morley	Austin	0	51' 35-6"
2.	J. Rolland/G. Augias	Alfa Romeo	0	52' 36-7"
3.	H. Greder/J. Charron	Renault	60	56' 35-3"
4.	C. Poirot/H. Hazard	Porsche	420	57' 51-2"
5.	E. Bohringer/Socher	Mercedes	100	52' 12-7"
6.	Mary Handley-Page/ Pauline Mayman	Sunbeam	1080	59' 58-3"
7.	J. Sprinzel/W. Cave	Austin	1740	1 : 03' 49-0"

Mountain hazard. Mary Handley-Page negotiates the aftermath of a landslide in her Sunbeam Alpine



GENERAL CLASSIFICATION

Drivers	Car	Penalisation
1. D. Morley/E. Morley	Austin	0
2. J. Rolland/G. Augias	Alfa Romeo	60
3. P. Hopkirk/J. Scott	Sunbeam	120
4. H. Greder/J. Charron	Renault	189-90
5. P. Harper/P. Proctor	Sunbeam	240
6. R. Trautmann/J. Ogier	Citroen	240
7. K. Ballisat/J. Lewis	Sunbeam	420
8. C. Poirrot/H. Hazard	Porsche	540
9. L. Bianchi/Harris	Citroen	540
10. R. Campuzan/Delalande	Porsche	624-10
11. G. Hacquin/J. Beemans	Alfa Romeo	720
12. Ewy Rosqvist/M. Walraff	Volvo	900
13. M. Courtois/A. Krause	BMW	922-70
14. E. Bohringer/Socher	Mercedes	1114-50
15. J. Gott/W. Shepherd	Austin	1538-70
16. Mary Handley-Page/Pauline Mayman	Sunbeam	2179-70
17. J. Sprinzel/W. Cave	Austin	2407-70
18. J. Branche/J. Robert	Alfa Romeo	2460
19. J. Williamson/J. Milne	Riley	2860
20. J. Jourdain/G. Haggbon	Citroen	2868-50
21. P. Galliford/W. Bennett	Morris	3240
22. S. Baillie/P. Jopp	Jaguar	3780
23. M. Mackenzie/Rosemary Seers	Austin	6687-90
24. J. Ripoteau/J. Ellien	Renault	8614
25. B. Bussinger/Dupureur	Alfa Romeo	

CLASSIFICATION BY CLASS

Group 1, Class 1-500-850 cc. :

Driver	Car	Penalisation
1. M. Courtois/A. Krause	BMW	840
2. J. Ripoteau/J. Ellien	Renault	7539-4

Group 1, Class 3 — 1150-1300 cc. :

1. J. Branche/J. Robert	Alfa Romeo	2460
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Group 1, Class 4 — 1300-1600 cc. :

1. P. Hopkirk/J. Scott	Sunbeam	120
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2. P. Harper/P. Proctor	Sunbeam	240
3. K. Ballisat/J. Lewis	Sunbeam	420
4. J. Williamson/J. Milne	Riley	2860

Group 1, Class 5 — 1600-2000 cc. :

1. L. Bianchi/Harris	Citroen	540
2. J. Jourdain/G. Haggbon	Citroen	2806-8

Group 2, Class 1 — 500-850 cc. :

1. P. Galliford/W. Bennett	Morris	3240
2. M. Mackenzie/Rosemary Seers	Austin	6421

Group 2, Class 3 — 1150-1300 cc. :

1. G. Hacquin/J. Beemans	Alfa Romeo	720
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Group 2, Class 4 — 1300-1600 cc. :

1. Ewy Rosqvist/M. Walraff	Volvo	900
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Group 2, Class 5 — 1600-2000 cc. :

1. R. Trautmann/J. Ogier	Citroen	240
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Group 2, Class 7 — over 2000 cc. :

1. S. Baillie/P. Jopp	Jaguar	3780
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Group 3, Class 2 — 850-1150 cc. :

1. H. Greder/J. Charron	Renault	180
2. J. Sprinzel/W. Cave	Austin	1977-1

Group 3, Class 3 — 1150-1300 cc. :

1. J. Rolland/J. Augias	Alfa Romeo	60
2. B. Bussinger/Dupureur	Alfa Romeo	

Group 3, Class 4 — 1330-1600 cc. :

1. C. Poirrot/H. Hazard	Porsche	540
2. R. Campuzan/Delalande	Porsche	540
3. Mary Handley-Page/Pauline Mayman	Sunbeam	1804-5

Group 3, Class 7 — over 2500 cc.:

1. B. Morley/E. Morley	Austin	0
2. E. Bohringer/Socher	Mercedes	1114-5
3. J. Gott/W. Shepherd	Austin	1538-5

LIEGE-SOFIA-LIEGE

ENTRIES

No.	Drivers	Car
1.	Hacquin/Bouche	Alfa Romeo TI
2.	Coltelloni/Marang	Citroen DS
3.	de Macar/de Jamblinne de Neux	Porsche Carrera
4.	Lead/Cardwell	Mercedes-Benz
5.	Campuzan/Delalande	Porsche Super
6.	Demortier/Lagae	Renault Dauphine
7.	Stock/van Wrede	Volkswagen
8.	Bichat/Durand	Volvo
9.	Macchi/Macchi	Saab
10.	Nokin/Kakert	Porsche
11.	Hook/Holmes	Vauxhall
12.	Folten/Heyse	Volkswagen
14.	Patte/Lhote	Volvo
15.	Huntridge/La Trobe	Morris Mini-Minor
16.	Lombardini/Agostini	Alfa Romeo TI
17.	Guichet/Badoche	Citroen DS
18.	Materne/Borguet	Renault Gordini
19.	Poirrot/Berges	Porsche Carrera
21.	Miss Seers/Miss Aldersmith	MG Midget
23.	Gay/Guillemeteaud	Renault Gordini
24.	Ruiters/Staepelaere	Alfa Romeo GSV
25.	Trautmann/Ogier	Citroen ID
26.	Rey/Guilhaudin	Alfa Romeo TI
27.	Charlier/Jowat	Ford Anglia
28.	Jagny/Russel	Renault
29.	von Zedlitz/Diemer	Mercedes-Benz
30.	Wehner/Scheerle	Volkswagen
31.	Bianchi/Harris	Citroen DS
32.	Hiam/Astle	Morris Mini-Minor
33.	Cobbett/Rolfe	Ford Zodiac
34.	Verrier/Jourdain	Citroen DS
35.	Sander/Sander	Porsche Super
36.	Quernette/Quernette	Peugeot 403
37.	Rosseel/Colyns	Triumph TR3
38.	Toubeau/Thibaut	Citroen ID
39.	Rolland/Augias	Citroen DS
40.	Bohringer/Aaltonen	Mercedes-Benz
41.	Miss Moss/Miss Wisdom	Austin Healey 3000
42.	van de Castele/Boucquey	Borgward
43.	Koga/Hamashima	Prince Skyline
44.	Jamotte/Quentin	Porsche S90
45.	Gott/Shepherd	Austin Healey 3000
46.	Walter/Wencher	Porsche Carrera
47.	Levillain/Fully	Citroen ID
48.	Neyret/Terramorsi	Citroen ID
49.	Pilhatsch/Harteringer	Volvo
51.	Pastorek/Matuschka	Volkswagen
52.	Wauters/Gossiaux	Volvo
53.	Cottet/Grazianai	Panhard
54.	Henrard/Henrard	Peugeot
55.	Mme. Vanson/Mme. Vallier	Citroen ID
56.	Parodi/Frignani	Alfa Romeo
57.	de Lageneste/Burglin	Citroen DS
58.	Feret/Monraisse	Renault Dauphine
59.	Donnay/Mombaerts	Porsche Super
60.	Carlsson/Pavoni	Saab
61.	Maurel/Point	Citroen ID
62.	Richard/Vinatier	Porsche Super
63.	Schottler/Sackl	Porsche GS
64.	Seigle-Morris/Ambrose	Austin Healey 3000
65.	Sprinzel/Actman	Austin Healey Sprite
66.	Idrac/Prouzet	Simca Aronde
67.	Laurent/Sans	Renault Dauphine
68.	Leysieffer/Grafenhorst	Citroen ID
69.	Dubois/Jacqmin	Renault Dauphine
70.	King/Sproxtton	Ford Zodiac
71.	Herman/Kupper	Renault Gordini
72.	Merckx/van Vooren	Austin
73.	Greder/Greder	Renault Alpine
74.	Blockley/Broomfield	Austin Healey Sprite
75.	Nutter/Nelson	Morris Mini-Minor
76.	Fisch/Princen	Citroen ID
77.	Grimshaw/Jones	Austin Healey 3000
78.	Darville/Cortois	Volkswagen
79.	Michot/Deguedre	Auto-Union
80.	Kobb/Bernard	DKW Junior
81.	Staepelaere/Meuwissen	Ford Anglia
82.	Scheppers/Demol	Auto-Union
83.	Easter/Freeborough	Austin
84.	Nichol/Joly	Peugeot 404
85.	Houel/Berthier	Denzel
86.	Oreiller/Masoero	Alfa Romeo Zagato
87.	Marbaque/Freier	Alfa Romeo GSV
88.	Nottorp/Hellberg	
89.	Anderson/Karlsson	
90.	Reip/Romedenne	

*Works Austin Healey of John Gott and
Bill Shepherd against a fine backdrop of mountains*





Rosemary Seers and Sheleagh Aldersmith
at the frontier between Italy and Yugoslavia

GERMAN RALLY

RESULTS

General Classification

Drivers	Car	Penalties	Drivers	Car	Penalties
1. H. Walter/H. Wencher	Porsche Carrera	44.5	22. G. Harle/D. Lambart	NSU Prinz	435.0
2. E. Bohringer/R. Aaltonen	Mercedes 220SE	117.5	23. A. Mayer/E. Popp	Alfa Romeo TI	441.0
3. G. Andersson/V. Karlsson	Volvo PV544	165.5	24. W. Bingemer/S. Mullers	Auto Union 1000S	442.0
4. H. Klinken/H. Socher	Volkswagen Special	193.5	25. R. Leysieffer/F. Marxen	Citroen ID19	445.0
5. G. Greil/G. Kaufmann	DKW Junior	205.5	26. G. Kolwes/H. Heine	Volvo PV544	452.0
6. P. Ruby/M. Moritz	DKW Junior	207.0	27. F. Bohrmann/Dr. W. Merz	Alfa Romeo TI	467.0
7. Dr. E. Pflugbeil/K. Panowitz	Porsche Carrera	210.0	28. W. Warmbold/W. Panzer	Auto Union 1000S	490.0
8. R. Trautmann/C. Vanson	Citroen ID19	228.5	29. H. Wehner/M. Scheerle	NSU Prinz	496.5
9. L. John/L. Kohler	Porsche 1500 GS	249.5	30. E. Moch/W. Seelinger	Volkswagen	517.5
10. E. Pauli/H. Wurfl	Auto Union 1000	252.0	31. H. Bergschneider/H. Krasky	Citroen ID19	538.0
11. E. Sailer/F. Striewisch	Porsche S90	256.0	32. H. Vogt/H. Weizsacker	Auto Union 1000S	540.5
12. A. Kling/P. Falk	Auto Union 1000	257.5	33. E. Schafer/G. Pfefferle	NSU Prinz	540.5
13. G. Raschig/H. Bein	DK Junior	287.5	34. H. Umbach/H. Schuh	Porsche S90	553.0
14. W. Knoeppel/I. Knoeppel	BMW 700	316.5	35. R. Wallraf/M. Krauthahn	Auto Union 1000	563.0
15. R. Trefz/G. Koppe	Porsche S90	338.0	36. H. Maisch/W. Trissler	Alfa Romeo GS	587.0
16. O Dahl/F. Andreasson	Volvo PV544	344.0	37. E. Busch/E. Wienecke	Porsche S90	609.0
17. E. Rosqvist/U. Wirth	Volvo PV544	352.0	38. K. Reichel/H. Schwagerl	Borgward Isabella	648.0
18. A. von Korff/R. Knoll	Mercedes 220SE	418.0	39. H. Heimer/E. Muller	DKW Junior	669.0
19. J. Middendorf/H. Boese	Borgward Isabella	426.0	40. F. Pretscher/E. Werunsky	Skoda Octavia	676.5
20. H. Kuhne/W. Reizer	Volvo PV544	432.0	41. L. Hoffmann/B. Nitzscher	Volkswagen	694.0
21. K. Henninger/W. Zahn	Volvo P122S	434.5	42. T. Ruger/D. Pfull	Goliath Hansa	738.5
			43. K. Knuth-Siebenlist/ W. Hartmann	Porsche S90	782.5
			44. J. Zink/G. Conradt	NSU Prinz	805.0
			45. H. Gutknecht/J. Gutknecht	Volvo PV544	972.0
			46. E. Bitter/H. Menzel	NSU Sportprinz	998.5

R.A.C. RALLY

RESULTS

General Classification

Drivers	Car	Penalties
1. E. Carlsson/J. Brown	Saab	89
2. Miss P. Moss/Miss A. Wisdom	Austin-Healey	129
3. P. Harper/I. Hall	Sunbeam	150
4. P. Hopkirk/J. Scott	Sunbeam	166
5. G. Anderson/	Volvo	184
6. Mrs. A. Hall/Miss V. Domleo	Ford	197
7. J. Ray/J. Hopwood	Austin	204
8. D. Astle/P. Roberts	MG	205
9. H. Taylor/G. Crabtree	Ford	209
10. J. Chitty/J. La Trobe	Sunbeam	221
11. M. Sutcliffe/R. Fidler	MG	239
12. D. Seigle-Morris/A. Ambrose	Austin-Healey	244
13. I. Lewis/D. Stone	Sunbeam	249
14. R. Baxter/L. Miller	Humber	262
15. H. Walter/J. Sprinzel	Porsche	266
16. E. Jackson/M. Donovan	Ford	270
17. P. Simister/R. Lichtenstiger	Ford	293
18. H. O'Connor-Rorke/J. Cuff/ M. Kempley	Ford	295
19. G. King/C. Sproxton	Ford	296 (9)
20. A. Bengrey/P. Skeffington	Volkswagen	296 (30)
21. E. Hunt/G. Cooper	Sunbeam	300
22. W. Morrison/A. Finlay	MG	301
23. G. Cook/D. Bowes	Sunbeam	310
24. J. Spare/J. Bailey	Singer	314
25. A. Cowan/G. Murray	Sunbeam	328
26. D. Hiam/D. Holland	Morris	338
27. S. Davy/M. Britton	Ford	345
28. G. Mabbs/D. Mabbs	Triumph	353
29. P. Proctor/G. Robson	Sunbeam	361
30. T. Paton/J. Bryden	Fiat	367
31. J. McSpadden/J. Armstrong	Volkswagen	373
32. T. Christie/M. McKenzie	Morris	382
33. C. James/R. Johnson	Saab	405
34. S. Mather/H. Beighton	Volvo	413
35. D. Wilson-Spratt/D. Thompson	Austin-Healey	432
36. D. Nurse/B. Hughes	Austin	450 (21)
37. M. Marsden/R. Thorpe	Triumph	450 (30)
38. T. Crawford/M. Butler/J. Henley	Sunbeam	462 (26)
39. J. Grimshaw/D. Ralphs	Sunbeam	462 (29)
40. W. Worswick/T. Houghton	Ford	498
41. D. Thorne/D. Pratt/I. Cameron	Ford	505
42. D. Stammers/C. Gibbs	Sunbeam	506
43. K. Piper/M. Ford	DKW	535
44. C. Kimber/R. Bodle	Volvo	538
45. R. Skelly/Miss J. Cook	Morris	544
46. D. Moreton/J. Davis/G. Russell	Volkswagen	552
47. J. Raper/A. Wyndham	Vauxhall	567
48. H. Appleby/R. McGhie	Austin-Healey	568
49. J. Casewell/H. Davenport/ A. Austin	Jaguar	579
50. R. McElminney/R. Dixon	Volkswagen	588
51. P. Roxburgh/R. Milligan	Triumph	590
52. W. Hayes/S. Bate	Ford	596 (30)
53. R. Hooper/Miss A. Hooper	Sunbeam	596 (30)
54. R. Clark/J. Oldham	Renault	603
55. H. Davies/C. Dart	Volkswagen	618
56. J. Bennett/D. Clarke	Ford	629
57. Not available at time of going to press		638
58. Miss R. Smith/Miss D. Bigger	Morris	640 (30)
59. F. Richmond/M. Gething	Austin	640 (30)
60. T. Gold/M. Hughes	MG	664

Drivers	Car	Penalties
61. G. Godfrey/R. Searle	Triumph	699
62. H. Cooper/K. Pryor	Sunbeam	713
63. D. Pollard/J. Baines	Sunbeam	729
64. D. Grimshaw/B. Melia	Austin-Healey	730
65. D. Ray/I. Stevenson/M. Boote	Sunbeam	733
66. I. Walker/P. Steiner	Ford	758
67. P. Burch/A. Benniman	Wolseley	789
68. J. Predoy/L. Lacey	Austin	825
69. Richards/G. Davies	Ford	848 (18)
70. I. Grent/A. Fisk	Triumph	848 (25)
71. P. Finney/B. Chippendale	Triumph	919
72. N. Kell/	Skoda	920
73. W. Smith/J. Wilson	Volkswagen	924
74. L. Chamberlain/W. Mullen	Sunbeam	950
75. Miss S. Cooper/Miss P. Block	Sunbeam	995
76. W. Helm/A. Wright	Morris	1002
77. G. Rutherford/W. Fieldhouse	Volvo	1063
78. I. Miller/J. Miller	Austin-Healey	1072
79. V. Souster/R. Gahan/K. Bell	Humber	1216
80. T. Hunter/R. Exon	Morris	1302
81. J. Cotter/I. Martin	Sunbeam	1410
82. J. Gay/V. Paine	Austin	1798

RESULTS Class Results

Class 1 :

Drivers	Car	Penalties
1. E. Carlsson/J. Brown	Saab 96	89
2. J. Ray/J. Hopwood	Austin Seven	204
3. Mrs. A. Hall/Miss V. Domleo	Ford Anglia	204

Class 2 :

1. P. Harper/I. Hall	Sunbeam Rapier	150
2. P. Hopkirk/J. Scott	Sunbeam Rapier	166
3. G. Anderson/D. Johns	Volvo PV544S	184

Class 3 :

1. R. Baxter/L. Miller	Humber Super Snipe	262
2. E. Jackson/N. Donovan	Ford Zephyr	270
3. K. King/C. Sproxton	Ford Zephyr	292

Class 4 :

1. D. Astle/P. Roberts	MG Midget	217
2. M. Sutcliffe/R. Fidler	MG Midget	239
3. M. Marsden/R. Thorpe	Triumph Herald	365

Class 5 :

1. H. Walter/J. Sprinzel	Porsche Carrera	266
2. W. Morrison/A. Finlay	MGA 1600 Mk. II	301
3. J. Grimshaw/D. Ralphs	Sunbeam Alpine	462

Class 6 :

1. Miss P. Moss/Miss A. Wisdom	Austin-Healey 3000	129
2. D. Seigle-Morris/J. Ambrose	Austin-Healey	170
3. H. O'Connor-Rorke/J. Cuff/ M. Kempley	Ford Zephyr	295

Manufacturers' Team Prize : Sunbeam-Talbot Ltd. — Harper/Hall, Hopkirk/Scott, Proctor/Robson, 677.

Club Team Award : Falkirk District MC — Morrison/Finlay, Skelly/Youngson, Paton/Bryden, 1212.

Ladies' Cup : 1, Miss Moss/Miss Wisdom ; 2, Mrs. Hall/Miss Domleo.

Special note regarding rally results :

Organisers vary in their method of designating vehicle models and spelling names. Except in obvious cases, alterations have not been made.



The excellent team of Anne Hall and Valerie Domleo rounding off a fine season with a third in class and second place in the Coupe des Dames

The Grand Touring Cups

Results of the GT Constructors' Championship, which was divided in six categories: 500 cc, 501-700 cc, 701-1000 cc, 1001-1300 cc, 1301-2000 cc and 2000 cc

SEBRING 4-HOURS

Drivers	Car	Laps
Up to 700 cc.:		
1. F. Fischhoff	NSU Sport Prinz	45
2. H. Baumann/ I. Williamson	NSU Sport Prinz	43
Up to 1000 cc.:		
1. H. Washburn	Abarth	59
2. R. Leiss	Abarth	59
3. W. Hansgen	Sebring Sprite	59
4. B. McLaren	Sebring Sprite	59
5. S. Moss	Sebring Sprite	58
6. E. Leavens	Sebring Sprite	58

SEBRING 12-HOURS

Drivers	Car
Up to 1300 cc.:	
1. A. Swanson/R. Durant Jr.	Alfa Romeo SS
2. H. Rebaque/F. van Beuren/C. Sales	Alfa Romeo SS
3. T. O'Brien/A. Jacobson/J. O'Brien	Alfa Romeo SS
Up to 2000 cc.:	
1. R. Durbin/M. Goldman	Arnolt-Bristol
2. B. Seaverns/B. Gary	Arnolt-Bristol
3. R. Cuomo/T. Payne	Arnolt-Bristol
Over 2000 cc.:	
1. Denise McCluggage/A. Eager	Ferrari Berlinetta
2. D. Johnson/D. Morgan	Corvette
3. A. Newman/R. Publicker/G. Andry	Ferrari California

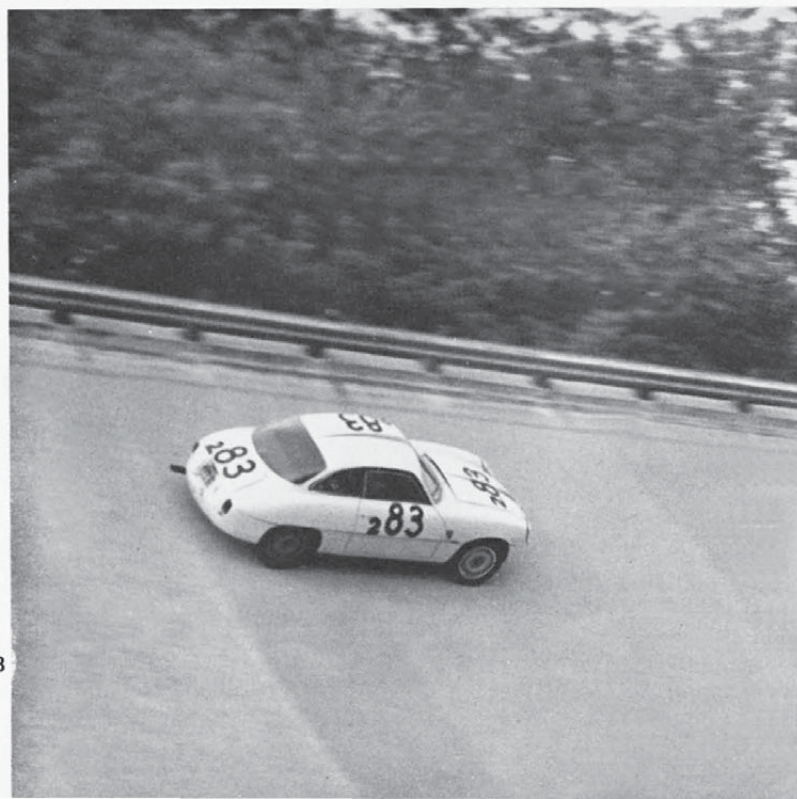
TARGA FLORIO

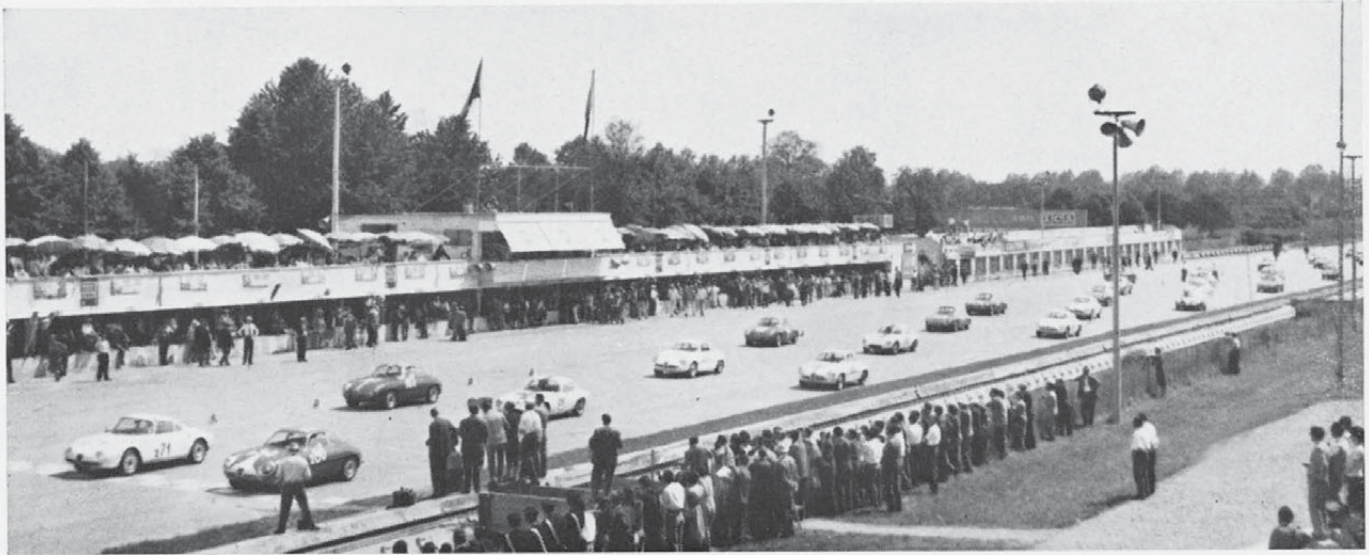
Drivers	Car
1000-1300 cc.:	
1. Rosinsky/Consten	Alfa Romeo S
2. Coco/Sand	Alfa Romeo SZ
3. Kim/Tom	Alfa Romeo SZ
1301-2500 cc.:	
1. Pucci/Strahle/Linge	Porsche
2. Linge/Strahle/von Hanstein	Porsche
3. Cabianca/Zagato	Lancia Flaminia

ASCARI TROPHY

Grand Touring Cars		Km.	Kph.
Up to 700 cc.:			
Drivers	Cars		
1. Guandalini/Cintolesi	Fiat Abarth Zagato	901-060	150-180
2. Galli/Nardari	Fiat Abarth Zagato	841-542	
3. Cella/Trivellato	Fiat Abarth Zagato	814-584	
4. Capra/Piperno	Fiat Abarth Zagato	767-289	
701-1000 cc.:			
1. Rigamonti/Guichet	Fiat Abarth 1000	989-880	164-980
2. Linge/Zeccoli	Fiat Abarth 1000	949-458	
3. Honig/Thiele	Fiat Abarth 1000	870-840	
4. Anstead/Fenton	Austin Sebring	808-146	
1151-1300 cc.:			
1. Zafferri/Sala	Alfa Romeo SZ	1004-760	167-460
2. Grana/de Luca	Alfa Romeo SZ	990-816	
3. Rimsky/Facetti	Alfa Romeo SZ	990-108	
4. Accardi/Riolo	Alfa Romeo SZ	980-700	
5. Tedeschi/Zucchi	Alfa Romeo SZ	969-912	
6. de Leonibus/Munaron	Alfa Romeo SZ	960-966	
7. Conti/Peter Pan	Alfa Romeo SZ	920-100	

Winning Alfa-Romeo SZ of Zafferri/Sala





Part of the enormous field for the Ascari Trophy



A different type of start, this time for the Nurburgring 500 km

NURBURGRING 1000 KM

Over 2000 cc :

- | | |
|-------------------------|--------------------|
| 1. Abate/Davis | Ferrari |
| 2. Mairesse/Baghetti | Ferrari |
| 3. Felder/Locker | Ferrari |
| 4. Berger/Beurlys | Ferrari |
| 5. Gonzalo/von Langlois | Austin Healey 3000 |

Fastest lap : Mairesse/Baghetti, Ferrari, 9' 46.0"

Under 2000 cc.:

- | | |
|--------------------------|---------|
| 1. Hahn/Zick | Porsche |
| 2. Gunther/Mahle | Porsche |
| 3. Koch/Leinenweber | Porsche |
| 4. Pflugbeil/Ruschenbaum | Porsche |
| 5. Bianchi/Clemens | Porsche |
| 6. Gerhards/Kalkuhl | Porsche |
| 7. Olthoff/Whitmore | MG |

Fastest lap : Gunther/Mahl, Porsche, 10' 23.8"

Under 1300 cc.:

- | | |
|---------------------|------------|
| 1. Lumsden/Riley | Lotus |
| 2. de Luca/Grana | Alfa Romeo |
| 3. Degner/Braun | Lotus |
| 4. Junge/Schramm | Alfa Romeo |
| 5. Allen/Wagstaff | Lotus |
| 6. Hespden/Estler | Alfa Romeo |
| 7. Kreisel/Berridge | Lotus |
| 8. Leston/Ballisat | Lotus |
| 9. Hacquin/Laub | Alfa Romeo |

Fastest lap : Lumsden/Riley, Lotus, 10' 56.5"

LE MANS 24-HOURS

Up to 1300 cc.:

- | Drivers | Car |
|----------------------|-------|
| 1. Allen/Taylor | Lotus |
| 2. Kosselek/Massenez | Lotus |

Up to 2000 cc.:

- | | |
|-------------------------|------------|
| 1. Linge/Pon | Porsche |
| 2. Harper/Proctor | Sunbeam |
| 3. Alexandrovitch/Magne | AC-Bristol |

Over 2000 cc.:

- | | |
|----------------------|---------|
| 1. Noblet/Guichet | Ferrari |
| 2. Grossmann/Pilette | Ferrari |

PESCARA GRAND PRIX

Grand Touring Cars

Over 2500 cc.:

- | | |
|------------|----------------|
| 1. Arents | Ferrari |
| 2. Bettoia | Ferrari |
| 3. Caciari | Ferrari |
| 4. Pisano | Lancia Aurelia |

Fastest lap : Mairesse, 10' 27.7", 146.701 kph.

Up to 1300 cc.:

- | | |
|-----------|------------|
| 1. Zagato | Alfa Romeo |
|-----------|------------|



Hawkins' Austin Healey Sprite in the lead at the Nurburgring 500 km race

2. Bulgari	Alfa Romeo
3. Facetti/Buticchi	Alfa Romeo
4. Zafferi	Alfa Romeo
5. Bauer	Alfa Romeo
6. Sinibaldi	Alfa Romeo
7. Parmigiani	Alfa Romeo
8. Laureati/Santoleri	Alfa Romeo
9. Natella	Alfa Romeo
10. Caretti	Alfa Romeo
11. Dari	Alfa Romeo

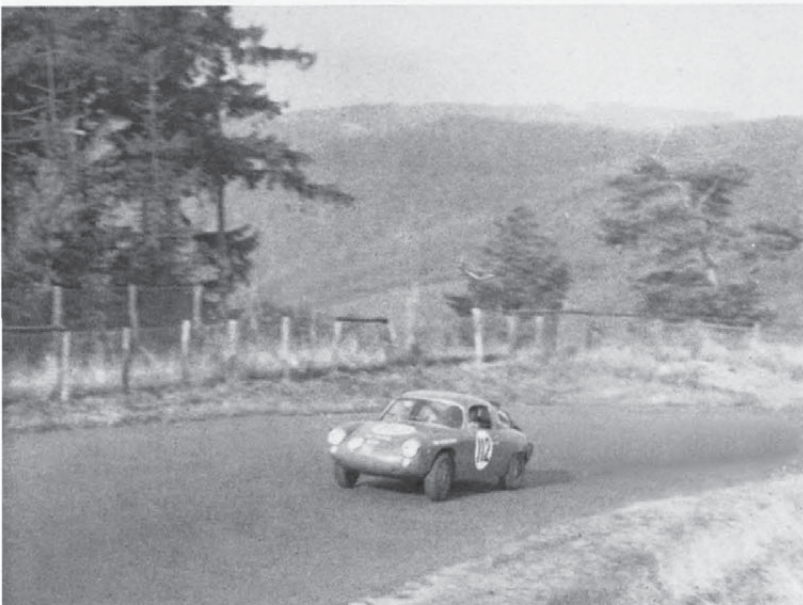
Fastest lap : Zagato, 11' 48'3", 130.012 kph.

TOURIST TROPHY

Over 2000 c.c. :

Driver	Car	Laps
1. S. Moss	Ferrari 250GT	109
2. M. Parkes	Ferrari 250GT	108
3. R. Salvadori	Aston Martin Zagato	108

Fiat Abarths swept aside the opposition at the Nurburgring. This is Leto di Priolo's car



4. J. Clark	Aston Martin Zagato	107
5. I. Ireland	Aston Martin	107

Up to 2000 cc.:

1. G. Hill	Porsche Abarth	104
2. F. Hahnl	Porsche Abarth	101
3. C. Lawrence	Morgan Plus 4	100
4. G. Koch	Porsche Abarth	99
5. E. W. Cuff-Miller	Sunbeam Alpine	88
6. R. F. North	Triumph TR3A	87

Up to 1300 cc.:

1. L. Leston	Lotus Elite	103
2. P. Lumsden	Lotus Elite	103
3. W. Allen	Lotus Elite	102
4. P. Jopp	Lotus Elite	98
5. Hon. E. Greenall	Lotus Elite	98
6. J. Whitmore	Lotus Elite	78

NURBURGRING 500 KM

Up to 1000 cc.:

Driver	Car	Laps	Time	Kph.
1. Abate	Fiat Abarth	22	4 : 05' 16-8"	122.6
2. di Priolo	Fiat Abarth	22	4 : 08' 35-9"	
3. Melville/Jackson	Austin Healey	22	4 : 11' 30-4"	
4. Hedges/Kuderli	Austin Healey	22	4 : 14' 47-0"	
5. Mahle/Zeccoli	Fiat Abarth	22	4 : 15' 21-8"	

Fastest lap : Mahle, 10' 52.3", 126.0 kph.

Up to 700 cc.:

1. Liebl	Fiat Abarth	21	4 : 08' 23-4"	115.6
2. Linge	BMW	21	4 : 08' 28-3"	
3. Barth	BMW	20	4 : 05' 41-7"	

Fastest lap : Linge, 11' 34.0", 118.3 kph.

COPPA INTER-EUROPA

Class Awards

1300—2000 cc :

Driver	Car	Km.	Kph.
1. H. von Hanstein	Porsche GTL	491-325	163-775
2. B. Pon	Porsche		
	Carrera Abarth	490-088	
3. C. Lawrence	Morgan Plus 4	465-855	
4. R. Cigarini	Fiat Zagato V8	432-588	

Over 2000 cc :

1. P. Noblet	Ferrari 3000	533-327	177-775
2. T. Maggs	Aston Martin Zagato	531-884	
3. L. Gabardi	Ferrari 3000	514-086	
4. J. Kerguen	Aston Martin Zagato	506-996	
5. A. Cacciari	Ferrari 3000	490-295	

Under 1300 cc :

1. E. Zagato	Alfa Romeo SZ	482.599	160-866
2. A. Buticchi	Alfa Romeo SZ	478-997	
3. J. Coundley	Lotus Elite	466-574	
4. R. Parmigiani	Alfa Romeo SZ	465-794	
5. A. Molteni	Alfa Romeo SS	456-633	
6. G. Sala	Alfa Romeo SZ	442-070	
7. A. Mozzi	Alfa Romeo SZ	432-819	

PARIS 1000 KM

Class Awards

Over 2000 cc.:

Drivers	Car	Laps
1. R. & P. Rodriguez	Ferrari	129
2. Mairesse/Bianchi	Ferrari	129
3. Trintignant/Vaccarella	Ferrari	128
4. Dumay/Schlesser	Ferrari	127
5. Abate/C. Davis	Ferrari	127
6. Ireland/Clark	Aston Martin	126

Up to 2000 cc.:

1. von Hanstein/Barth	Porsche	118
2. Buchet/Hahnl	Porsche	116
3. Koch/Linge	Porsche	114
4. Stoop/Riley	Porsche	112

Up to 1300 cc.:

1. Rosinski/Rolland	Alfa Romeo	109
2. Hacquin/Harris	Alfa Romeo	105

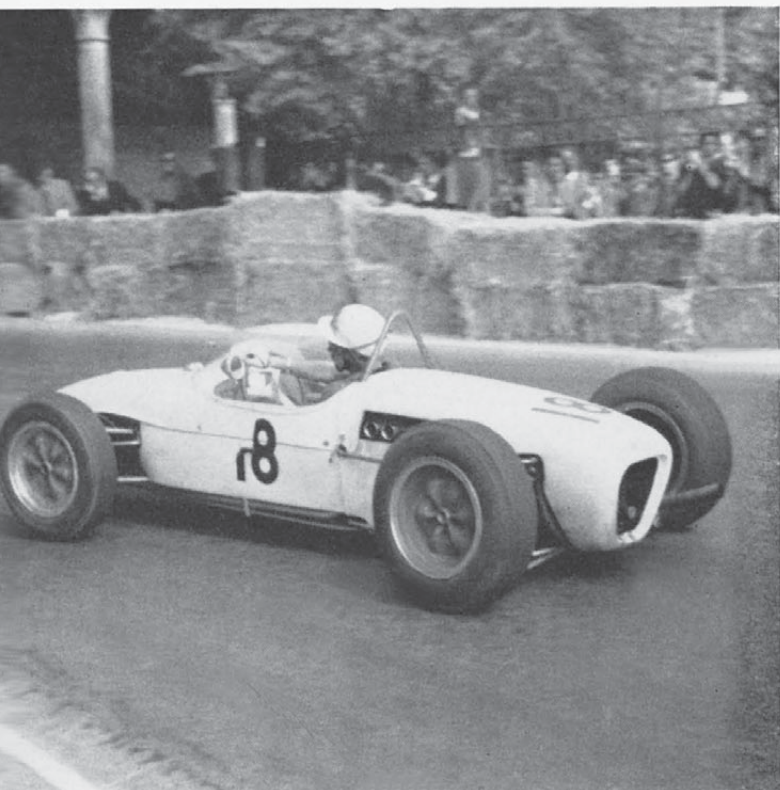


Salvadori at speed in the Aston Martin Zagato with which, throughout the Tourist Trophy he fruitlessly pursued

. . . . the two Ferrari Berlinettas of Stirling Moss and Michael Parkes, here lapping the obstructive Chevrolet of Markelson



Non-championship formula one



FAIRFIELD 100, JANUARY 2

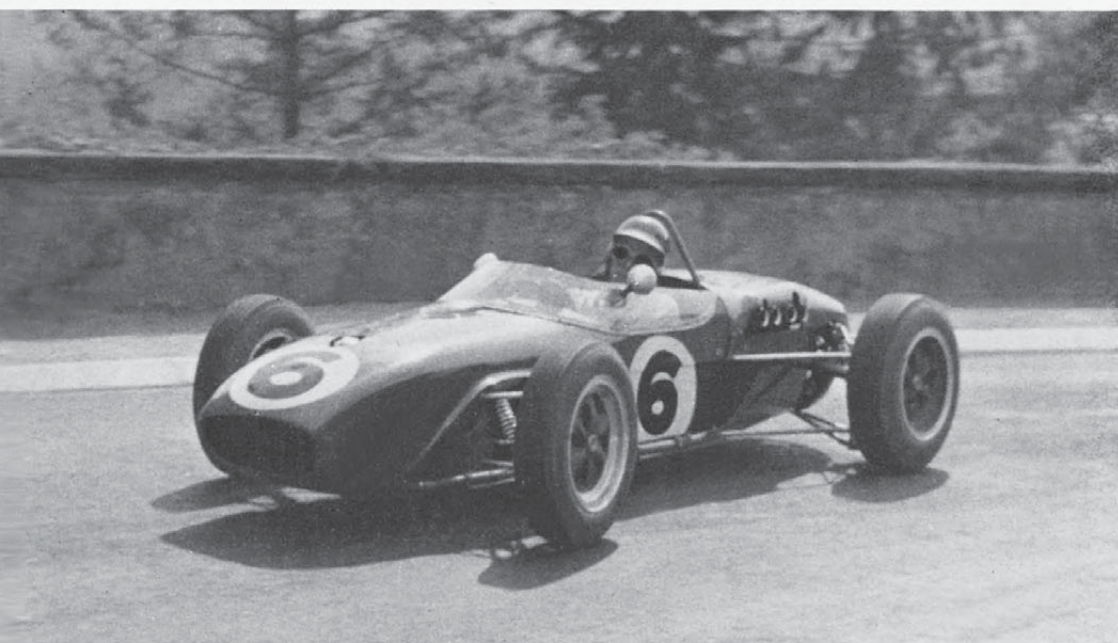
	Driver	Car
1.	W. Johnstone	Cooper-Alfa
2.	J. Love	Cooper-Maserati
3.	W. Seidel	Cooper-Climax
4.	H. Mentzler	Lotus-Borgward
5.	T. Maggs	Lotus-Climax
6.	L. Serrurier	Cooper-Alfa

PAU GRAND PRIX, APRIL 3 (100 laps of 1.714-mile circuit)

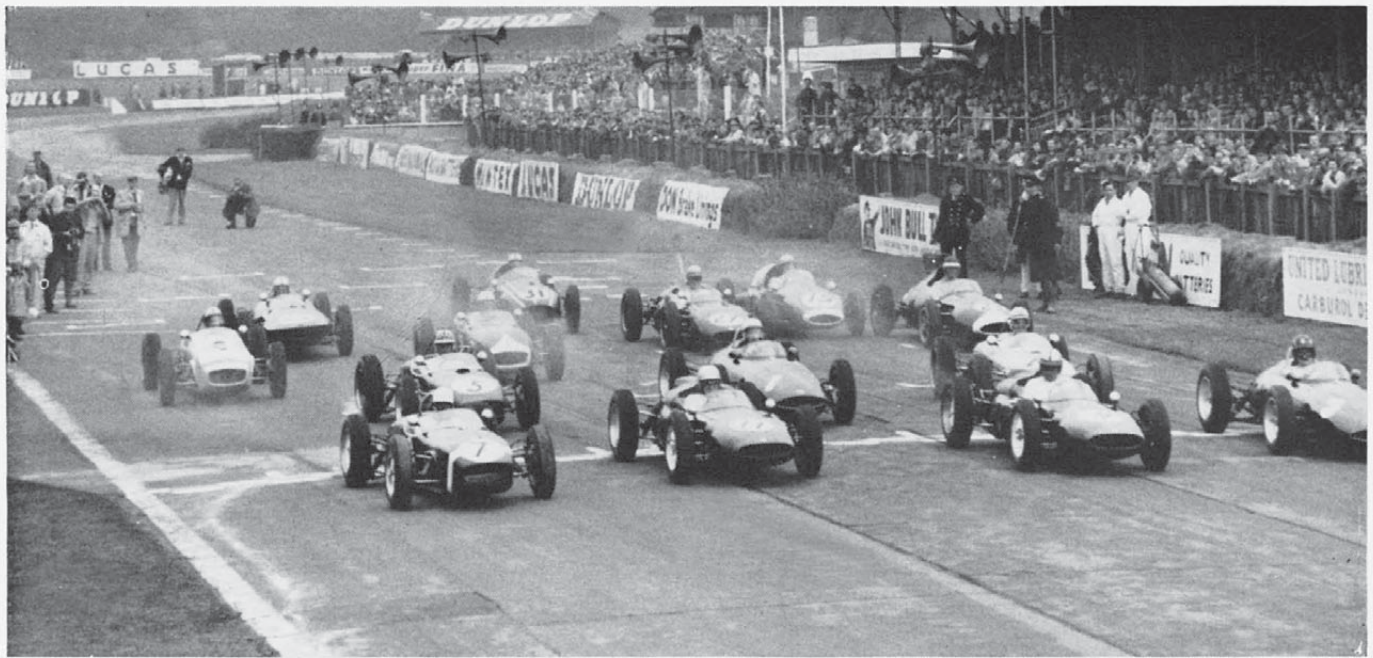
	Driver	Car	Laps	Time	Mph.
1.	J. Clark	Lotus-Climax	100	2 : 42' 00.3"	63.8
2.	J. Bonnier	Lotus-Climax	100	2 : 43' 31.1"	62.89
3.	L. Bandini	Cooper-Maserati	98		
4.	M. Cabral	Cooper-Maserati	97		
5.	J. Lewis	Cooper-Climax	96		
6.	G. Eden	Cooper-Climax	92		
7.	J. Schlessler	Cooper-Climax	77		
8.	M. Trintignant	Cooper-Climax	71		
9.	T. Taylor	Lotus-Climax	41		
10.	W. Seidel	Lotus-Climax	40		
11.	O. Gendebien	Emeryson-Maserati	37		
12.	L. Bianchi	Emeryson-Maserati	35		

Fastest lap : Clark, 1' 34.1", 65.47 mph (record)

Bonnier unfamiliarly piloting a Lotus at Pau



Jimmy Clark enjoyed his first major win on the Continent at this old French town at the foot of the Pyrenees



Small but high-quality field for the start of the Glover Trophy at Goodwood

Surtees showed his mettle in the Yeoman Credit Cooper by keeping pace with Moss

LOMBANK TROPHY, SNETTERTON, MARCH 25
(37 laps of 2.7-mile circuit)

Driver	Car	Laps	Time	Mph.
1. J. Surtees	Cooper-Climax	36	1 : 00' 35.2"	96.62
2. H. Taylor	Lotus-Climax	36	1 : 01' 06.8"	
3. R. Salvadori	Cooper-Climax	35	59' 32.6"	
4. J. Clark	Lotus-Climax	35	59' 35.0"	
5. T. Parnell	Lotus-Climax	34		
6. S. Summers	Cooper-Climax	32		

GLOVER TROPHY, GOODWOOD, APRIL 3
(42 laps of 2.4-mile circuit)

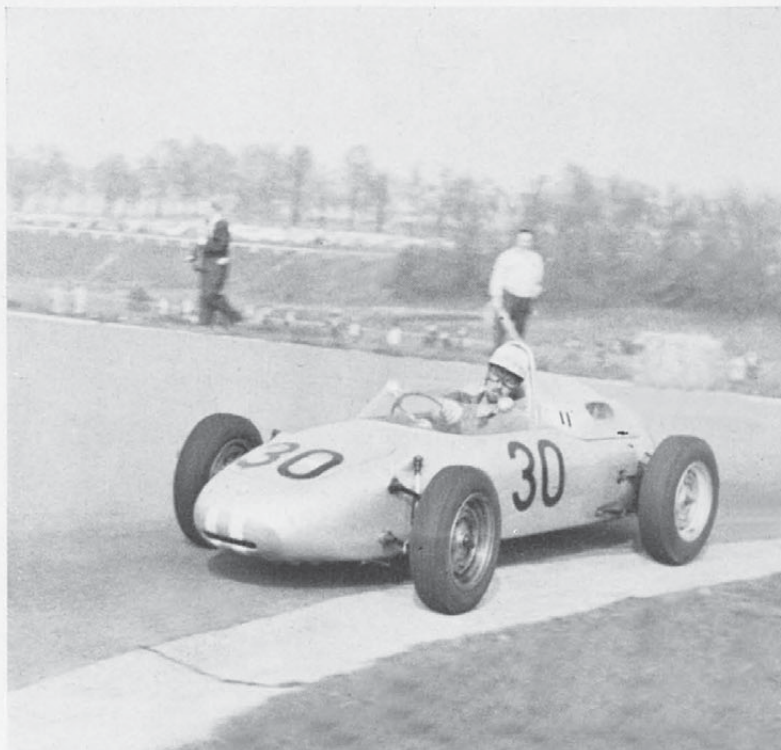
Driver	Car	Time	Mph.
1. J. Surtees	Cooper-Climax	1 : 3' 10.0"	95.76
2. G. Hill	BRM-Climax	1 : 3' 36.6"	
3. R. Salvadori	Cooper-Climax	1 : 4' 19.4"	
4. S. Moss	Lotus-Climax		
5. I. Ireland	Lotus-Climax		
6. H. Taylor	Lotus-Climax		

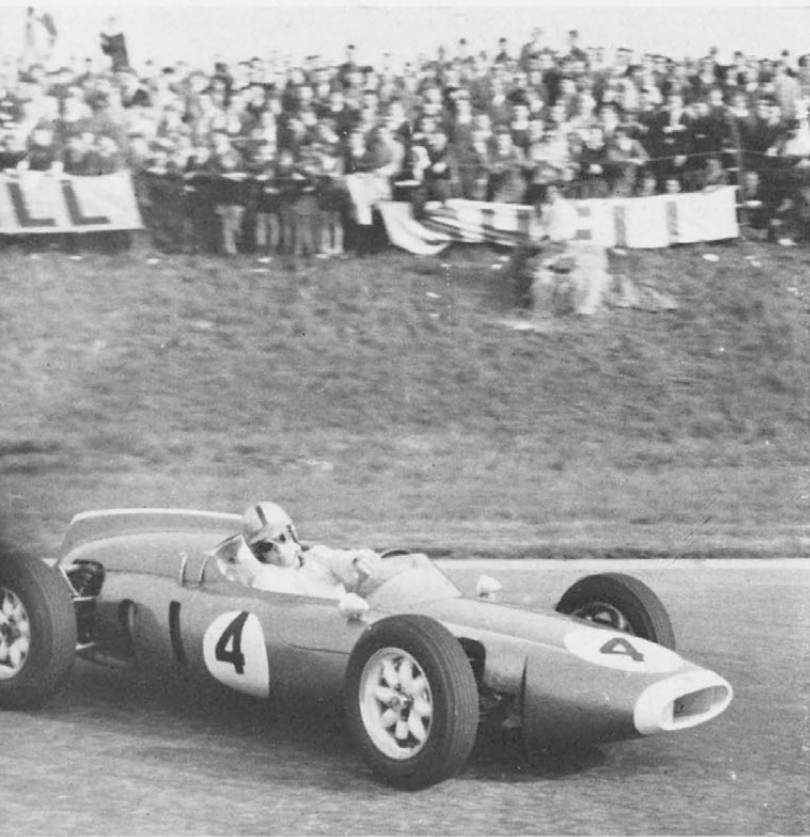
Fastest lap : Surtees, 1' 28.0", 98.18 mph (record)

BRUSSELS GRAND PRIX, APRIL 9
(3 heats of 22 laps of 2.9-mile circuit)

Driver	Car	Aggregate			
1. J. Brabham	Cooper-Climax	3	1	1	5
2. B. McLaren	Cooper-Climax	4	2	3	9
3. T. Marsh	Lotus-Climax	5	3	4	12
4. L. Bianchi	Emeryson-Maserati	8	5	5	18
5. C. Allison	Lotus-Climax	7	6	6	19
6. I. Ireland	Lotus-Climax	6	4	10	20
7. S. Moss	Lotus-Climax	14	7	2	23
8. I. Burgess	Lotus-Climax	11	8	7	26
9. J. Campbell					
10. W. Mairesse	Cooper-Climax	9	10	9	28
	Emeryson-Maserati	13	9	8	30

Bonnier at work in the Brussels Grand Prix where the Porsche did not complete the three heats





McLaren played his familiar role of second string to Brabham at Brussels, but in the Atkins Cooper



AINTREE 200, APRIL 22 (50 laps of 3-mile circuit)

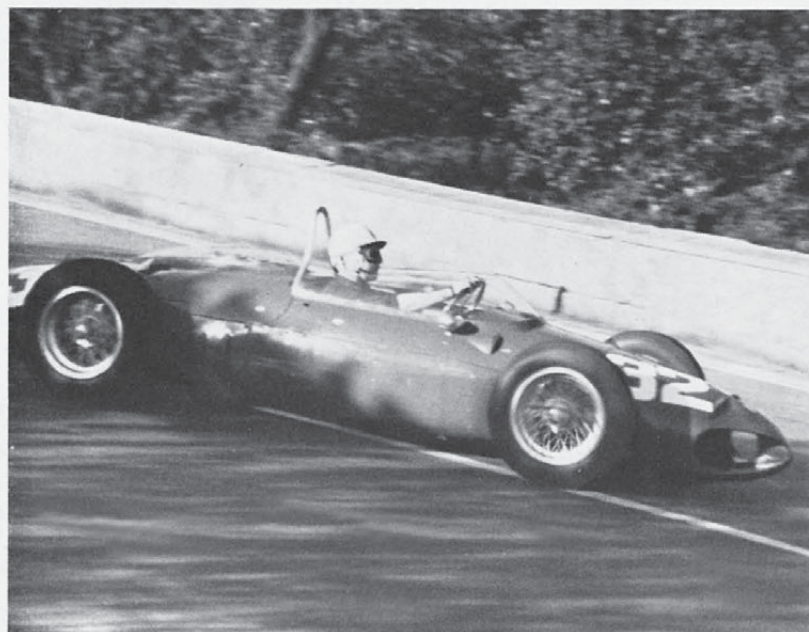
Driver	Car	Laps	Time	Mph.
1. J. Brabham	Cooper-Climax	50	1 : 55' 17.2"	78.06
2. B. McLaren	Cooper-Climax	50	1 : 55' 45.6"	
3. G. Hill	BRM-Climax	50	1 : 56' 27.0"	
4. J. Surtees	Cooper-Climax	50	1 : 57' 15.4"	
5. M. Gregory	Cooper-Climax	49		
6. J. Lewis	Cooper-Climax	49		
7. T. Marsh	Lotus-Climax	49		
8. R. Salvadori	Cooper-Climax	48		
9. J. Clark	Lotus-Climax	48		
10. I. Ireland	Lotus-Climax	48		

Fastest lap : McLaren, 2' 15.0", 80 mph.

SYRACUSE GRAND PRIX, APRIL 25 (56 laps of 3.415-mile circuit)

Driver	Car	Laps	Time
1. G. Baghetti	Ferrari	56	1 : 50' 08.2"
2. D. Gurney	Porsche	56	1 : 50' 13.2"
3. J. Bonnier	Porsche	55	
4. J. Brabham	Cooper-Climax	55	
5. R. Salvadori	Cooper-Climax	54	
6. J. Clark	Lotus-Climax	53	
7. L. Bandini	Cooper-Maserati	53	
8. S. Moss	Lotus-Climax	52	
9. Boffa	Cooper-Climax	49	
10. W. Seidel	Lotus-Climax	49	
11. W. Mairesse	Emeryson-Maserati	42	
12. R. Pirocchi	Cooper-Climax	39	

Fastest lap : Gurney, 1' 54.9"



Emergence of an unknown : Baghetti takes the 60° V6 Ferrari to victory at Syracuse

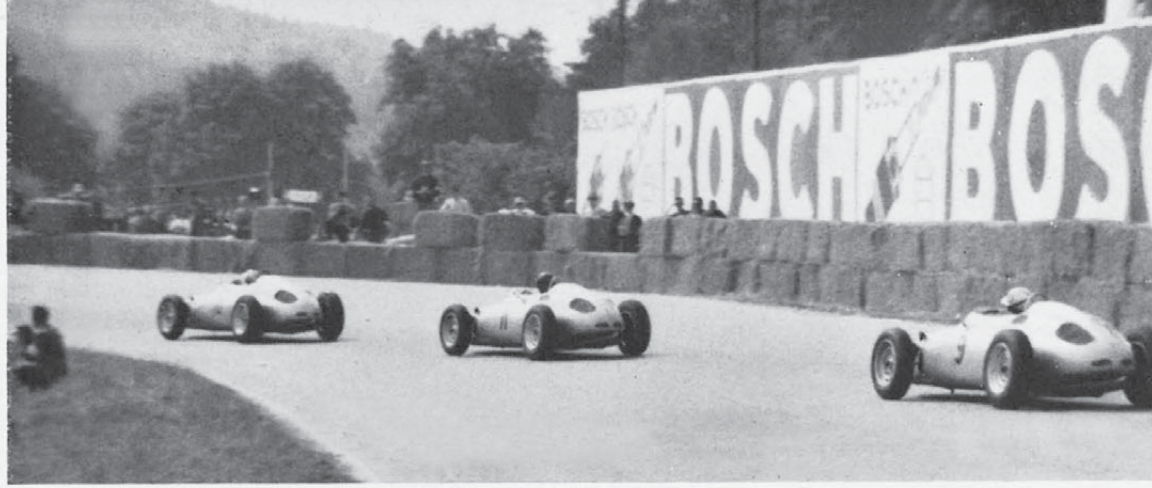
At Aintree, too, Brabham was followed home by Bruce McLaren, but this was virtually the end of the twosome in 1961

SOLITUDE GRAND PRIX, JULY 23 (25 laps of 7.1-mile circuit)

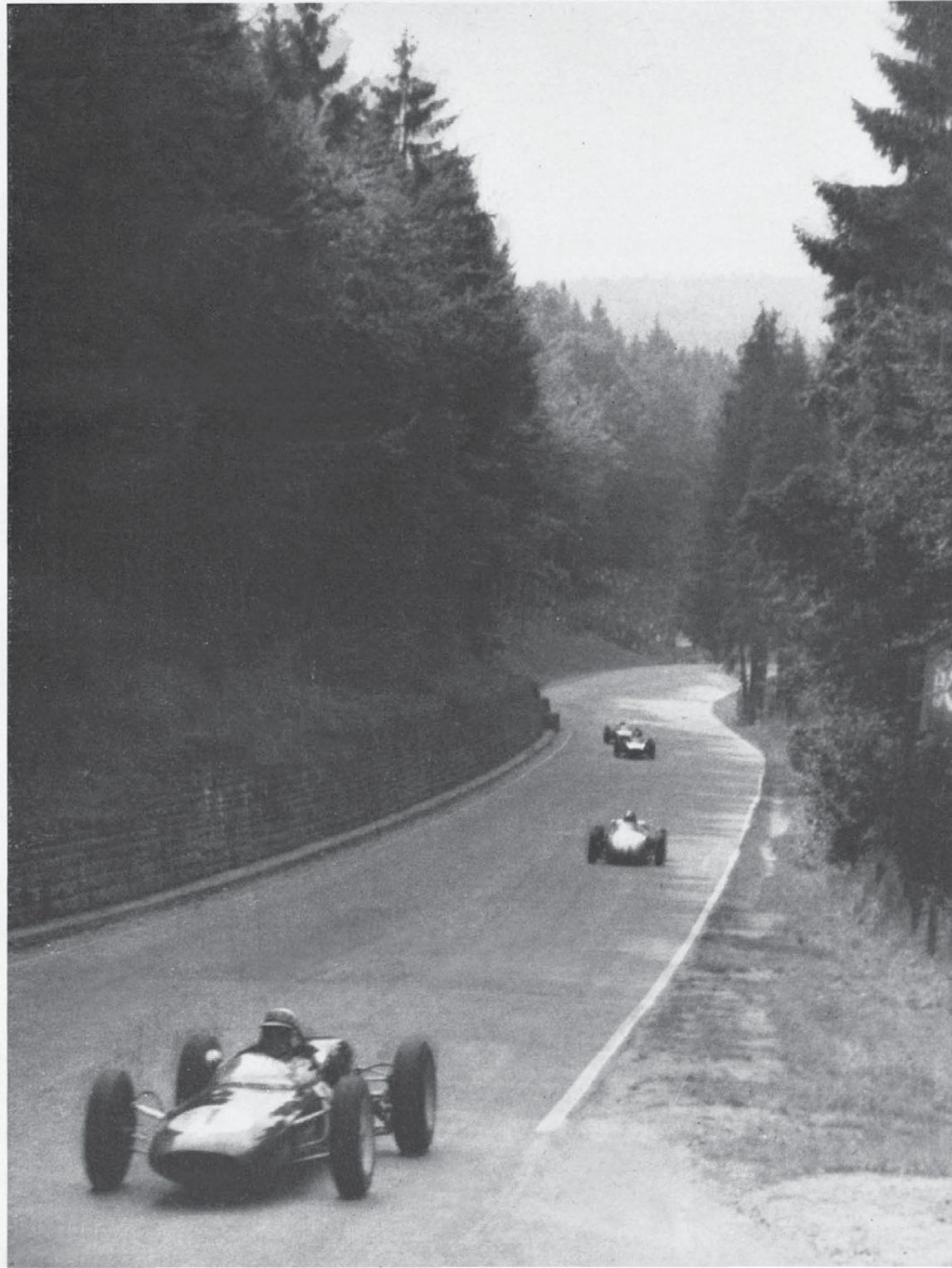
Driver	Car	Time	Mph.
1. I. Ireland	Lotus-Climax	1 : 41' 04.6"	105.2
2. J. Bonnier	Porsche	1 : 41' 04.7"	
3. D. Gurney	Porsche	1 : 41' 04.9"	
4. B. McLaren	Cooper-Climax	1 : 41' 22.5"	
5. J. Brabham	Cooper-Climax	1 : 41' 52.2"	
6. H. Herrmann	Porsche	1 : 42' 06.1"	

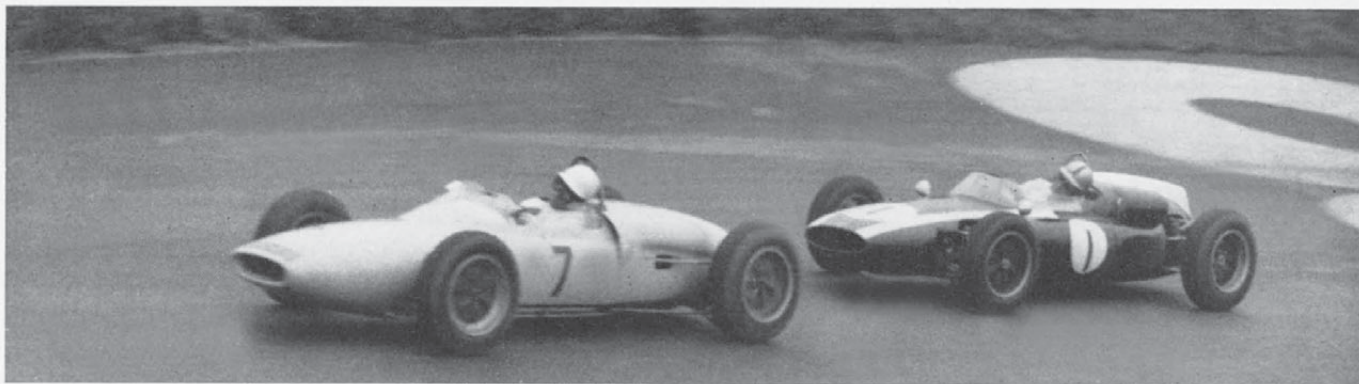
Fastest lap : Gurney, 3' 58.6", 106.9" mph (record).

Porsches in line ahead at Solitude, Herrmann leading Gurney and Bonnier

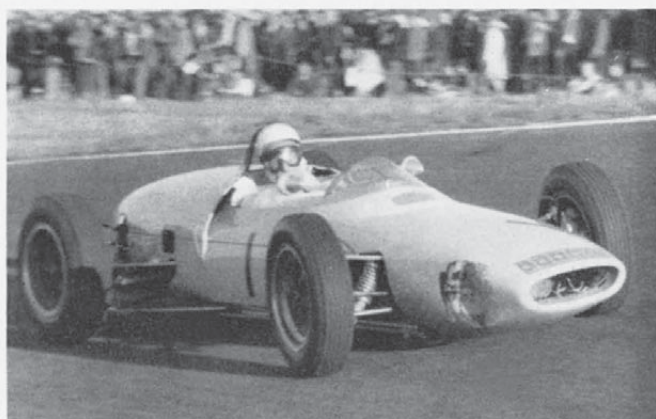


Innes Ireland on a typically forested section of the fine Solitude circuit. He won a dramatic five-car battle by leading Bonnier to the line by one tenth of a second





Moss, aboard the UDT Lotus leads Brabham at Roskilde



Yet another win for the Moss/Lotus combination was at Karlskoga

KARLSKOGA, AUGUST 20
(30 laps of 1-863-mile circuit)

Driver	Car	Laps	Time
1. S. Moss	Lotus-Climax	30	46' 16-8"
2. J. Bonnier	Porsche	30	46' 28-3"
3. J. Surtees	Cooper-Climax	30	46' 39-5"
4. R. Salvadori	Cooper-Climax	29	
5. T. Parnell	Cooper-Climax	28	

Fastest lap : Moss and Surtees, 1' 30-4"

DANISH GRAND PRIX, ROSKILDE, AUGUST 26/27
(1 lap = 1 mile)

Driver	Car	Total time of 3 heats (80 laps)
1. S. Moss	Lotus-Climax	59' 28-5"
2. I. Ireland	Lotus-Climax	60' 42-5"
3. R. Salvadori	Cooper-Climax	61' 35-3"
4. H. Taylor	Lotus-Climax	61' 22-4"
5. T. Parnell	Lotus-Climax	63' 07-7"
6. K. Greene	Gilby-Climax	64' 00-1"

Fastest lap : Moss, Lotus, 42-8"

MODENA GRAND PRIX, SEPTEMBER 3
(100 laps of 1-45-mile circuit)

Driver	Car	Laps	Time	Kph
1. S. Moss	Lotus-Climax	100	1 : 40' 08-1"	141-770
2. J. Bonnier	Porsche	100	1 : 40' 15-1"	
3. D. Gurney	Porsche	100	1 : 40' 15-4"	
4. J. Clark	Lotus-Climax	99	1 : 40' 24-6"	
5. J. Brabham	Cooper-Climax	99	1 : 40' 28-2"	
6. T. Brooks	BRM-Climax	99	1 : 40' 45-4"	
7. G. Hill	BRM-Climax	99	1 : 41' 01-8"	

Fastest lap : Moss, 59-2"

ZELTWEG, SEPTEMBER 17

Driver	Car	Time	Mph.
1. I. Ireland	Lotus-Climax	1 : 44' 22-2"	91-90
2. J. Brabham	Cooper-Climax		
3. J. Bonnier	Porsche		
4. J. Clark	Lotus-Climax		
5. I. Burgess	Cooper-Climax		
6. C. de Beaufort	Porsche		
7. T. Parnell	Lotus-Climax		
8. J. Schlessler	Cooper-Climax		
9. A. Pilette	Emeryson-Maserati		
10. L. Bandini	Cooper-Maserati		

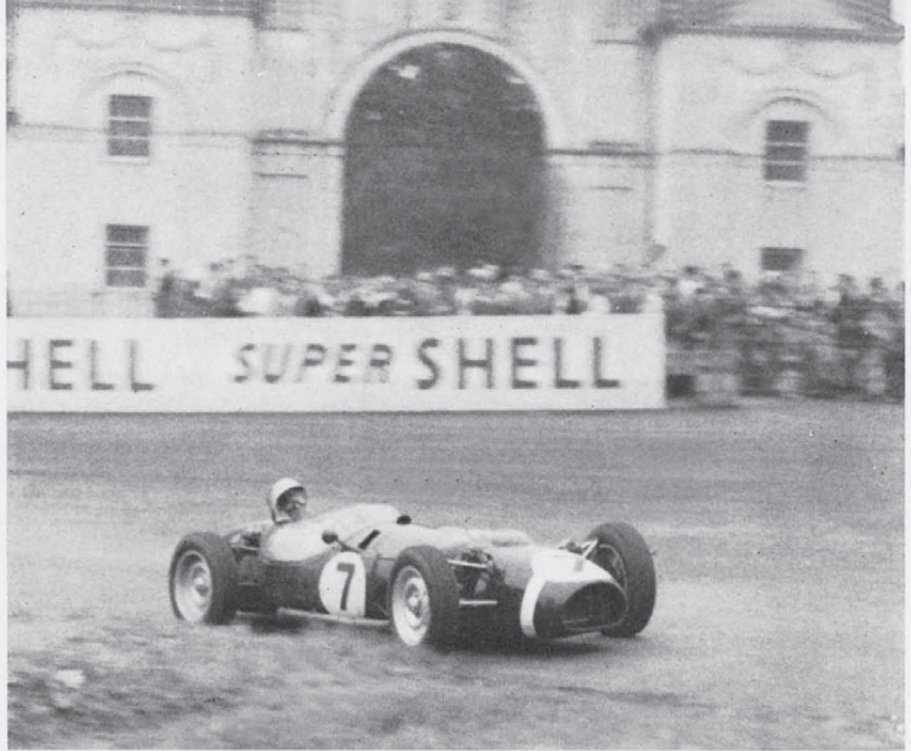
Fastest lap : Ireland, 1' 13-6", 97-27 mph.

OULTON PARK GOLD CUP, SEPTEMBER 23
(60 laps of 2-75-mile circuit)

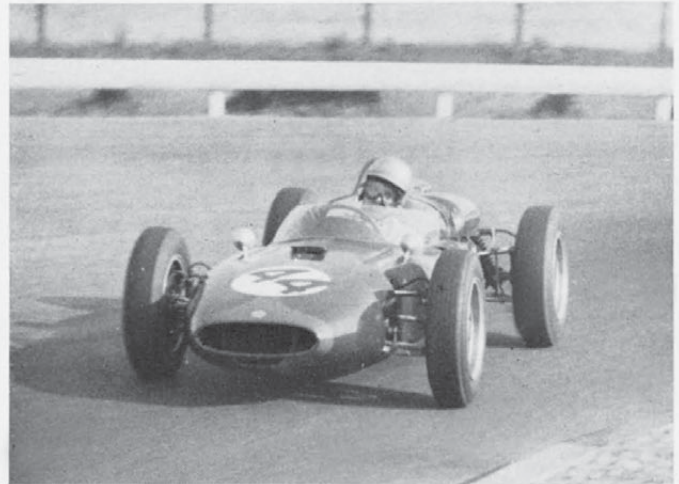
Driver	Car	Laps	Time	Mph.
1. S. Moss	Ferguson-Climax	60	1 : 51' 53-8"	88-83
2. J. Brabham	Cooper-Climax	60	1 : 52' 39-8"	
3. B. McLaren	Cooper-Climax	60	1 : 52' 47-4"	
4. T. Brooks	BRM-Climax	60	1 : 52' 50-6"	
5. M. Gregory	Lotus-Climax	58	1 : 53' 14-2"	
6. I. Burgess	Cooper-Climax	57	1 : 53' 46-6"	
7. T. Marsh	BRM-Climax	56	1 : 52' 01-4"	
8. H. Taylor	Lotus-Climax	56	1 : 52' 07-6"	
9. B. Naylor	JBW-Climax	56	1 : 52' 54-0"	
10. W. Seidel	Lotus-Climax			
11. D. Piper	Gilby-Climax	55	1 : 52' 39-0"	
12. C. Summers	Cooper-Climax	54	1 : 53' 33-6"	

Fastest lap : Moss, 1' 46-4" 93-42 mph.

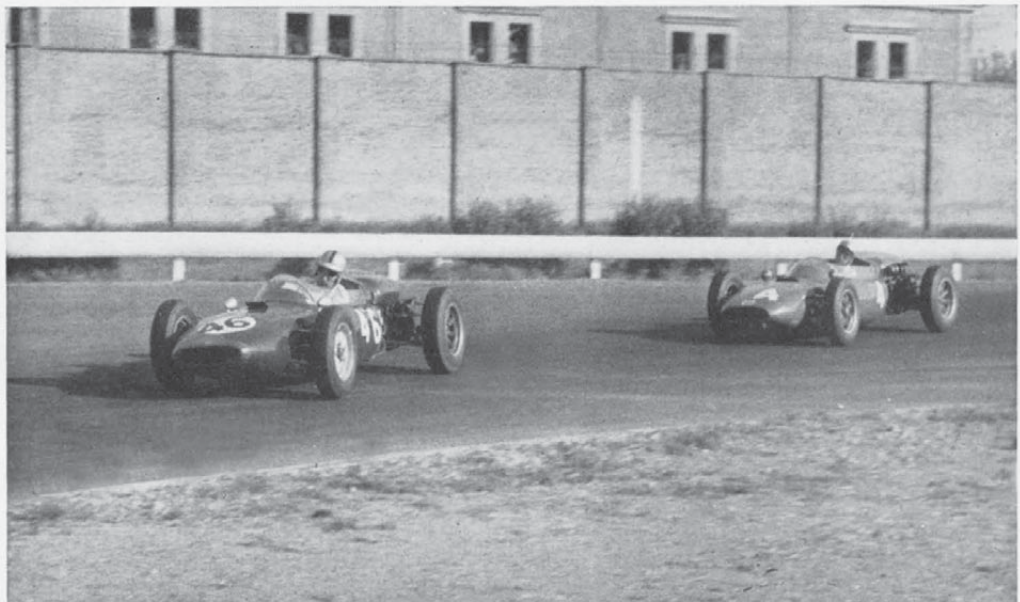
The paces of the Ferguson were demonstrated convincingly in the last major British meeting of the season at Oulton when Moss won comfortably



Surtees at work on the tricky Modena circuit



and team-mate Salvadori engaged with local talent



Intercontinental and formule libre

NEW ZEALAND GRAND PRIX, JANUARY 7 (75 laps of 2-mile circuit)

Driver	Car	Laps	Time	Mph.
1. J. Brabham	Cooper-Climax	75	1 : 42' 30.0"	87.8
2. B. McLaren	Cooper-Climax	75	1 : 42' 31.7"	
3. G. Hill	BRM	74		
4. R. Flockhart	Cooper-Climax	73		
5. D. Hulme	Cooper-Climax	73		
6. P. Hoare	Ferrari	70		
7. J. Clark	Lotus	70		
8. A. Glass	Cooper-Maserati	70		
9. M. Gill	Lycoming Special	69		
10. A. Hyslop	Cooper-Climax	67		
11. F. Shuter	Ferrari	67		
12. B. Stillwell	Aston Martin	66		
13. D. Evans	Cooper-Climax	53		
14. L. Bulcraig	Cooper-Climax	45		

Fastest lap : McLaren, 1' 20.5", 89.4 mph.

LADY WIGRAM TROPHY, JANUARY 21 (47 laps of 2-mile circuit)

Driver	Car	Laps
1. J. Brabham	Cooper-Climax	47
2. S. Moss	Lotus	47
3. A. Hyslop	Cooper-Climax	47
4. B. McLaren	Cooper-Climax	46
5. D. Hulme	Cooper-Climax	46
6. L. Gilbert	250F Maserati	44
7. H. Green	RA Special	43
8. M. Gill	Lycoming Special	41

Fastest lap : Brabham, 1' 33.0"

DUNEDIN FESTIVAL ROAD RACE, JANUARY 28

Driver	Car	Laps	Time
1. D. Hulme	Cooper-Climax	36	53' 17.0"
2. P. Hoare	Ferrari	36	53' 38.4"
3. A. Hyslop	Cooper-Climax	36	53' 44.4"
4. D. Evans	Cooper-Climax	34	
5. T. Shelly	Cooper-Climax	34	
6. A. Moffatt	Lotus XV	33	

Fastest lap : Hulme, 1' 25.2"



Brabham holds aloft the trophy to indicate his pleasure in his win at New Zealand

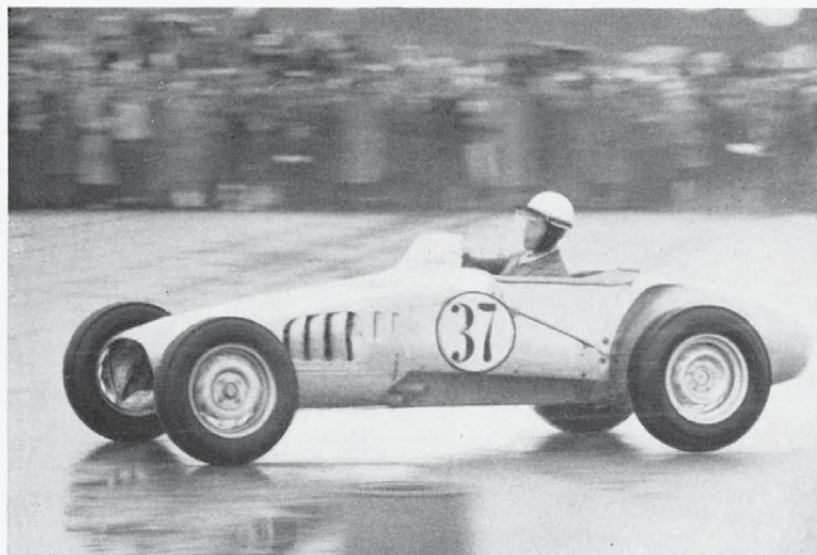


On his home ground, Bruce McLaren came within two seconds of victory

WARWICK FARM, JANUARY 29
(1 lap = 2.25 miles)

	Driver	Car	Time	Mph.
1.	S. Moss	Lotus	1 : 16' 33.9"	79.26
2.	I. Ireland	Lotus	1 : 18' 23.2"	
3.	B. Stillwell	Cooper		
4.	A. Miller	Cooper		
5.	R. Flockhart	Cooper		

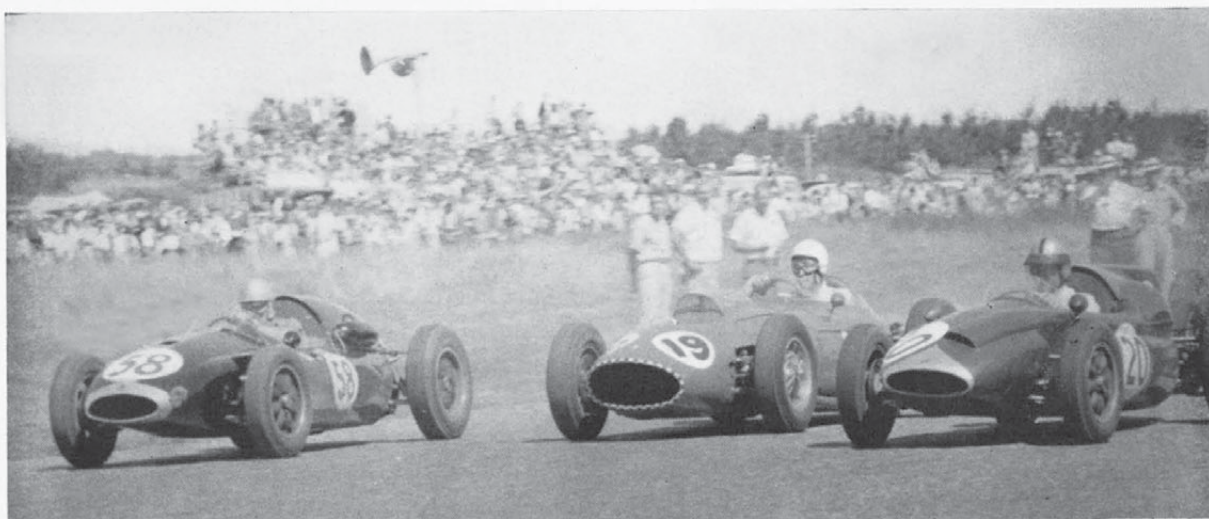
Fastest lap : Moss, 1' 40.3", 80.68 mph. (record)



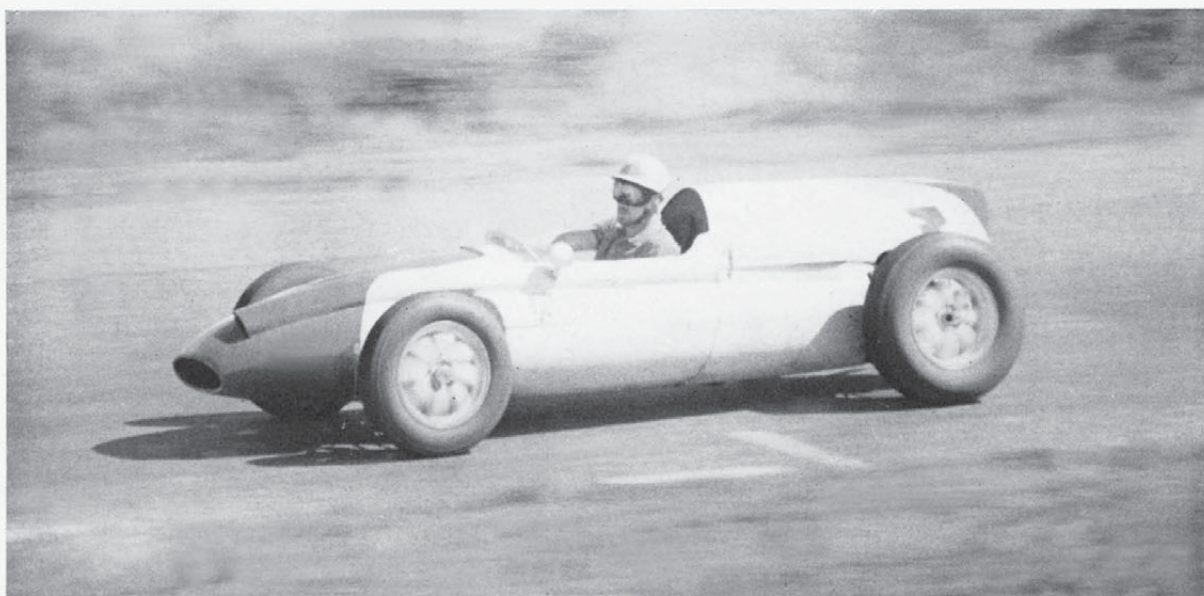
TERETONGA PARK INTERNATIONAL, FEBRUARY 4
(50 laps of 1.5-mile circuit)

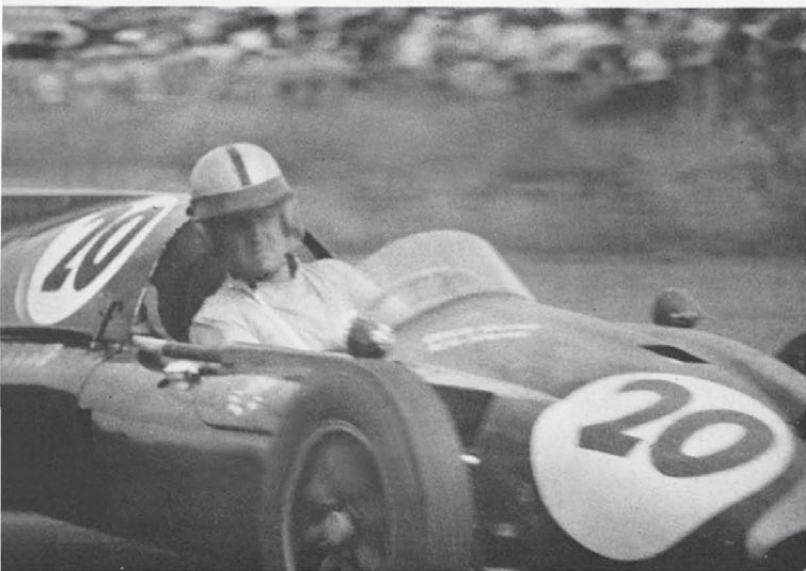
	Driver	Car	Laps	Time
1.	J. Bonnier	Cooper	50	1 : 0' 55.5"
2.	R. Salvadori	Lotus	50	1 : 1' 00.0"
3.	D. Hulme	Cooper	50	1 : 1' 25.0"
4.	P. Hoare	Ferrari	50	1 : 2' 02.0"
5.	T. Shelly	Cooper	50	1 : 2' 12.0"
6.	J. Palmer	Lotus	49	1 : 1' 50.0"

Gill's Lycoming Special went particularly well to take ninth place in the Grand Prix and eighth in the Lady Wigram Trophy



Teretonga Park went to Bonnier on the Cooper. Above is the start and below the winner in full flight.





Denis Hulme, a native of New Zealand, paid a visit to take fifth place in his home-land's grand prix

A fine study of Brabham calmly taking the Atkins Cooper to victory in the Lombank Trophy at Snetterton

LONGFORD, MARCH 5/6

Driver	Car
1. Salvadori	Cooper
2. Patterson	Cooper
3. Youl	Cooper

LOMBANK TROPHY, SNETTERTON, MARCH 25 (37 laps of 2.7-mile circuit)

Driver	Car	Laps	Time	Mph.
1. J. Brabham	Cooper	37	59' 31.6"	102.67
2. C. Allison	Lotus	37	1 : 00' 53.2"	

(no other finishers)

Fastest lap : I. Ireland, Lotus, 1' 33.6", 104.23 mph.

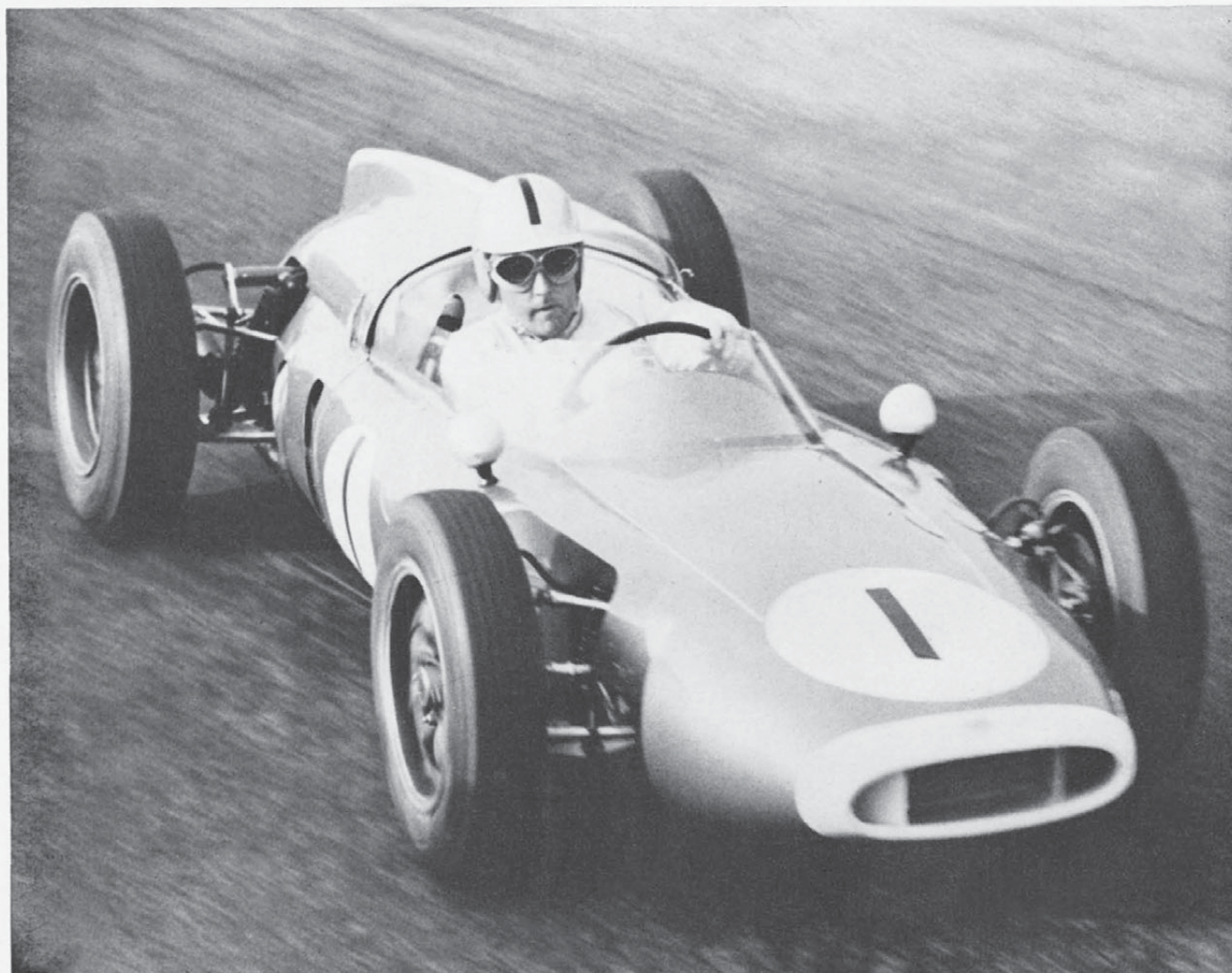
LAVANT CUP, GOODWOOD, APRIL 3 (21 laps of 2.4-mile circuit)

Driver	Car	Time	Mph.
1. S. Moss	Cooper	33' 25.6"	90.47
2. B. McLaren	Cooper	33' 26.2"	
3. G. Hill	BRM	33' 45.0"	
4. J. Surtees	Cooper	34' 26.4"	
5. R. Salvadori	Lotus	34' 42.0"	
6. T. Brooks	BRM	34' 43.2"	

Fastest lap : McLaren, 1' 30.4", 95.57 mph.

13th INTERNATIONAL TROPHY, SILVERSTONE, MAY 6 (1 lap = 2.927 miles)

Driver	Car	Laps	Time	Mph.
1. S. Moss	Cooper-Climax	80	41' 19.2"	87.09
2. J. Brabham	Cooper-Climax	79		



3.	R. Salvadori	Cooper-Climax	78
4.	H. Taylor	Lotus-Climax	78
5.	J. Surtees	Vanwall	77
6.	T. Brooks	BRM	77
7.	C. Daigh	Scarab	77
8.	L. Bandini	Cooper-Maserati	70
9.	G. Hill	BRM	64
10.	I. Ireland	Lotus-Climax	60

Fastest lap : Moss, 1' 52.4", 93.75 mph.

23rd BRITISH EMPIRE TROPHY, JULY 8
(52 laps of 2.927-mile circuit)

Driver	Car	Laps	Time	Mph.	
1.	S. Moss	Cooper-Climax	52	1 : 27' 19.2"	104.58
2.	J. Surtees	Cooper-Climax	52	1 : 28' 09.8"	
3.	G. Hill	BRM	52	1 : 28' 36.2"	
4.	B. McLaren	Cooper-Climax	51		
5.	J. Clark	Lotus	50		
6.	R. Salvadori	Cooper-Climax	50		
7.	L. Bandini	Cooper-Maserati	50		
8.	T. Marsh	Cooper-Climax	50		
9.	I. Ireland	Lotus	50		
10.	L. Bianchi/ H. Taylor	Lotus	50		
11.	G. Munaron	Maserati	37		

Fastest lap : Moss, 1' 36.4", 109.31 mph.



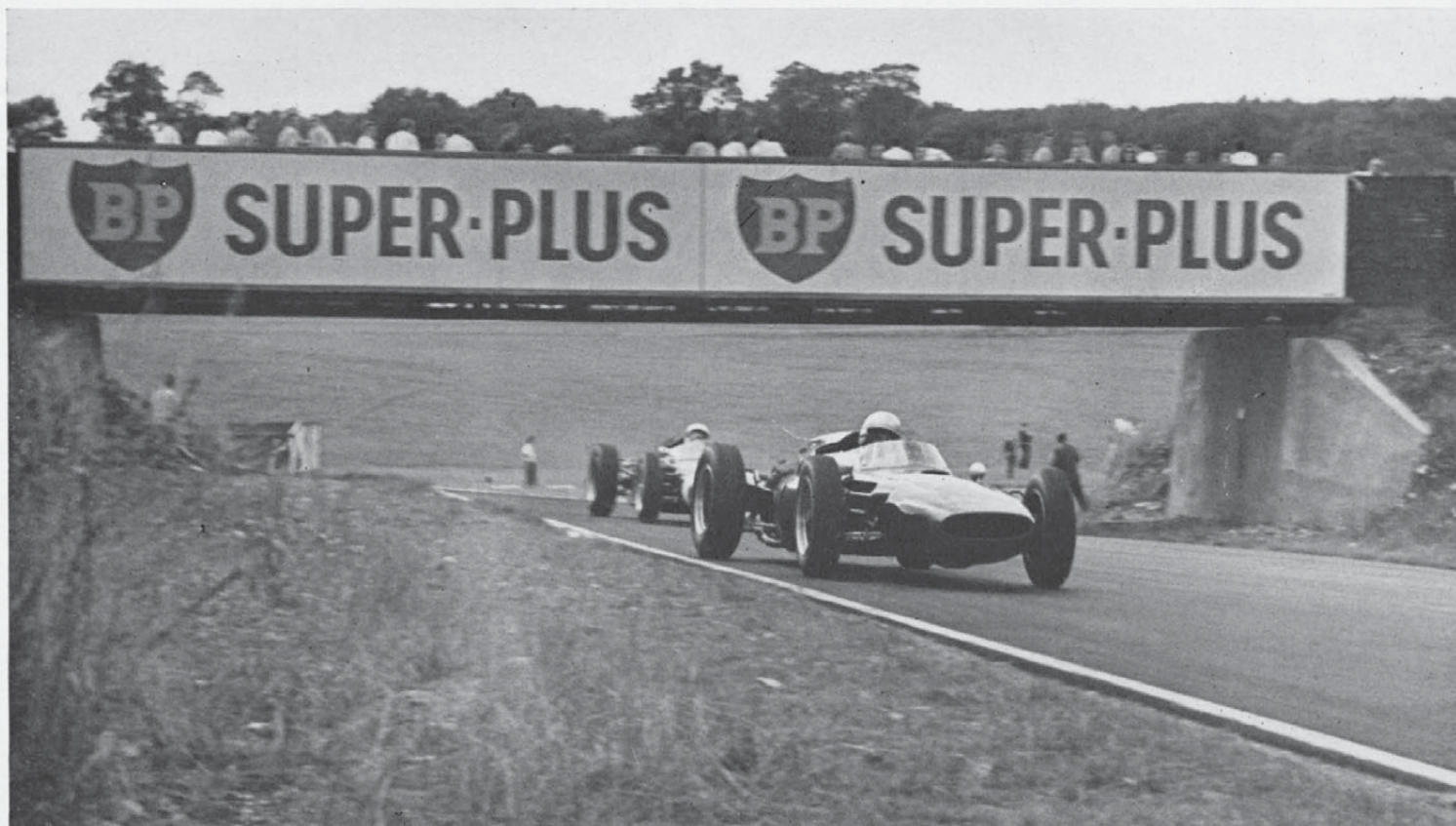
The Moss virtuosity in the wet was never more convincingly demonstrated than at the British Empire Trophy meeting at Silverstone

GUARDS TROPHY, BRANDS HATCH, AUGUST 7
(76 laps of 2.65-mile circuit)

Driver	Car	Laps	Time	Mph.	
1.	J. Brabham	Cooper-Climax	76	2 : 10' 53.6"	92.32
2.	J. Clark	Lotus-Climax	75	2 : 11' 19.0"	
3.	G. Hill	BRM	75	2 : 11' 22.0"	
4.	B. McLaren	Cooper-Climax	75	2 : 11' 23.2"	
5.	R. Salvadori	Cooper-Climax	73	2 : 11' 54.8"	
6.	L. Davison	Aston Martin DBR4/300	71	2 : 11' 43.2"	
7.	L. Bandini	Maserati Centro- Sud	34	2 : 11' 01.2"	

Fastest lap : McLaren, 1' 40.2", 95.2 mph (record).

Surtees leads Moss in their duel during the Guards Trophy which Brabham went on to win



Formula junior

SNETTERTON, MARCH 25 (18 laps of 2.7-mile circuit)

Driver	Car	Time	Mph
1. T. Taylor	Lotus	31' 23.8"	93.22
2. T. Maggs	Cooper		
3. J. Russell	Lotus		
4. P. Arundell	Lotus		

Fastest lap : Taylor, 1' 43.4", 94.35 mph

VALLELUNGA, APRIL 9 (19 laps of 1.172-mile circuit)

Driver	Car	Time	Kph.
1. Grandsire	Lotus	41' 41.4"	103.622
2. Siffert	Lotus	41' 49.6"	
3. Piper	Lotus	42' 19.6"	
4. Bernabei	de Sanctis		
5. Boyer	Lotus		
6. Balsiger	Lotus		

CESENATICO, APRIL 1/2 (35 laps—96.250 km)

Driver	Car	Laps	Time
1. Siffert	Lotus	35	50' 38.2"
2. Piper	Lotus	35	51' 17.3"
3. Rigamonti	Osca	35	52' 42.3"
4. Zanarotti	Stanguellini	35	52' 16.8"
5. Geki	Stanguellini	34	
6. Love	Cooper	34	
7. Cales	Stanguellini	34	
8. Calvi	Stanguellini	31	

LAKE GARDA, APRIL 15 (7 laps of 16.4 km circuit)

Driver	Car
1. Siffert	Lotus
2. Davis	Taraschi
3. Geky	Stanguellini
4. Rigamonti	Osca
5. Nember	Stanguellini
6. Lo Coco	Branca

CHICHESTER CUP, GOODWOOD, APRIL 3 (10 laps of 2.4-mile circuit)

Driver	Car	Time	Mph
1. T. Maggs	Cooper-BMC	16' 55.4"	85.08
P. Arundell	Lotus-Ford	16' 55.4"	85.08
3. P. Ashdown	Lola-Ford	17' 09.0"	

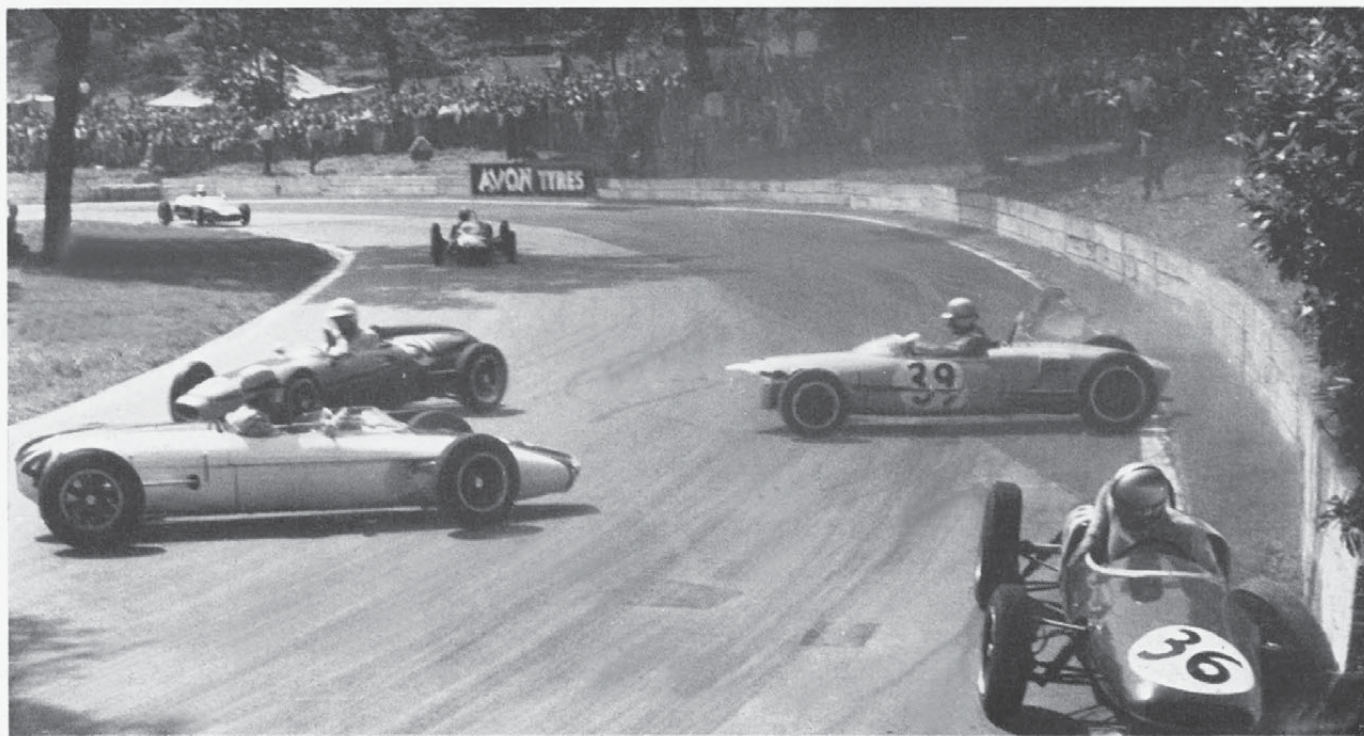
Fastest Lap : Arundell, 1' 34.4", 91.52 mph

AINTREE, APRIL 22 (17 laps of 3-mile circuit)

Driver	Car	Time	Mph
1. T. Taylor	Lotus-Ford	36' 04.8"	84.68
2. P. Arundell	Lotus-Ford		
3. J. Love	Cooper-Austin		
4. J. Russell	Lotus-Ford		
5. P. Procter	Lotus-Ford		
6. R. Prior	Lola-Ford		

Fastest Lap : Love, 2' 05.4", 86.12 mph

The sort of sight that became all too familiar in the very closely fought Formula Junior races of 1961. The circuit is Crystal Palace



Jim Russell, making an effective return to the circuits, holds a lead in the May meeting at Silverstone



SILVERSTONE, MAY 6

(25 laps of 2.927-mile circuit)

Driver	Car	Time	Mph
1. J. Russell	Lotus-Ford	44' 06.0"	99.56
2. T. Marsh	Lotus-Ford		
3. T. Maggs	Cooper-Austin		
4. M. McKee	Lotus-Ford		
5. P. Ashdown	Lola-Ford		
6. J. Love	Cooper-Austin		

Fastest Lap : Marsh, 1' 42.6", 102.70 mph

MONACO, MAY 13

(Final — 24 laps of 1.95-mile circuit)

Driver	Car	Laps	Time	Mph
1. P. Arundell	Lotus-Ford	24	43' 25.4"	64.82
2. J. Love	Cooper-Austin	24	43' 32.7"	
3. T. Maggs	Cooper-Austin	24	43' 32.7"	
4. M. McKee	Lotus-Ford	24	44' 31.7"	
5. J. Siffert	Lotus-Ford	24	44' 49.5"	
6. J. Hine	Lola-Ford	23		

Fastest lap : Taylor, 1' 45.3", 66.33 mph (new record)

CHIMAY, MAY 21

Driver	Car
1. J. Love	Cooper-Austin
2. T. Maggs	Cooper-Austin
3. J. Siffert	Lotus-Ford

Fastest lap : Love (record)

JOHN DAVY TROPHY, BRANDS HATCH, JUNE 3

(20 laps of 2.65-mile circuit)

Driver	Car	Time	Mph
1. W. Moss	Gemini-Ford	36' 18.6"	87.59
2. M. Parkes	Gemini-Ford	36' 19.4"	
3. T. Taylor	Lotus-Ford	36' 22.4"	

Fastest lap : Taylor, 1' 46.6", 89.49 mph (record)

COUPE DELAMERE-DE BOUTTEVILLE, ROUEN, JUNE 4

(Duration : one hour)

Driver	Car	Mph
1. T. Maggs	Cooper-Austin	92.76
2. J. Love	Cooper-Austin	
3. P. Warr	Lotus-Ford	
4. J. Siffert	Lotus-Ford	
5. W. McGowen	Lola-Ford	
6. H. Grandsire	Lotus-Ford	
7. B. Boyer	Lotus-Ford	
8. R. Bouharde	DB-Panhard	
9. J. Rosinski	Cooper-Austin	
10. J. Bert	Branca	

Fastest lap : Maggs, 2' 35.2", 94.29 mph

CASERTA, JUNE 18

Driver	Car
1. J. Love	Cooper-Austin

Fastest lap : Love

SILVERSTONE, JULY 8

Driver	Car	Time	Mph
1. Arundell	Lotus	43' 27.6"	101.02
2. T. Taylor	Lotus	43' 29.8"	
3. Rees	Lotus	43' 52.8"	
4. Piggott	Lotus	43' 53.0"	
5. Maggs	Cooper	44' 27.2"	
6. Proctor	Lotus	44' 37.2"	
7. W. Moss	Gemini	44' 43.8"	
8. Love	Cooper	44' 44.0"	
9. Parkes	Gemini	44' 50.8"	
10. D. Taylor	Lola	44' 51.0"	

COUPE DE VITESSE, RHEIMS, JULY 2

(3 heats : 30 laps of 5.16-mile circuit)

Driver	Car	Time	Kph.
1. T. Taylor	Lotus-Ford	1 : 24' 44.1"	176.352
2. T. Maggs	Cooper-Austin	1 : 24' 44.9"	176.324
3. J. Siffert	Lotus-Ford	1 : 25' 50.7"	174.071
4. B. Boyer	Lotus-Ford	1 : 26' 32.6"	172.667
5. J. Love	Cooper-Austin	1 : 26' 50.3"	172.080
6. D. Hulme	Cooper-Ford	1 : 26' 57.0"	171.591
7. M. McKee	Lotus-Ford	1 : 27' 45.8"	170.266

STUTTART GRAND PRIX, SOLITUDE, JULY 23

(12 laps of 7.1-mile circuit)

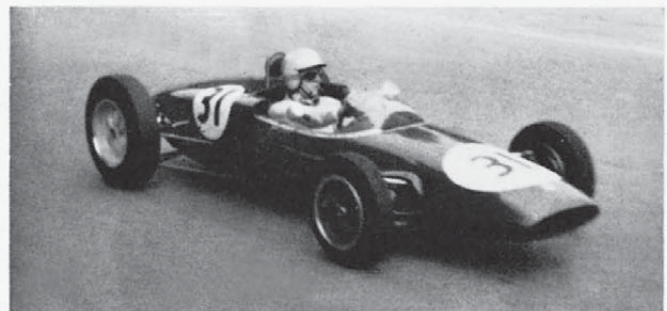
Driver	Car	Time	Mph
1. T. Taylor	Lola-Ford	52' 12.1"	97.9
2. P. Arundell	Lola-Ford	52' 12.2"	
3. T. Maggs	Cooper-Austin	52' 18.8"	
4. M. McKee	Lotus-Ford	54' 54.7"	
5. G. Mitter	Lotus-Auto Union	54' 56.6"	
6. D. Taylor	Lola-Ford	55' 44.9"	

Fastest lap : Arundell, 4' 15.5", 99.95 mph (record)

MESSINA GRAND PRIX, JULY 23

Driver	Car
1. A. Hyslop	Lotus-Ford
2. D. Hulme	Cooper-Ford
3. Geky	Lotus-Ford
4. Moroni	Stanguellini-Fiat

Trevor Taylor in the process of winning the Stuttgart Grand Prix at Solitude





*Surely one of the most unusual motor racing pictures ever !
The five leading cars line up as if on rails during the
Coupe de Vitesse at Rheims. Taylor leads Love and Maggs*

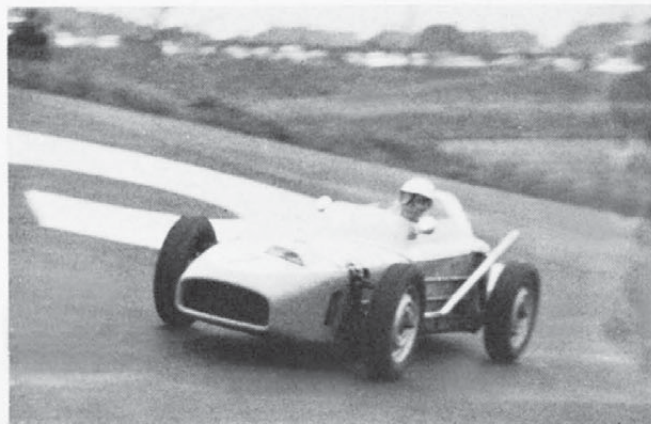


*Alan Rees confirmed early-season promise by
winning the BARC Formula Junior
Championship at Goodwood*

JOHN DAVY TROPHY, BRANDS HATCH, AUGUST 7
(20 laps of 2.65-mile circuit)

Driver	Car	Time	Mph.
1. P. Arundell	Lotus-Ford	36' 17.6"	87.62
2. M. Parkes	Gemini-Ford		
3. T. Maggs	Cooper-BMC		
4. P. Ashdown	Lola-Ford		
5. J. Love	Cooper-BMC		
6. W. Moss	Gemini-Ford		
7. M. McKee	Lotus-Ford		
8. D. Taylor	Lola-Ford		

Fastest lap : Arundell and Parkes, 1' 47.0", 89.15 mph.



Rara avis : the Saab formula junior car at Roskilde

BARC FORMULA JUNIOR CHAMPIONSHIP, GOODWOOD, AUGUST 19
(15 laps of 2.4-mile circuit)

Driver	Car	Time	Mph.
1. A. Rees	Lotus-Ford	23' 41.0"	91.20
2. G. Youl	MRD-Ford	23' 57.6"	
3. D. Taylor	Lola-Ford	24' 00.4"	

Fastest lap : Rees, 1' 33.6", 92.31 mph.

OULTON PARK, SEPTEMBER 23
(19 laps of 2.761-mile circuit)

Driver	Car	Time	Mph.
1. T. Maggs	Cooper-Austin	41' 38.6"	75.58
2. P. Proctor	Alexis-Ford	41' 43.6"	
3. J. Love	Cooper-Austin	41' 49.6"	
4. S. Ouvaroff	Ausper-Ford		
5. P. Arundell	Lotus-Ford		
6. M. Parkes	Gemini-Ford		

Fastest lap : Maggs and Love, 2' 07.0", 78.26 mph.

KARLSKOOGA, AUGUST 20

Driver	Car	Laps	Time
1. T. Maggs	Cooper-Austin	20	33' 01.5"
2. J. Love	Cooper-Austin	20	33' 01.5"
3. C. Lincoln	Cooper-Austin	20	33' 07.0"
4. D. Hulme	Cooper-Ford	20	33' 48.5"
5. Y. Rosqvist	Lotus	19	
6. S. Anderson	Lola	19	
7. P. Troberg	Lotus	19	
8. J. Fritzmer	Focus Mk. III	18	
9. A. Johansson	Lola	18	
10. G. Andersson	Cooper	18	
11. H. Norrman	Stanguellini	13	

MONTLHERY COUPE DU SALON, OCTOBER 8

Driver	Car
1. T. Maggs	Cooper-Austin
J. Love	Cooper-Austin
3. J. Siffert	Lotus-Ford
4. R. Bouharde	Cooper-Austin

Fastest lap : Maggs and Love (record)

ROSKILDE RING, AUGUST 27

Driver	Car	Total time of 2 heats (40 laps)
1. J. Love	Cooper-Austin	31' 14.9"
2. T. Maggs	Cooper-Austin	31' 15.4"
3. A. Hyslop	Lotus-Ford	31' 26.3"
4. D. Hulme	Cooper-Ford	31' 36.5"
5. C. Tower	Lotus-Ford	31' 43.1"
6. Y. Rosqvist	Lotus-Ford	31' 53.9"
7. D. Piper	Lotus-Ford	31' 54.6"
8. S. Andersson	Alfa Dana Morris	32' 30.8"
9. G. Henriksen	Lotus-Ford	33' 01.0"
10. P. Gaston	Cooper-Austin	33' 04.6"
11. T. Taylor	Lotus-Ford	33' 20.7"
12. J. Romanes	Lotus-Ford	35' 12.1"

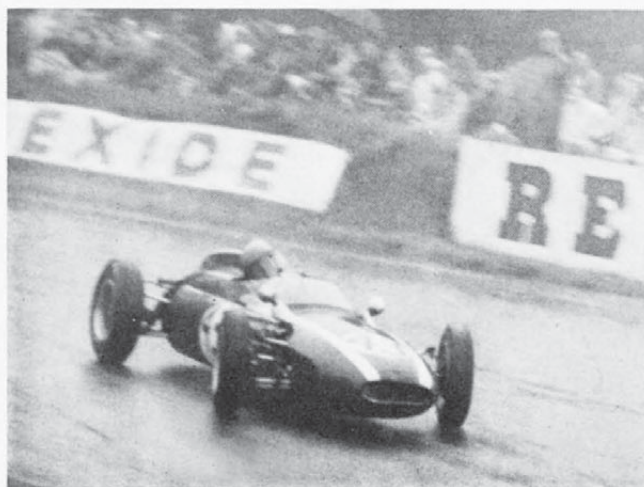
Fastest lap : Taylor, 45' 1.0"

Maggs finds the Cooper understeering heavily on his way to victory at Oulton Park

ZANDVOORT, SEPTEMBER 3

Driver	Car
1. T. Maggs	Cooper-Austin
2. M. McKee	Lotus-Ford
3. D. Piper	Lotus-Ford

Fastest lap : Maggs (record)



Non-championship sports & GT

SPORTS AND GRAND TOURING CARS : ROUEN GRAND PRIX, JUNE 4 (Two 2-hour heats)

Driver	Car	Total Mileage	Mph
1. L. Casner	Maserati T51	369.0	92.52
2. W. Mairesse	Ferrari 250GT	367.6	
3. A. Simon	Ferrari 250GT	364.7	
4. G. Whitehead	Ferrari 250GT	361.7	
5. P. Monneret	Porsche RS	349.0	
6. R. Stoop	Porsche Carrera	328.9	
7. D. Hitches	Lola-Climax	323.5	
8. J. Malle	Lotus Elite	322.0	
9. G. Laureau	DB-Panhard	317.3	
10. A. Moynet	DB-Panhard	305.4	
11. J. Fenton	Austin-Healey Sprite	302.7	
12. J. Dieu	Lotus Elite	274.2	

MOSPORT, JUNE 24 (Run in two heats)

Driver	Car
1. S. Moss	Lotus XIX
2. J. Bonnier	Porsche RS61
3. O. Gendebien	Porsche RS61
4. L. Heimrath	Porsche RS60
5. G. Clark	Comstock-Sadler
6. H. Entwhistle	Lotus XV

CANADIAN GRAND PRIX, SEPTEMBER 23 (100 laps)

Driver	Car
1. P. Ryan	Lotus XIX
2. P. Rodriguez	Ferrari Dino 3-litre
3. S. Moss	Lotus XIX
4. G. Constantine	Ferrari TR
5. L. Heimrath	Porsche RS60
6. J. Fulp	Ferrari Dino 246

RIVERSIDE, OCTOBER 14

Driver	Car
1. J. Brabham	Cooper Monaco
2. B. McLaren	Cooper Monaco
3. J. Hall	Chapparral

PACIFIC GRAND PRIX, LAGUNA SECA, OCTOBER 21

Driver	Car
1. S. Moss	Lotus XIX
2. D. Gurney	Lotus XIX
3. J. Brabham	Cooper Monaco
4. B. McLaren	Cooper Monaco

And what will 1962 bring?

