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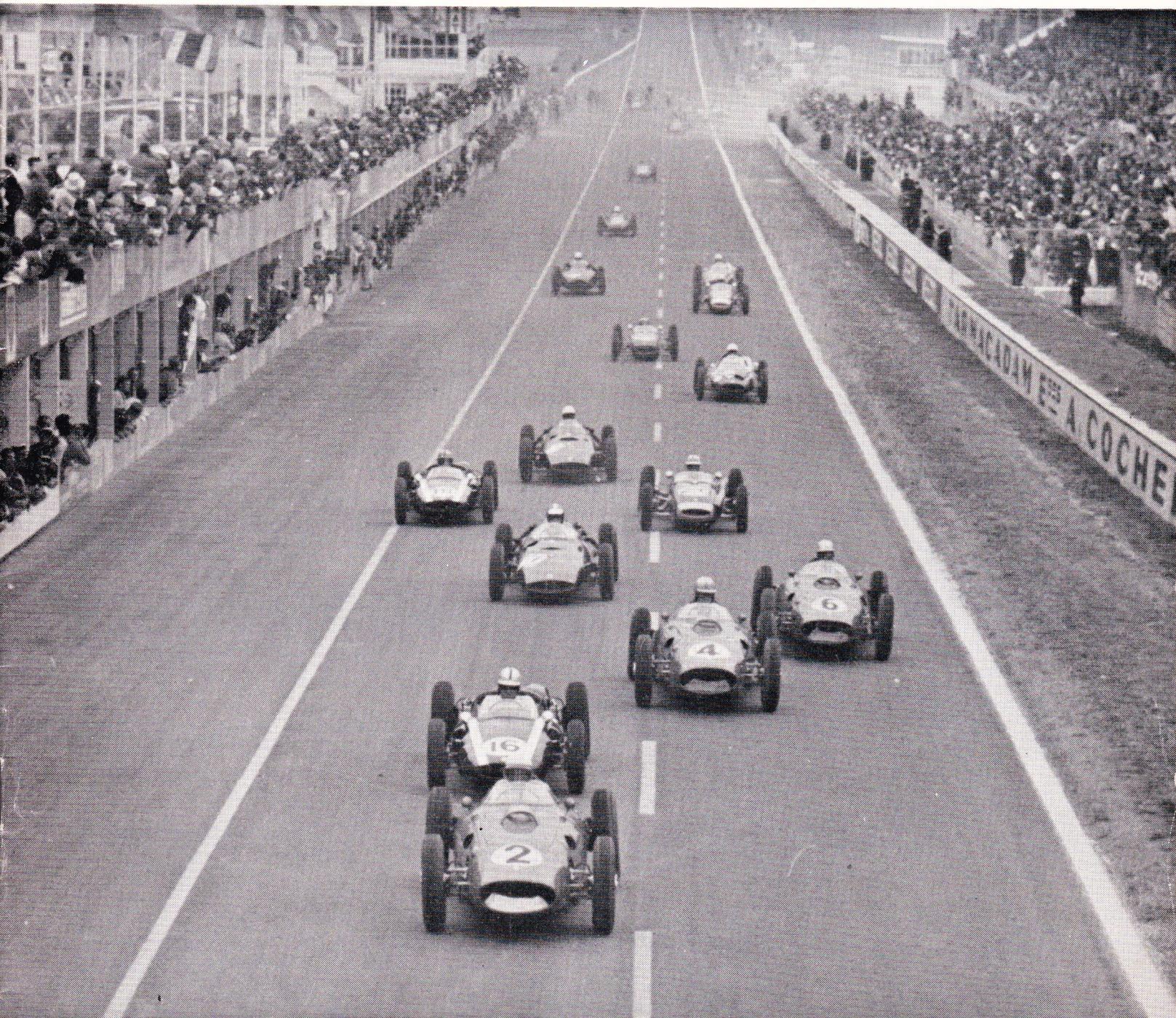
JULY 8, 1960

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EVERY FRIDAY
Vol. 21 No. 2

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE FRENCH GRAND PRIX—FULL REPORT AND PICTURES
TECHNICAL REVIEW OF LE MANS : THE ALPINE RALLY



Cooper triumph at Rheims
Another win for the World Champion
Another win for **MINTEX**

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COOPER

3rd Bruce McLaren

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—THE MOTOR

SPEED WAS MY LIFE

Alfred Neubauer, Mercedes team-manager for forty years, recounts his intimate and revealing memoirs—the cars, the drivers (and the women).

FOREWORD BY STIRLING MOSS. 39 photographs. 21s.

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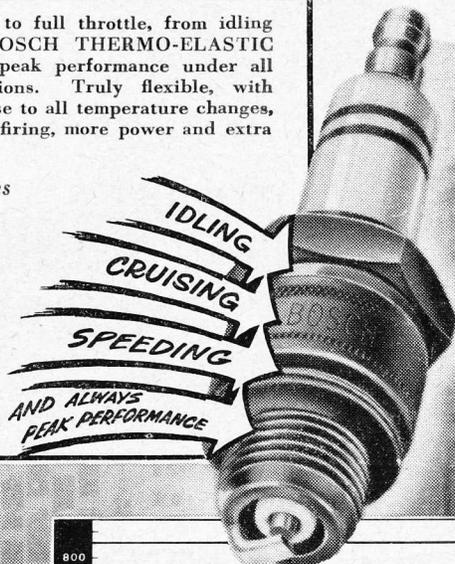
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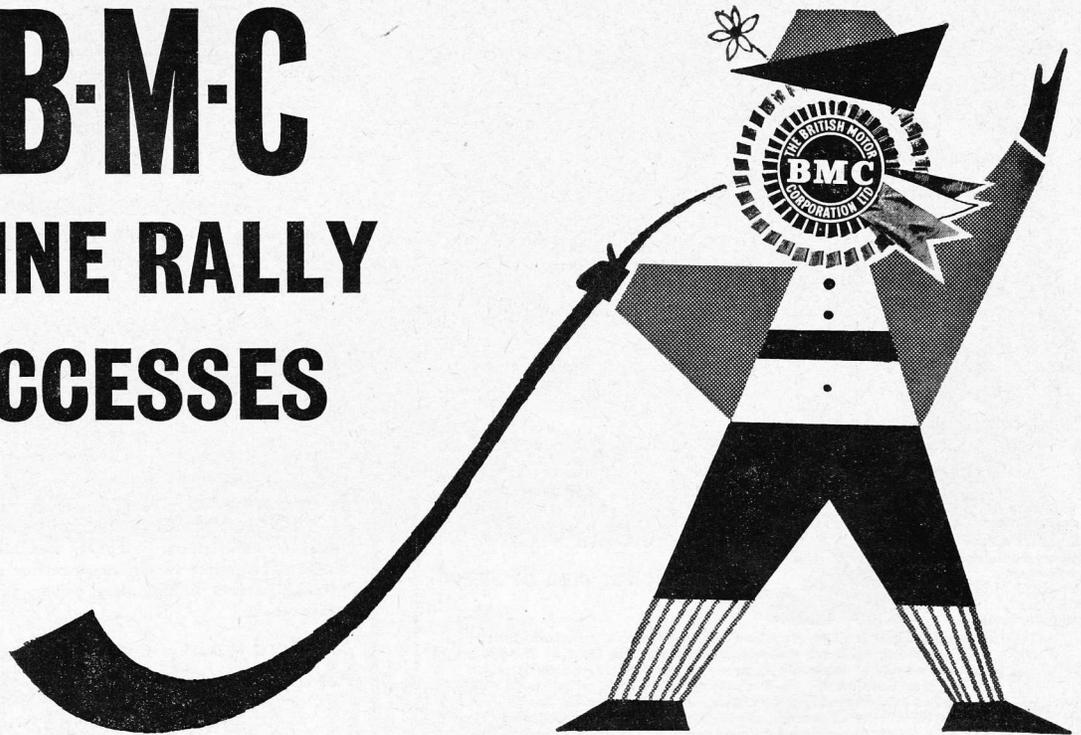
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ALPINE RALLY

SUCCESSES



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2nd in general classification • Autocar Award for best British competitor

also in

CLASS 5 (GRAND TOURING)

1st
(P. MOSS
A. WISDOM)

2nd
(J. GOTT
W. SHEPHERD)

3rd
(D. J. MORLEY
G. E. MORLEY)

The Austin-Healey Team also won

CHALLENGE DE L'A.C.M.P.

CHALLENGE PERNOD

CHALLENGE RICKARD

CHALLENGE DE MARQUE A.C.M.P.

CHALLENGE GATSONIDES

This means the team won every challenge trophy not limited to French drivers.

CLASS 1 (GRAND TOURING)

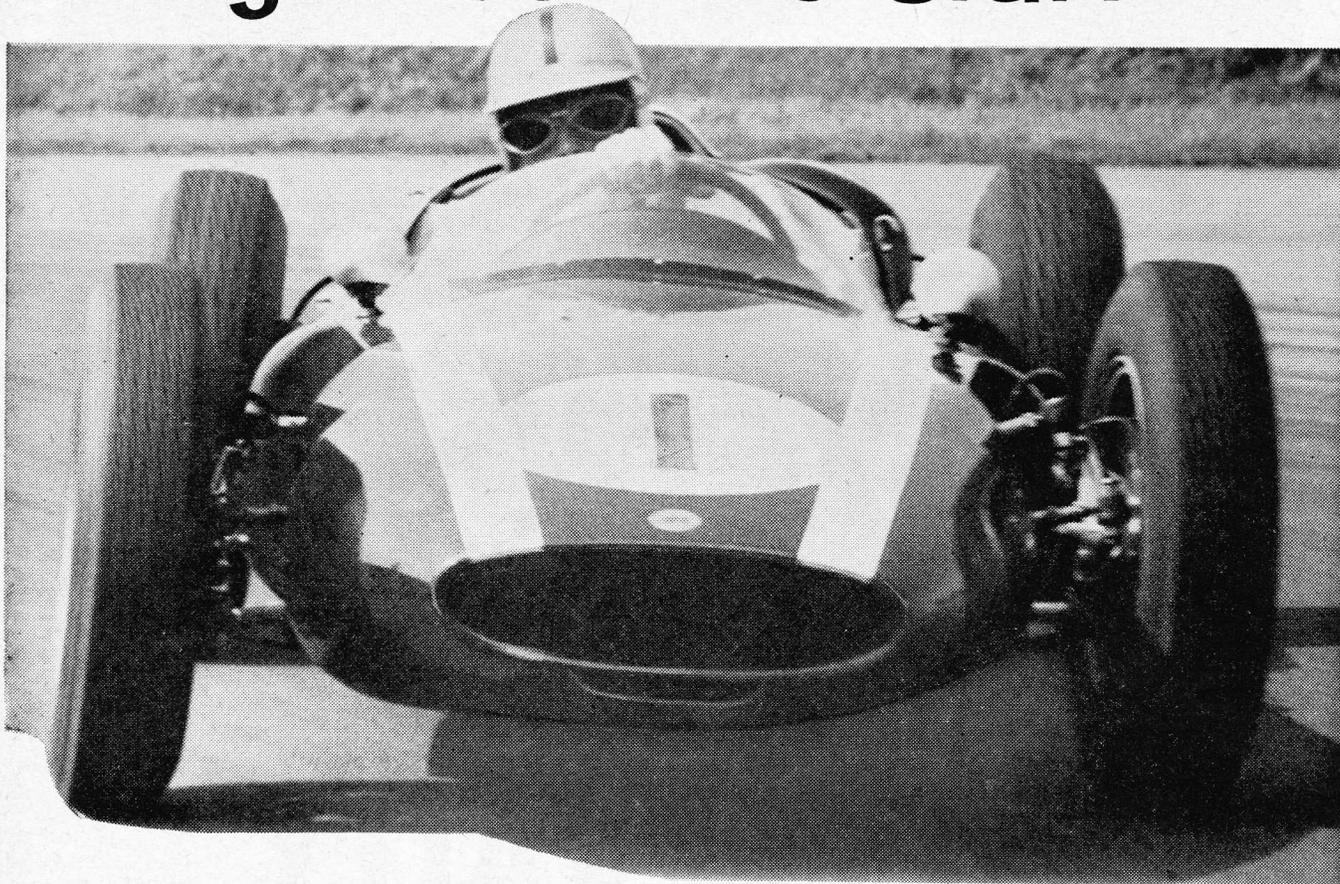
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**2ND COOPER
3RD COOPER
4TH COOPER
5TH LOTUS
6TH LOTUS**

**7TH LOTUS
8TH COOPER
9TH MASERATI
10TH MASERATI**

RESULTS SUBJECT TO
OFFICIAL CONFIRMATION

GIRLING SUCCESSES

in the gruelling

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CASTROL WINS

ALPINE RALLY

**LADIES' CUP AND
MANUFACTURERS' TEAM AWARD**

AUSTIN-HEALEY

Congratulations to Pat Moss and Ann Wisdom (Austin-Healey 3000)—winners of the Ladies' Cup and 2nd in Overall Classification.

(Subject to official confirmation)



*Follow the experts -
always ask for
CASTROL by name!*

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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July 8, 1960

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EDITORIAL

A COOPER-CLIMAX OCCASION

SUNDAY'S sweeping victory at Rheims, headed by Jack Brabham, proved the absolute supremacy of British-built Grand Prix cars. For Cooper-Climax it was 1-2-3-4, and the next three places were filled by Lotus. Scuderia Ferrari made a fierce fight of it, but both Phil Hill and Wolfgang von Trips went out with final drive troubles on the 29th and 31st laps respectively. It was also unfortunate that a somewhat chaotic start resulted in the elimination of Graham Hill's B.R.M. and Maurice Trintignant's Cooper-Maserati, to say nothing of the eventual retirement of Tony Brooks's Vanwall. So fast was the race (over 130 m.p.h.), that it did not last for the specified two hours minimum. Brabham and McLaren now share the lead in the World Championship with 24 points.

THE MONZA AFFAIR

THE strange decision of the Automobile Club of Milan not to allow either Lola or Lotus to start in the Formula Junior race on 29th June, should be given the most serious consideration by all entrants. Lolas were barred because the minimum weight was allegedly achieved by the use of a form of ballast, whilst the organizers maintained that the Lotuses had too low rear suspension units, with a risk of an accident in the event of a flat tyre. Anyway it was significant that, with the elimination of the most powerful opposition, an Italian car won (driven by Englishman Colin Davis). The attitude of the Italians seems all the more odd when nothing was said by the French organizers concerning the same cars on the much faster Rheims circuit—and Lotuses in the hands of Mike McKee and Tim Parnell scored a one-two victory. What people are asking is: "What will be the attitude of the A.C. of Milan when the Formula 1 Lotuses go there next September for the Italian Grand Prix?"

PAT AND ANN

NO praise is high enough for the truly wonderful performance of Pat Moss and Ann Wisdom (Austin-Healey) in the "Alpine". Of the six "Coupes des Alpes", the girls won one and two went to the Jaguars of José Behra/Richard and Parkes/Howarth. Sterling performances were also achieved by the crews of Austin Seven, Sunbeam Rapier and Triumph—all class winners. Rapiers made a clean sweep in their category, and Austin-Healeys in theirs!

OUR COVER PICTURE

THE SOUND AND THE FURY: One of the most exciting things in the world of motoring is the start of a full-scale Formula 1 Grand Prix, and nowhere is this more true than at Rheims. Here the field gets away in a cloud of dust and smoke at the start of the French Grand Prix. In front is Phil Hill's Ferrari, while the winner, Jack Brabham, is right on his tail. Both are well ahead of the field, which is at the moment led by Taffy von Trips's Ferrari.

International Alpine Rally

JAGUAR

congratulate as private owners

J. BEHRA & R. RICHARD

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Outright Winners OF Touring Car Category

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J. BEHRA & R. RICHARD | **G. PARKES & G. HOWARTH**

who with their privately owned and entered 3.8 Litre Mark 2 Jaguar Saloons

EACH WON A

COUPE DES ALPES

for completing the whole route of 1,850
gruelling miles without the loss of a single mark.

Jaguar were the only marque to win
2 Coupes des Alpes in this event.

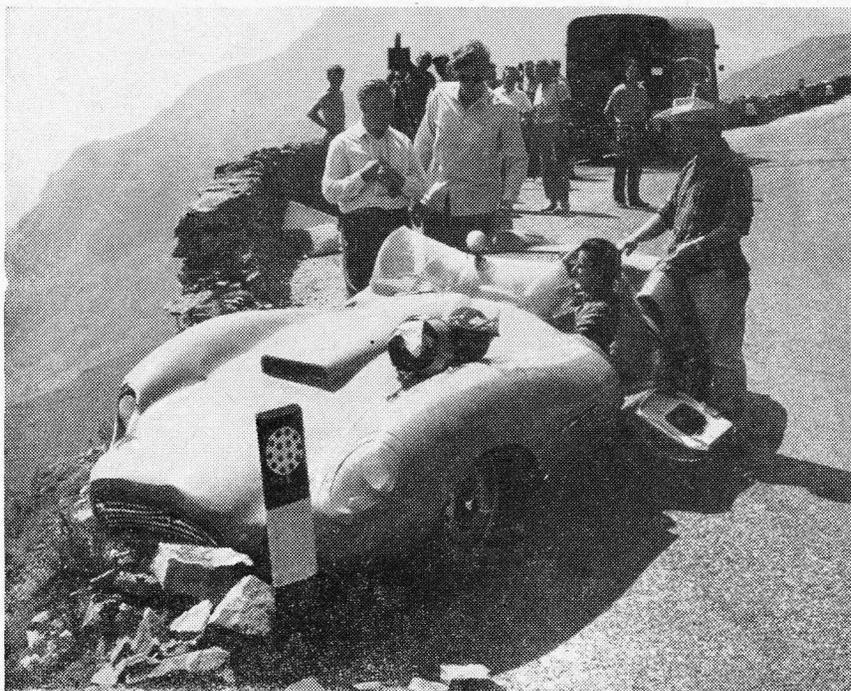


Subject to official confirmation

OOPS! As the disguised Lister hangs poised on the brink, director Mike Forlong (left) stands with (left to right) Steve Ouvaroff, actor Joe Wadham (in car) and owner John Coundley. **BELOW:** B.R.M. drivers Graham Hill and Dan Gurney try travelling the hard way at Rheims—by tandem!

SPORTS NEWS

WHILE the Le Mans race was in its closing stages a motor race sequence which was being shot for a new film provided holiday makers in the Welsh mountains with a glimpse of a "real" racing car crash. John Coundley's 3.8-litre Lister-Jaguar driven by Count Steve Ouvaroff got into a series of slides and crashed through the retaining wall on the steep descent from the Llanberis Pass to Pen y Gwrhyd. The road was temporarily closed for the filming of a road racing incident in the forthcoming M.G.M. film "The Green Helmet", based on Jon Cleary's novel, which stars Bill Travers, Nancy Walters and Sidney James. Steve Ouvaroff, driving the Lister disguised as a Lauder, the car featured in the film, was supposed to be passing by the spot where a fatal accident had previously taken place in practice, but Ouvaroff entering the corner fast found the clutch ineffective and the car went into a series of skids, crashing through the retaining wall where it hung poised on the edge of a 200 ft. drop. Ouvaroff and his passenger, actor Joe Wadham, were only bruised and shaken and Mike Forlong, the director, hastily revised the shooting schedule to make use of the crash shots. Charles Vetter Junior, the producer of the film, was at Le Mans at the time "studying atmosphere" at the 24-hour race, which will be another feature of the film. Other drivers taking part in the racing scenes are Roy Salvadori on a Chevrolet Corvette, John Coundley on a Tojeiro-Jaguar and Mike Salmon on his D-type. Gordon Wilkins is technical adviser.



THE EIGHT CLUBS—GEORGE PHILLIPS REPLIES

IN reply to the comments of Mr. Barclay Inglis, headed "How High is a Horse", I should like to say that I am the first to admit that my steed is the odd hand higher than any other—but only when I am completely sure of my facts. As Mr. Inglis states, I am a well-known photographer, but I would never be so presumptuous as to assume that every marshal is going to know me on sight. For this reason I have never, in the whole of the life of AUTOSPORT, attempted to go anywhere without the correct passes. These, of course, I had in this particular case. How else would I have got the "unidentified object" to which Barclay Inglis refers (I can only

assume he meant my car), where I did? It was inspected at the entrance to the track and waved on by his own officials; it was then directed on to the G.P. course by paid officials because it was displaying a label which read "Admit to Stewards' Enclosure". It was at this point the trouble began. Because I was wearing a red triangular track pass, issued to me, I was allowed to cross the track to discuss the matter with the authorities in the paddock. Another well-known personality, one Marcus Chambers, was even refused this privilege because he had no pass, so it was left to me to try to do something on his behalf. It was as a result of my efforts that the motor-cyclist was dispatched to escort him across the track, not me. I was invited to tag along but by this time I had made my decision and had told the official that I was not prepared to work under the conditions he wanted to impose.

As a matter of interest and to try to revive Mr. Inglis's memory let me quote a little conversation piece that took place in the commentators' hut where I went to see him.

B.I.: "Hello, Phil, how's things?"

G.P.: "Lousy—I've just been refused permission to take the car into the paddock, so I'm going home."

B.I.: (fingering red track pass on my lapel): "That's ridiculous, Phil. You know you can go anywhere with that pass."

G.P.: "Yes, Barclay. I know, and you know, but it would appear that there are those who either don't know or don't want to know."

B.I.: "But, Phil, that is just plain stupid. . . ." etc.

In view of this conversation and of my stating the *real* facts I absolutely fail to understand the text of Barclay Inglis's comments. They are so different from what really happened I can only think he must have confused me with somebody else. However, if he *is* in any doubt I would be delighted to produce confirmation of every word we said.





HMM! Tony Vandervell, back in racing with a "new-look" front-engined Vanwall, takes a magnifying glass to study a sparking plug at Reims.

PIT and PADDOCK

In addition to the Tourist Trophy race, a new event, the B.A.R.C. Formula Junior Championship, will be staged on the same day. This event, comprising two seven-lap heats and a 21-lap final, will also be run under an International permit and promises to attract both British and continental stars of this comparatively new formula.

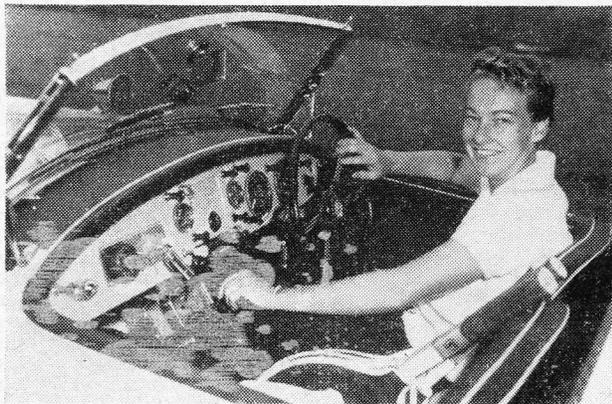
The programme for this full day of sport will be as follows:—

Start—12 noon—Heat 1, B.A.R.C. Formula Junior Championship. 12.35—Heat 2, B.A.R.C. Formula Junior Championship. 1.45—Final of B.A.R.C. Formula Junior Championship. 3-6 p.m.—25th R.A.C. Tourist Trophy Race.

ERIC PANTLIN

WE deeply regret to record the death of Eric Pantlin, who was killed in a road accident on Friday, 1st July. An ex-motor cyclist with experience in trials, grass track and road racing on two wheels, he took to motor-racing two seasons ago with a Lotus Eleven and a Super Seven, and immediately made a great impression with his fast and forceful handling of these cars, gaining several successes, frequently against faster opposition. It was rare for him to finish below fourth place. This season he acquired a Lotus Junior, again competing with success in club and national events, and won his first international meeting at Roskilde Ring in May.

He was 38 years old, and leaves a widowed mother.



★
RECENT CUSTOMER at University Motors was the Wimbledon tennis player Darlene Hard. She bought an M.G.A 1600 for use in the States.

★

THE B.A.R.C. Tourist Trophy race, which takes place at Goodwood on 20th August, will count towards the F.I.A. Grand Touring Cups, be of three hours' duration and restricted to Grand Touring cars conforming to Appendix "J" (Group 3) of the International Sporting Code. They will be divided into three classes: 1,000 c.c. to 1,300 c.c.; 1,300 c.c. to 2,000 c.c.; and over 2,000 c.c. It is anticipated that the field of 36 starters will include some of the best cars that European factories can produce.

Awards for the event will be as follows: To the entrant of the winning car, *News of the World* Trophy (an outright award), £500, and the R.A.C. Tourist Trophy (a challenge trophy); to the entrant of the car placed second, £200; to the entrant of the car placed third, £100; and to the entrant of the car placed fourth, £75. In addition there are supplementary class awards, finishers' awards and one to the mechanic of the winning car of cash, and a team award—a trophy awarded to the entrant and a replica to each driver in the nominated team with the best aggregate performance. (Continued in column 3)

CLEAN SWEEP: The works Austin-Healey team swept the board of the team prizes in the Alpine Rally. From left to right are Bill Shepherd, John Gott, Pat Moss, Ann Wisdom and Donald and Erle Morley.



NO WHEELS on the ground, D. Boshier-Jones comes over the hump to set a new record, breaking his own best time to record new figures of 53.19 secs.!

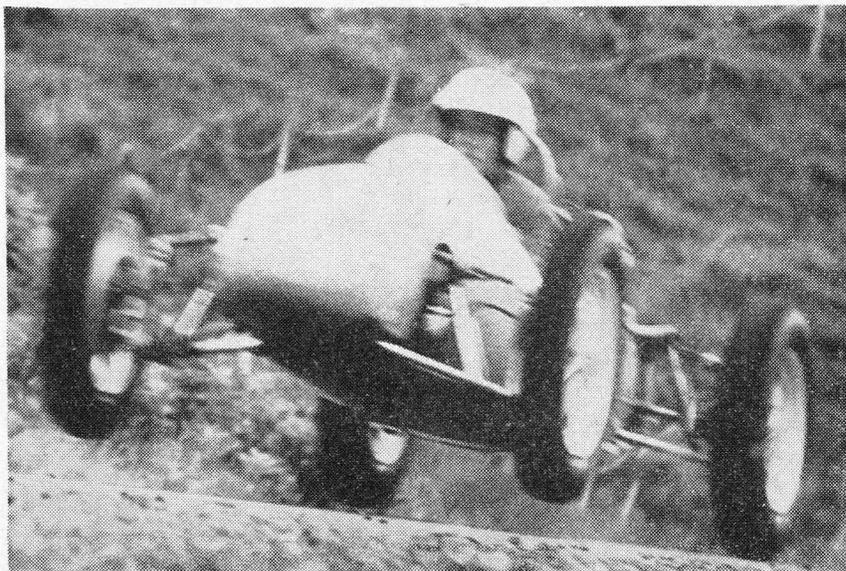
Provisional Results

Racing Cars, up to 500 c.c.: 1, T. G. F. Wilson (Cooper-Norton), 64.43 s.; 2, K. J. Moore (Kieft-Norton), 67.09 s. **Up to 1,100 c.c.:** 1, D. Boshier-Jones (Cooper), 53.19 s.; 2, D. Good (Cooper), 56.43 s.; 3, J. Veitch (Cooper S), 60.73 s. **1,100-1,500 c.c.:** 1, R. W. Phillips (Fairley), 56.81 s.; 2, R. G. Mickel (Cooper), 59.82 s.; 3, A. T. Norton (Cooper), 60.87 s. **Over 1,500 c.c.:** 1, A. Owen (Cooper), 56.79 s.; 2, J. Berry (E.R.A.), 58.38 s.; 3, A. R. Bateman (Connaught), 62.93 s.

Sports Cars, up to 1,500 c.c.: 1, R. Fielding (Cooper-Climax), 58.40 s.; 2, P. B. Bailey (Lotus), 59.94 s.; 3, J. J. Richards (Lotus-Climax), 61.63 s. **1,500-2,000 c.c.:** 1, J. Randles (Cooper-Monaco), 60.54 s.; 2, J. McInnes (A.C.-Bristol), 62.59 s.; 3, J. Milne (M.G.A.), 64.48 s. **Over 2,000 c.c.:** 1, A. McCracken (Jaguar), 65.47 s.; 2, R. Hamilton (Jaguar), 68.01 s.; 3, A. T. Norton (Jaguar XK 150), 68.53 s.

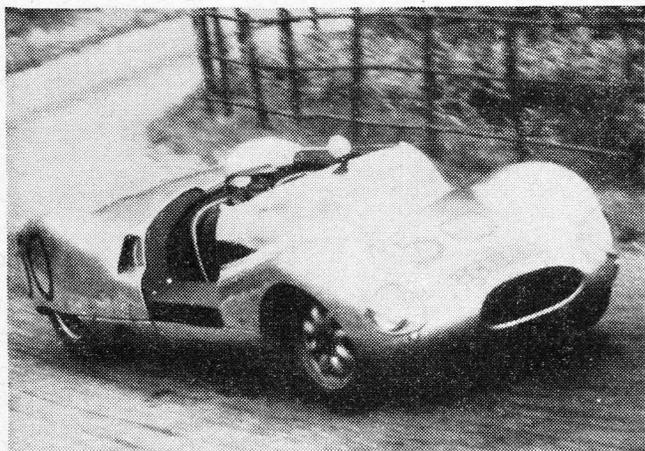
Best Time of Day: D. Boshier-Jones (Cooper), 53.19 s.

Championship Runs: 1, D. Boshier-Jones (Cooper), 52.08 s. and 52.05 s. (new record); 2, D. R. Good (Cooper), 56.45 s. and 54.55 s.; 3, A. Owen (Cooper), 56.98 s. and 56.22 s.; 4, R. W. Phillips (Fairley), 57.08 s. and 56.67 s.; 5, J. Berry (E.R.A.), 57.94 s. and 57.95 s.; 6, R. Fielding (Cooper-Climax), 62.12 s. and 57.99 s.



Rest-and-be-Thankful

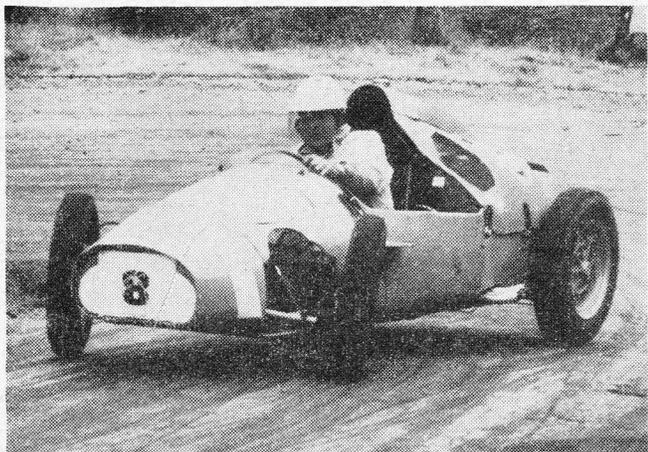
David Boshier-Jones Breaks His Own Record



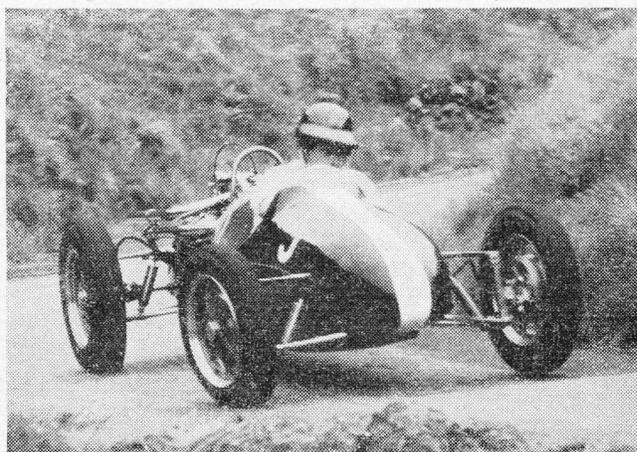
Class winner J. Randles in his Cooper-Monaco at Cobbler's Bend.



Seasoned exponent Ray Fielding in his immaculate Cooper-Climax.



Reg. Phillips holds a slide round the final hairpin in the Fairley Special.



Second best time went to David Good, seen here at Stone Bridge.

FIRST TIME ROUND: As they stream past the pits at the end of the first lap Jack Brabham has a narrow lead over the Ferraris of Phil Hill (2) and von Trips (4).

18.7 secs., 215.474 k.p.h., and Dan Gurney (B.R.M.) and von Trips (Ferrari), each with 2 mins. 19.4 secs.—0.1 sec. quicker than Innes Ireland's Lotus.

Team Lotus became referred to as Team MacLotus, with their all-Scottish line-up of Innes Ireland, Jim Clark and Ron Flockhart. Yeoman Credit's three Cooper-Climaxes were in the hands of Olivier Gendebien, Henry Taylor and Bruce Halford. Munaron replaced Scarlatti in the Cooper-Castellotti, whilst the Centro-Sud Cooper-Maseratis were down to be driven by Trintignant, Gregory and Burgess. Tony Vandervell's Vanwall (Tony Brooks) did not have the really powerful engine fitted, and Brooks was not outstandingly quick with 2 mins. 28.8 secs. Ritchie Ginther drove a Scarab (2 mins. 31.4 secs.), the

A Fantastic French Grand Prix

Jack Brabham Heads a Cooper-Climax 1-2-3-4 at Rheims with 131.8 m.p.h. Average after Fighting off Fierce Ferrari Challenge—Gendebien's Superb Drive with Yeoman Credit Cooper—All Records Shattered

AFTER a race which brought back memories of Mike Hawthorn's famous duel with Fangio in 1953, World Champion Jack Brabham won the 46th Grand Prix de l'A.C.F. at Rheims last Sunday with the remarkable average speed of 212.113 k.p.h. (131.8 m.p.h.)—nearly 3 k.p.h. faster than Stirling Moss's 1959 lap record, and over 7 k.p.h. quicker than Brooks's race-winning figures of 205.079 k.p.h.

For 29 laps Brabham had a wheel-to-wheel struggle with the Ferraris of Phil Hill and Wolfgang von Trips, the three cars travelling at over 180 m.p.h. down the Soissons straight. Hill's transmission broke, and two laps later von Trips's car did likewise, leaving Brabham with a lead of 84 secs. over second man Olivier Gendebien in the Yeoman Credit Cooper-Climax, who just managed to pip Bruce McLaren after another epic battle. Into fourth place came another Yeoman Cooper in the hands of Henry Taylor, followed by the Lotuses of Jim Clark and Ron Flockhart.

A mix-up at the start caused the elimination of Graham Hill's B.R.M. and Maurice Trintignant's Cooper-Maserati, to say nothing of the eventual retirement of Tony Brooks (Vanwall), damage to Lucien Bianchi's Cooper and delay for Bruce Halford in the third Yeoman machine.

It was a complete and utter victory for British-built cars; of the nine machines still running at the end, seven were from the U.K., and the remaining two had Cooper chassis.

Such was the speed at which the race was run that the 50 laps took under the two hours minimum as decreed by the F.I.A. for World Championship Formula 1 events. This raised the problem as to whether or not Championship points would be awarded; apparently the C.S.I.

THILLOIS: Jack Brabham leads Phil Hill's Ferrari into the famous hairpin. The damage to the Ferrari's nose occurred in the shunt with one of Brabham's rear tyres.

decided that the results would stand!

The Formula Junior event was also an all-British affair, Mike McKee winning at the remarkable average speed of 105.7 m.p.h. in his Lotus-Ford, and

BY GREGOR GRANT

Photography by George Phillips

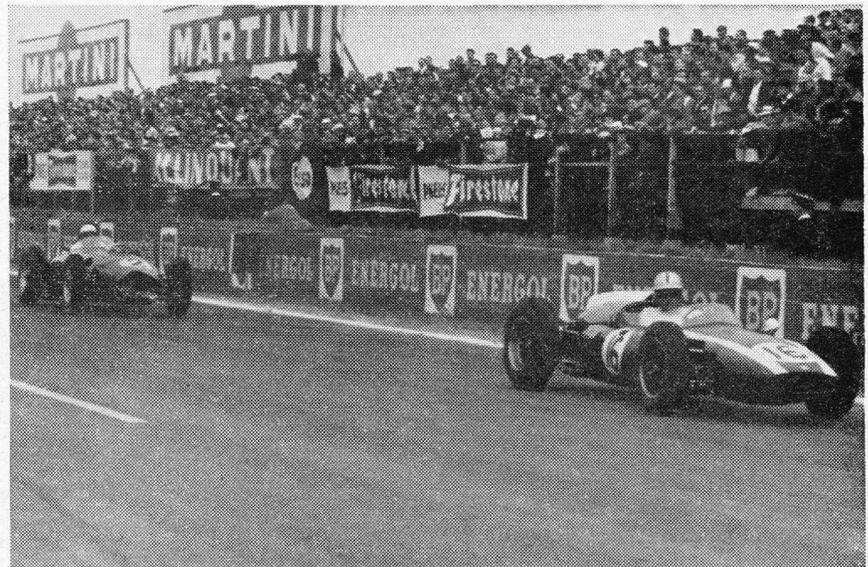
runner-up in a similar car was Tim Parnell setting up a record lap at 107.4 m.p.h.

* * *

THURSDAY evening's training produced a 2 mins. 16.8 secs., 218.467 k.p.h. (135.76 m.p.h.) by Jack Brabham (Cooper-Climax), unofficial timing giving the car's speed down the Soissons straight as 292 k.p.h. (181.45 m.p.h.). Next in line was Graham Hill (B.R.M.), 2 mins. 18.4 secs., 215.941 k.p.h., then came Phil Hill (Ferrari) with 2 mins.

third Ferrari being piloted by Willy Mairesse.

For Friday's final session, Gendebien's car had a new Collotti five-speed gearbox, and all three Yeoman Credit drivers improved on previous times. Brooks was delayed for some time in the Vanwall with a detached magneto earthing wire; even so, the car was not so quick as was anticipated, Tony's best lap being in 2 mins. 23.3 secs. Actually no fewer than nine drivers were under 2 mins. 20 secs., and none was better than Brabham's 2 mins. 16.8 secs. Phil Hill improved to 2 mins. 18.2 secs., to give him second best time. Chuck Daigh's Scarab engine had bearing trouble, so Lance Reventlow was left without a raceworthy machine. He decided to pack up altogether from the present series and to concentrate on the production of an entirely new rear-engined Scarab which, it is hoped will be ready



REALLY? Jack Brabham watches with interest as Phil Hill, his wheels locked and smoke pouring from the tyres, heads helplessly for the escape road at Thillois.

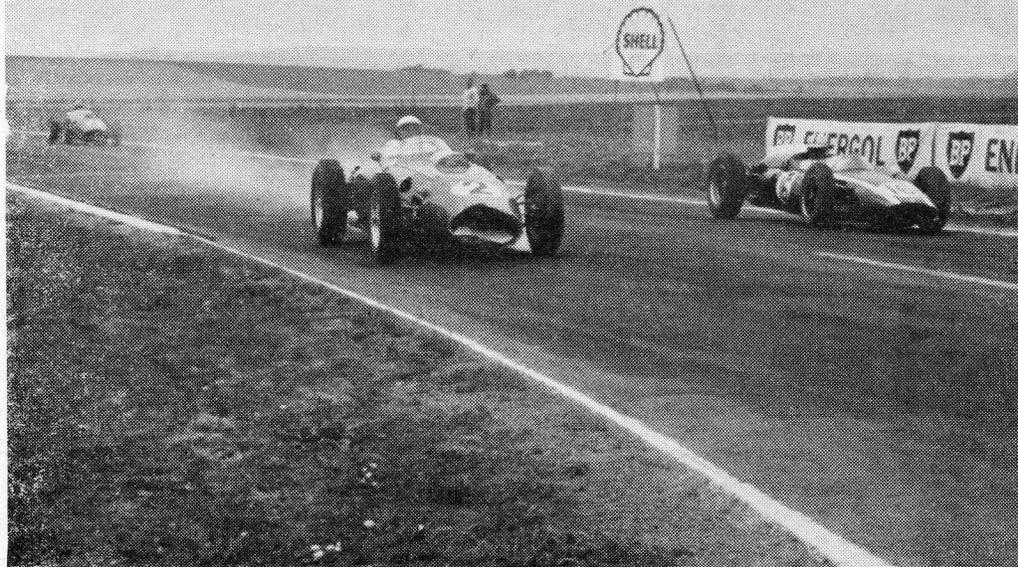
for December's Grand Prix of the U.S.A. at Riverside, Los Angeles.

To "T.T." Brabham went the 100 bottles of champagne for fastest training lap, a similar number being awarded to the most rapid Formula Junior driver, Trevor Taylor (Lotus), who achieved 2 mins. 50.5 secs., 175.336 k.p.h.

So, for the Grand Prix, the grid lineup was as follows:—

G. Hill (B.R.M.) 2 m. 18.4 s.	P. Hill (Ferrari) 2 m. 18.2 s.	Brabham (Cooper-C) 2 m. 16.8 s.
Mairesse (Ferrari) 2 m. 19.3 s.	Ireland (Lotus) 2 m. 18.5 s.	
McLaren (Cooper-C) 2 m. 19.6 s.	von Trips (Ferrari) 2 m. 19.4 s.	Gurney (B.R.M.) 2 m. 19.4 s.
Gendebien (Cooper-C) 2 m. 20.0 s.	Bonnier (B.R.M.) 2 m. 19.8 s.	
Brooks (Vanwall) 2 m. 23.3 s.	H. Taylor (Cooper-C) 2 m. 22.6 s.	Clark (Lotus) 2 m. 20.3 s.
Bianchi (Cooper-C) 2 m. 23.6 s.	Flockhart (Lotus) 2 m. 23.4 s.	
Gregory (Cooper-M) 2 m. 27.5 s.	Trintignant (Cooper-M) 2 m. 24.7 s.	Halford (Cooper-C) 2 m. 23.6 s.
Piper (Lotus) 2 m. 32.0 s.	Munaron (Cooper-Cast) 2 m. 31.3 s.	
	Burgess (Cooper-M) 2 m. 36.7 s.	

Following Trevor Taylor's victory in the first heat of the Formula Junior event, the 21 Grand Prix machines came out for a reconnaissance tour of the circuit. There were the usual scenes before the depart, with squads of gendarmes clearing the course of folk whose jobs were strictly not necessary. British announcer Anthony Marsh had to compete with whirring helicopters, banging maroons and what have you as the cars were assembled on the grid under lowering grey skies—most unusual for Rheims!



The start was complete chaos. No sooner had the 30 secs. board been displayed than Toto Rosche dropped the flag. Graham Hill couldn't get his B.R.M. into bottom gear owing to a dragging clutch and stalled his engine. He was shunted from behind by Trintignant and his Cooper-Maserati which had been rammed by Bruce Halford who had seemingly caused the ensuing melee as he took off rather too heartily. Bianchi (Cooper) took immediate avoiding action, careered across the road and bashed the nose of his car against the timing box. Bruce Halford did another mighty swerve and seemed to make contact with Tony Brooks's Vanwall. Eventually all took off, with the exception of the unfortunate Hill and Trintignant whose cars were rendered *hors de combat*.

Meanwhile Phil Hill, Brabham and von Trips sprinted for the lead, leaving huge black marks on the road, clouds of blue smoke and a pungent smell of

burnt rubber. Hill's Ferrari was in front as the field vanished under the Dunlop Bridge, and was still there when the cars roared down the Soissons straight. At Thillois Brabham nipped smartly in front, and as the roaring projectiles sizzled past the tribunes it was Brabham (Cooper), Hill (Ferrari), von Trips (Ferrari), Gurney (B.R.M.), Ireland (Lotus), Bonnier (B.R.M.), Mairesse (Ferrari), McLaren (Cooper) and Flockhart (Lotus). Bringing up the rear were Halford (Cooper) and Bianchi's slightly battered machine.

The lap record didn't survive long, for Taffy von Trips did his second tour in 2 mins. 19.6 secs (214.085 k.p.h.). Both Ferraris were pressing Brabham's Cooper like mad, and the trio commenced a tremendous battle, passing and repassing whenever the opportunity presented itself. The drill was to slipstream and look for an opening; past the pits it was frightening to watch, as one would pull out to try to get into the fast bend first. Behind, Ireland and Bonnier were bonnet-to-bonnet, with Gendebien a few yards to the rear. On his fourth lap Hill clocked 2 mins. 18.8 secs. (215.319 k.p.h.) to edge in front of Brabham, but the Australian immediately regained the lead. Brooks stopped at his pits to complain of fierce vibration after his start-line shunt, whilst Ian Burgess also halted to make some adjustment on his Centro-Sud Cooper with the latest Maserati engine.

Faster and faster went the leaders, and in his sixth lap Hill surged ahead with another record lap in 2 mins. 18.7 secs. (215.474 k.p.h.). Brabham replied with 2 mins. 17.8 secs. (216.881 k.p.h.), but still couldn't shake off the American, who, on occasion, was almost wheel-to-wheel with team-mate von Trips. Already the race average was over 130 m.p.h. Hill's Ferrari had a sadly bashed front after bouncing off Brabham's rear wheels during the second lap, but it didn't seem to make much difference to



NEXT MOVE: After the manoeuvre depicted above, Phil has decided not to go to Rheims by Ferrari after all, and rejoins the pursuit of Jack Brabham, now well ahead after negotiating the corner in more traditional style!

SIDE-BY-SIDE: The Lotus of Innes Ireland and the B.R.M. of Joakim Bonnier are neck and neck as the two cars attempt to line up for Gueux Corner. They both got round!

he came in with chronic overheating on lap 18. Munaron (Cooper-Castelotti) and Mairesse (Ferrari) vanished from the boards, and were next seen pushing their crippled cars from Thillois. Bianchi stopped at Post 6 with final drive trouble, to leave Halford very much on his own. Up came 20 laps with the race order as follows:—

1. Brabham, 46 m. 33.2 s., 213.993 k.p.h.
2. Von Trips, 46 m. 34.1 s.
3. Hill, 46 m. 35.4 s.
4. Ireland, 47 m. 18.6 s.
5. Gendebien, 47 m. 18.8 s.
6. McLaren, 47 m. 19.6 s.

Lap 22 and Flockhart had been doubled by Brabham, von Trips and Hill in quick succession. Bonnier was now in real trouble, with a complete absence of stoppers, and came in on lap 23 to retire. Next tour and both Taylor and Clark had a fine view of Brabham and Co., disappearing in the distance. This was Grand Prix racing Mark 1 order; suddenly Brabham pulled out all the stops, took a 3.5 secs. lead on Phil Hill, when he brought the lap record down to 2 mins. 17.5 secs., 217.354 k.p.h. (135.16 m.p.h.). For two laps he maintained a 4 secs. advantage, then von Trips replaced Hill in second place, 5 secs. behind Brabham.

Came a heavy blow to Scuderia Ferrari. As he swooped down from Thillois, Hill's transmission broke, and he coasted right past his pits to come to rest almost at the Dunlop Bridge. It was now up to von Trips, but on the Soissons straight his crown wheel and pinion disintegrated. He managed to negotiate the hairpin, but came to rest shortly afterwards and started pushing.

This left Brabham with a 1 min. 24 secs. lead over the battling Gendebien, Ireland and McLaren trio, all others having been doubled. Taylor, driving a

his speed. Anyway, Jack was thankful that there was no apparent damage—and for the extra impetus he received out of Thillois!

Now it was Brabham versus the Ferraris, Ireland v. Bonnier and Gendebien v. McLaren. There was absolutely no let-up, and the race was being run at well over the lap record. Lap 8, and the three leaders blared past the tribunes with Phil Hill's Ferrari about a cigarette-paper thickness in front. Next time round and Brabham had seized the advantage; on the 10th tour the race order read:—

1. Brabham (Cooper-C), 23 m. 25.6 s., 212.623 k.p.h.
2. Hill (Ferrari), 23 m. 25.8 s.
3. Von Trips (Ferrari), 23 m. 27.4 s.
4. Ireland (Ferrari), 23 m. 42.2 s.
5. Bonnier (B.R.M.), 23 m. 42.4 s.
6. Gendebien (Cooper-C), 23 m. 45.6 s.
7. McLaren (Cooper-C), 23 m. 46.5 s.
8. Gurney (B.R.M.), 24 m. 05.0 s.
9. Mairesse (Ferrari), 24 m. 06.2 s.
10. Gregory (Cooper-M), 24 m. 29.3 s.
11. Flockhart (Lotus), 24 m. 31.3 s.
12. Taylor (Cooper-C), 24 m. 33.2 s.
13. Clark (Lotus), 24 m. 34.7 s.

Brooks had made two more pit stops to complain about the vibration and dodgy brakes. The Vanwall was finally pushed away—probably to Brooks's relief. Burgess came in again, this time with gearbox troubles, and mechanics started to take off the lid. Henry Taylor scooted in front of Flockhart and set off to go for Gregory's Cooper-Maserati. One also noted the advance of Bianchi who was beginning to catch up on Halford. Jim Clark was having difficulty with his Lotus gear-change.

Still the leaders changed places, with Hill and Brabham battling round as hard as they knew, and von Trips trying to force the issue. Through the fast bend it looked decidedly dicey. Bonnier stopped briefly on lap 12, dropping from seventh to 13th place. Next lap, and the leaders

had doubled both Halford and Bianchi, Munaron's Ferrari-powered device having already suffered that fate.

Lap 13 it was Hill by about a millimetre; 14 tours and Brabham had once more taken the advantage, only to lose it to Phil on the two ensuing laps. Burgess stopped again, shortly after Bonnier was doubled. Poor Joe—he had scarcely a brake to his name, and when he wasn't going towards Paris out of the Muizon hairpin, he was taking the Rheims road at Thillois.

Behind the tear-up in front, Gendebien, Ireland and McLaren were having quite a party. Sometimes it was difficult to separate them. Taylor was well away from the Lotuses of Clark and Flockhart, who had Gregory mixing it with them. B.R.M. lost Gurney when



PHEW! Taffy von Trips blows out his cheeks in exasperation and dismay as his blown-up Ferrari comes to a halt, the crown wheel and pinion having disintegrated on the Soissons straight.

LEADING this pair at Thillois is Innes Ireland (Lotus), while Olivier Gendebien comes up on the outside in his Yeoman Credit Cooper-Climax. The Belgian eventually took second place, a little under a minute behind the World Champion.

very fine race, now lay in fifth place, well ahead of Clark and Flockhart. Burgess had reappeared, to be joined by Gregory, but both the Centro-Sud cars were many laps in arrears.

Then, on lap 34, Innes Ireland came slowly into his pit with the front anti-roll bar detached, leaving Gendebien and McLaren with a straight fight for second place—and what a fight it was. Every lap McLaren would overtake the Le Mans winner on the Soissons straight, but Gendebien continually beat the New Zealander on braking, and, using the Colotti five-speed box to the full advantage, was in front by the time the cars went past the tribunes. Brabham continued to circulate, his engine sounding as rare as ever, the Australian driving like the World Champion he is. All eyes were on the Gendebien-McLaren duel going on behind, and each time round it was the same.

On lap 38 Yeoman Credit suffered their first casualty when Halford came in with low oil pressure. He re-emerged, did two slowish laps, and finally retired with run engine bearings. Meanwhile Ireland had restarted, to make Team MacLotus complete again.

With Brabham "slowed down" to a mere 2 mins. 23 secs. or thereabouts lap times, the Gendebien-McLaren contest brought them nearer and nearer to the Australian, without, however, the least hope of catching him. As the race neared its end, the adversaries got amongst the two Lotuses which were also having a dice, and Gendebien managed to obtain an extra second or so during the doubling process.

The last lap, and Brabham was reported at Thillois. The chequered flag was ready, but Rosche wasn't. Brabham

shot over the finishing line before the flag was waved at all, but saw it in his rear mirrors and knew that the race was over. It was now a case of waiting to see the outcome of the battle for second place. Down to Thillois swept Gendebien, pursued by McLaren and the Lotuses; Gregory had also become involved, many laps, of course, in arrears. McLaren lost ground trying to overtake the red car, and by the time he reached the hairpin, all chance of catching Gendebien had gone. Into fourth place came Henry Taylor to make it a grand day for Yeoman Credit. The two Lotuses crossed the line together but

fifth place was awarded to Clark by a wheel.

Taffy von Trips had been cheered to the echo when he walked past the pits after pushing his car home, signing dozens of autographs on the way. Brabham was mobbed by his supporters, and both Gendebien and McLaren were given a tremendous reception. As all this was going on, the cars were already lining up on the grid for the second 10-lap heat of the Formula Junior race.

Results

1. **Jack Brabham (Cooper-Climax)**, 1 h. 57 m. 24.8 s., 212.113 k.p.h. (131.8 m.p.h.).
2. **Olivier Gendebien (Cooper-Climax)**, 1 h. 58 m. 13.2 s.
3. **Bruce McLaren (Cooper-Climax)**, 1 h. 58 m. 16.8 s.
4. **Henry Taylor (Cooper-Climax)**, 1 lap behind.
5. **Jim Clark (Lotus)**, 1 lap.
6. **Ron Flockhart (Lotus)**, 1 lap.
7. **Innes Ireland (Lotus)**, 7 laps.

Also classified

8. **Bruce Halford (Cooper-Climax)**, 10 laps behind.
9. **Masten Gregory (Cooper-Maserati)**, 13 laps behind.
10. **Ian Burgess (Cooper-Maserati)**, 14 laps behind.
11. **W. von Trips (Ferrari)**, 19 laps behind.
12. **Phil Hill (Ferrari)**, 21 laps behind.

Fastest lap: Brabham, 2 m. 17.5 s., 217.354 k.p.h. (135.16 m.p.h.).

Coupe de Vitesse (Formula Junior) Rheims

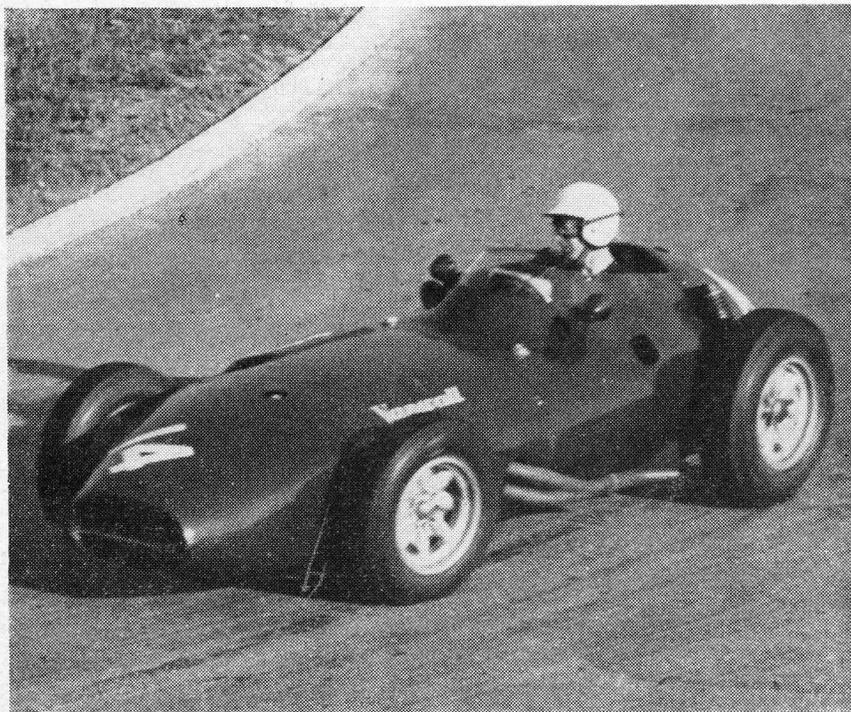
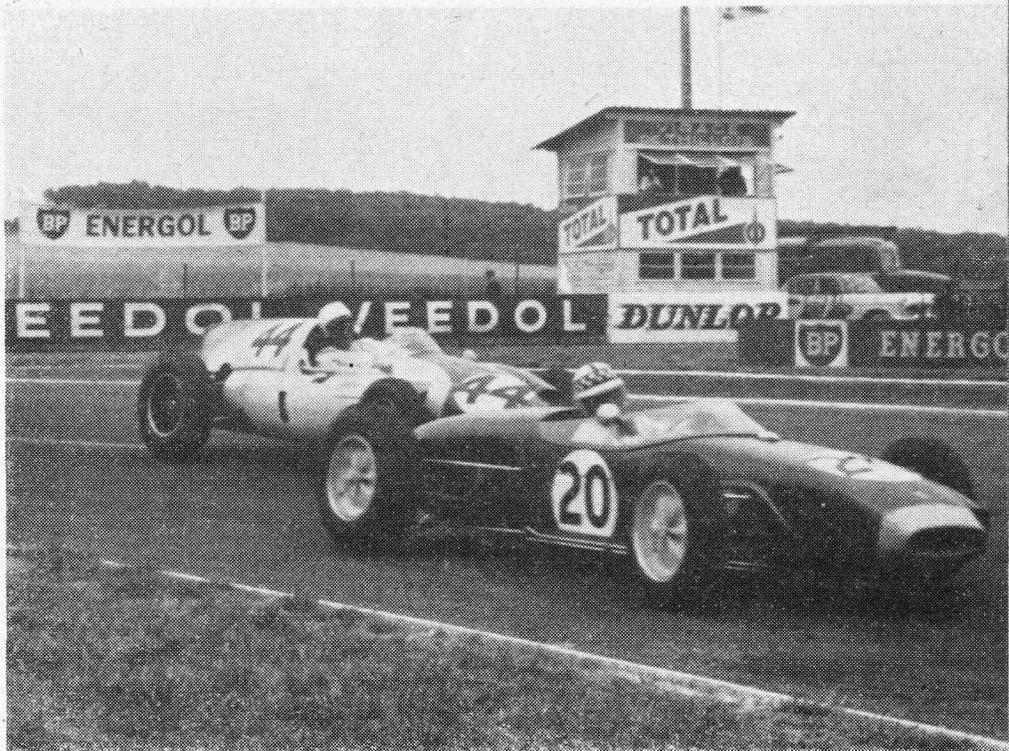
Final Classification

1. **Mike McKee (Lotus-Ford)**, 20 laps, 58 m. 45.4 s., 170.065 k.p.h. (105.7 m.p.h.).
2. **Tim Parnell (Lotus-Ford)**, 58 m. 45.6 s.
3. **John Love (Lola-Ford)**, 59 m. 3.4 s.
4. **Ian Raby (Cooper-B.M.C.)**, 59 m. 47.9 s.
5. **Jo Schlessler (Cooper-B.M.C.)**, 60 m. 20.9 s.
6. **Keith Ballisat (Cooper-B.M.C.)**, 61 m. 1.2 s.
7. **J. Siffert (Stanguellini)**, 61 m. 1.7 s.
8. **Michael May (Lola-Stang.)**, 64 m. 10.9 s.

Fastest lap: Parnell, 2 m. 52.9 s., 172.853 k.p.h. (107.4 m.p.h.).

A report of the Formula Junior race will appear next week.

RE-VAMPED: Tony Brooks swings through Muizon, taking his usual immaculate line on his favourite circuit in the "new-look" Vanwall.



OLD-STYLE "ALPINE": Bobby Parkes at speed on the Col du Soubeyrand, one of the few passes not yet tarred. With Howarth he won a "Coupe" and finished third in the touring category.

easy "warming-up" section of some length, but this year crews had to tackle a speed test of 8½ kilometres within 15 miles of leaving Marseille. Robbie Slotemaker did not manage to get even that far, as the back axle failed on his Triumph within a mile of the start. The climb up the twisting Côte de la Sainte-Baume dashed the hopes of many and showed that the smaller cars would have a stiff task to keep within the 7 per cent. and 10 per cent. allowed for G.T. and Touring cars respectively. B.T.D. was made by the Alfa Giulietta S.S. of Oreiller/Masoero in 8 mins. 17.6 secs., but the next fastest was the Austin-Healey of Pat Moss/Ann Wisdom in 8 mins. 27.6 secs., whilst the quickest Touring car was the 3.8 Jaguar of

A Particularly Severe "Alpine"

Only Six Coupes des Alpes Awarded—Outright Win by de Lageneste/Greder (Alfa Romeo)—Another Brilliant Drive by Pat Moss/Ann Wisdom—Sweeping Successes by Austin-Healey, Sunbeam Rapier, Jaguar and Triumph

THE 21st Coupe des Alpes (27th-30th June) showed several changes from what has generally been regarded as the "Alpine" formula. It was slightly compressed in distance and considerably compressed in time with only one night stop (at Chamonix) instead of the more usual three. Whilst there was a reversion to the system of the early 'fifties whereby all competitors had to be within a given percentage of the times returned by the fastest cars in their class and category to avoid penalty, a more novel feature was that all cars had to average the same speed instead of holding a schedule graduated according to size and type of car as in previous years. The course was brilliantly planned so that the most testing stage came at the end when cars and crews were experiencing the maximum of fatigue, with the result that only six Coupes des Alpes were awarded for an unpenalized run, the lowest number since 1949. Of these three went to British cars, two to Jaguar 3.8s and one to an Austin-Healey 3000, which was brilliantly driven by Pat Moss and Ann Wisdom to take second place in General Classification and first place in its class. The rally was won by the Alfa Romeo Giulietta of de Lageneste/Greder, but British cars or crews carried off the Coupe des Dames, all the team prizes not confined to French cars, and five out of the nine classes, the successful marques being Austin-Healey, Sunbeam Rapier, Jaguar, Triumph and Morris Mini-Minor. Possibly the most disappointed man in the rally was Edward Harrison, who failed to win his Coupe d'Or awarded for an unpenalized run in three consecutive years. Despite the presence of the reigning European champions, Ewy Rosqvist and Annie Soisbault, British ladies dominated the Coupe des Dames, Pat Moss and Ann Wisdom finishing ahead of Nancy Mitchell/Rosemary Sears and Mary Handley-Page/"Tish" Ozanne.

THE entry of 77 was an excellent one, with the British "works" teams of

B.M.C., Ford, Sunbeam and Triumph being represented in full strength, as were the Citroëns, whilst the Volvo team had three "works" cars, and SAAB and Mercedes had one "works" car apiece. Scrutineering passed off without difficulty, although the Sunbeams were forced to replace the grilles which they

BY JOHN GOTT

had removed in the interests of better cooling. The "works" Fords all had Raymond Mays heads with three SU carburettors, and the "works" Austin-Healeys had also adopted a three-carburettor layout. The official Triumphs were 2-litre cars, but their organization was the weaker by the absence of Ken Richardson. Of the 11 non-starters, none were British and the most notable were Gatsonides, who was to have driven a 3.8 Jaguar, and Schock/Moll, now currently leading the European Championship.

1st Stage: Marseille to Chamonix, 1,714 km./1,070 miles. 66 starters, 49 finishers, 23 unpenalized.

The "Alpine" usually opens with an



OUTRIGHT WINNER for the second year running was Roger de Lageneste, with Greder.

Behra/Richard in 8 mins. 49.2 secs. The fastest Ford was that of Vic Preston in 9 mins. 1 sec., a time returned by the best Triumph, that of Les Leston/Stuart Turner, but both were outside the percentage and the writing was on the wall for both marques' hopes of a Coupe. The results of the Sainte-Baume were confirmed by the next test on Mont Sentoux, where Oreiller again made B.T.D., closely followed by the identical Alfa of de Lageneste/Greder and the amazing Pat Moss.

The drivers of the smaller cars were by now being forced to pin their hopes upon the faster cars being penalized on some of the more difficult road sections, and the route through the Valdrome area could well have seen some of those hopes realized. It is nowadays becoming more difficult to find Cols in the old "Alpine" tradition, i.e., loose-surfaced, potholed and dusty, but the Cols du Soubeyrand and de la Fromagerie were in "prime" condition and their loose gravel surfaces caused many drivers some very anxious moments. Even more difficult was a stage of 28 kilometres in 28 minutes over the Col de Menée, where blasting and road-widening operations had left the road little more than a stony track where high speed was quite impossible. Several of the smaller cars were unable to make the section on time and some of the larger ones managed it by seconds only. This section also showed how invaluable was the extra minute allowed to drivers of Group I (Standard Touring Cars), of which not everyone had taken advantage. However, both Ewy Rosqvist and Claudine Vanson on the "works" Volvo and Citroën had this advantage, as did the wily Bohringer/Socher on the "works" Mercedes 220 SE and Bobby Parkes on his potent 3.8 Jaguar.

At dusk the crews had to tackle a series of tight, short sections around La Mure and here Les Leston slid the Triumph into a ditch and was unable to get it back on the road in time to continue. The unfortunate Triumph team

WALL OF DEATH: Tommy Gold and Mike Hughes on Ventoux. Their modified Mini-Minor was running in the 1,000 c.c. class, and was the only finisher.

suffered another blow when the car of Annie Soisbault/Annie Speirs shed a rear wheel in Italy, so the only "works" car left running was that of David Seigle-Morris/Vic Elford. The B.M.C. team, however, suffered a serious loss when the Adams/Williamson Austin-Healey was retired at Mont Genevre with gearbox trouble. Troubles were nevertheless not confined to "works" cars, for the Wood/Wilkinson Rapier went out with engine trouble, as did the Rey/Burggraf Alfa Romeo. The pace was already beginning to tell and it told still more at Monza, where three laps had to be covered, of which the fastest alone counted. This test caused the exit of the redoubtable Erik Carlsson (SAAB), with severe engine trouble, but he attached himself to the B.M.C. équipe, and proved a tower of strength. It is now generally recognized that it is almost impossible to stop organized assistance, which was officially allowed. The scale of support was most impressive and in many ways more efficient than the pitwork of many teams in some races. The Conrero organization looked after the Alfas of de Lageneste and Oreiller, and they even went so far as to fly in a Weber carburettor expert to attend to Oreiller's car which was now leading the rally.

The Alfa returned 2 mins. 15 secs. at Monza, a figure which the 250 G.T. Ferrari of Spinedi could not approach, but the last heat of the day included the "works" Austin-Healeys and the very "hot" 3.4 Jaguar of O'Connor Rorke, immaculately driven by John Cuff. The Healeys streaked round in line ahead, led by Pat Moss who returned 2 mins. 14 secs., but B.T.D. went to the Jaguar with a meteoric 2 mins. 12.4 secs. This car incidentally was reputed to have a fully modified D-type unit and it was a lot faster than the other 3.8-litre cars on the track. Not long afterwards, however, it was retired.

After Monza the cars headed east towards the Dolomites to tackle the infamous Vivione and Gavia passes. Both were loose-surfaced and very slippery and each had to be covered at higher averages than ever before in an Alpine. Despite this a very large number of crews managed to cover them "clean". Bohringer crashed the Mercedes against the rock face, but managed to scrape home by five seconds only. Less lucky was Mary Handley-Page, who took a long time to pull the wing off the wheel of her Sunbeam Alpine. The Healey team of Moss/Wisdom, Gott/Shepherd and Morley/Morley all managed the sections "clean", as did the Triumph of Seigle-Morris/Elford, the Rapiers of Harper/Proctor and Hopkirk/Scott and the Fords of Edward Harrison, Anne Hall and Gerry Burgess. The Volvos and Citroëns were very fast on this sort of surface and the big Jaguars were impressively handled. Equally impressive, but in another sense, was the drive of Spinedi in the Ferrari. He did not intend to bend his beautiful car, but was careful not to get in anyone's way and pulled to a stop to let faster cars through. He even offered to lose a minute so as not to hold up Pat Moss—a sporting gesture which is becoming rarer in these days of intensified competition.



The only other stage of difficulty was a 24-kilometre run from Graglia to Borgofranco over the Croce Serra. This was exceedingly dangerous as there was a lot of traffic on the road and the average was high for Italy. It was here that Anne Hall crashed her Ford, fortunately without serious injury, but there were numerous other "incidents" which could have had equally unpleasant results.

After this the run to Chamonix over the Grand St. Bernard, despite the latter being under cloud, was not too severe.

The number of unpenalized crews was perhaps unusually high, but of the 23 "clean" crews only 15 (seven in G.T. and eight in Touring category) had kept within the percentage in the tests and so could still win Coupes des Alpes. Nevertheless, it was very rash of Rene Cotton and his Citroën crews to commit themselves to print with the comment that the rally was not likely to be difficult enough. Of four Citroëns "clean" at Chamonix, only one was to remain so at Cannes!

Crews unpenalized at Chamonix. (Those marked with a * were then in the running for a Coupe des Alpes.)

Grand Tourisme

- 1, *Oreiller/Masoero (Alfa Romeo), 3,070.35 pts.;
- 2, *Moss/Wisdom (Austin-Healey), 3,123.45;
- 3, *de Lageneste/Greder (Alfa Romeo), 3,136.23;
- 4, *Morley (Austin-Healey), 3,225.40; 5, *Buchet (Porsche), 3,246.35; 6, *Ferrer (Porsche), 3,250.96;
- 7, *Gott/Shepherd (Austin-Healey), 3,266.21; 8, Harrison (Ford), 3,361.12; 9, Seigle-Morris (Triumph), 3,378.67; 10, Burgess (Ford), 3,447.19;
- 11, Sprinzel (Austin-Healey), 3,596.21.

Tourisme

- 1, *Behra (Jaguar 3.8), 3,238.81; 2, *Bohringer (Mercedes), 3,296.98; 3, *Parkes (Jaguar 3.8), 3,312.29; 4, *Hopkirk (Sunbeam), 3,453.48; 5, *Ingier (Volvo), 3,469.68; 6, *Harper (Sunbeam), 3,470.55; 7, *Trautmann (Citroën), 3,487.02; 8, *Verrier (Citroën), 3,553.58; 9, Rosqvist (Volvo), 3,603.34; 10, Coltelloni (Citroën), 3,639.00; 11, Jenson (Citroën), 3,640.54; 12, Chardonnet (Citroën), 3,664.38; 13, Lewis (Herald), 3,890.13.

Final Stage: Chamonix to Cannes, 1,250 km./780 miles. 49 starters, 42 finishers, six unpenalized.

This stage was largely over familiar "Alpine" country, including such names as Col de Rousset, Col du Glandon, Col du Galibier, Col d'Izoard, Col de Vars and Col d'Allos, but the real "sting" was in the 34 km. from Sigale to Les Quatre Chemins, to be covered in 34 minutes, which occurred in the final 60 miles of the rally.

Leaving Chamonix at around 1 p.m. in brilliantly sunny weather, the crews first tackled some fairly easy stages through beautiful country around the lake of Annecy. This brought them to the first timed test of the stage on the Chamrousse. Oreiller again made B.T.D. in 7 mins. 50.4 secs., followed by de Lageneste in 7 mins. 53 secs. Next up was the Austin-Healey of Pat Moss/Ann Wisdom in 8 mins. 9.4 secs. Trautmann did 8 mins. 41.8 secs. to make the best Citroën time, but their team had dropped a car when Claudine Vanson hit a bus on the Col du Cucheron earlier on.

The next tests should have been held on the Col de Rousset and on the 25 kilometre stage behind St. Jean-en-Royans which had proved so devastating in Liège-Rome-Liège. Both were, however, cut out due to an incident which must be near unique in rally history.

On the Rousset climb the Renault Alpine of Blanc/Billard overturned and caught fire, fortunately without injuring its crew. The flames spread to the scrub on the side of the road and started a minor forest fire. Police and firemen promptly closed the road to all traffic to deal with the blaze. This was quickly put out, but the chief fireman refused to allow the road to be used until "damping down" was completed in about three hours' time. The rally was consequently split into two halves, cars up to No. 45 (which was Mary Handley-Page) doing the tests, whilst the others were held at Chamaloc. To resume the tests when the road was opened would mean that there would be an interval of some five hours between the first and last cars, which was outside the time permitted by the local prefects of other departments. M. Baux therefore made a swift decision to cancel the tests and to hold the crews who had not done them in neutralized *parc fermé* until the other cars passed through Die on their return. Inevitably his ruling caused arguments: the crews who had done the tests said that both they and their cars had been unnecessarily strained: the others argued that by cutting out two tests they had been deprived of the chance to make up for poor performances in earlier tests. As the percentage was calculated upon the total times in all tests, and not upon each individual test, any reduction in the tests

ALPINE SCENE—Peter Harper and Peter Proctor in the class-winning Sunbeam Rapier. These cars finished 1-2-3 in the 1,301-1,600 c.c. touring class and this one was fifth in the touring category.



could be vital for crews who were near the borderline. Either way there was inevitably some rough justice, but M. Baux's decision was undoubtedly the correct one in the circumstances. Particularly unfortunately affected by this incident was Ewy Rosqvist, who got lost near St. Jean and retired. As Gunnar Andersson had retired on the first stage with carburation worries, the Volvo team now had to rely only on the car of Ingier/"Jag" (a pseudonym adopted by the well-known German driver Max Nathan), which was struggling to hold the Rapiers of Hopkirk/Scott and Harper/Proctor.

There had been keen competition for the important team prizes amongst teams from Austin-Healey, Citroën, Renault, Alfa Romeo, Porsche, Jaguar, Ford, Triumph, Sunbeam and Volvo, but by now only Austin-Healey, Citroën, Ford and Sunbeam had three team cars still running and only the first two still had all three team cars as yet unpenalized.

During the night, with other traffic off the roads, there were several difficult sections at a 60 k.p.h. average over the Glandon, Ornon and Galibier, but the leading crews managed them all without penalty. For those not familiar with the new road, the 20-kilometre climb in 20 minutes up and over the Col d'Izoard seemed near impossible, and on the old pass only a few "cracks" would have managed it. The pass is now, however, beautifully engineered with fast sweeping bends and a fine tarmac surface down which the faster crews roared at around 100 m.p.h. whereas only two years ago they had to bump over an unmade, potholed, gravelled surface where 60 m.p.h. imposed a terrible strain upon suspensions and transmissions.

The ascent of the Col was a timed climb and Oreiller again made F.T.D. in 8 mins. 12.4 secs., beating de Lageneste by 5.6 secs., whilst for the first time Buchet's Porsche managed to head Pat Moss, who climbed in 8 mins. 31 secs. Bobby Parkes won his private Jaguar duel with Behra, returning 8 mins. 43 secs. to the latter's 8 mins. 50 secs., to make fastest Touring Car time. Of the two remaining Triumphs, the privately entered French car of Marbaque/Bruglin beat the "works" car of Seigle-Morris/Elford, but the effort blew its cylinder

head gasket and the official car then slowed right down to ensure that Triumphs won the 2-litre G.T. class for the fourth consecutive year.

The final timed test was on the Col d'Allos and this was to have a decisive bearing on the final results. De Lageneste pulled out all stops to beat Oreiller for the first time, and that by 12 secs. Even more important was the fact that he at last overtook Pat Moss/Ann Wisdom who had headed him into second place in the General Classification since Chamonix. Peter Harper drove the Rapier brilliantly to beat Ingier's Volvo for the first time, but even more surprising was the performance of the Mercedes which beat both the Jaguar 3.8s.

On the Allos the Mini-Minor of Jones/James was retired after coming off rather second-best in an argument with a rock, but its sister car in the hands of Tommy Gold/Mike Hughes was now the only survivor in its class on the retirement of the Sprinzel/Cave Sprite with only top gear in the box. Another car with only top gear was the Morley Healey 3000, but Donald and Erle managed to keep it going to keep the Healey team in the running for the team prizes. Rene Cotton now reckoned that these were well and truly in the Citroën bag, but the stage from Sigale to Les Quatre Chemins was to shatter his hopes—and those of many others. Of his "clean" cars, the current European Champion, Coltelloni, ran out of road in avoiding a car, Desrosiers lost his way and Trautmann alone made the section on time. In all, only six crews managed this feat, four driving Touring cars and two G.T. cars, which proved that the A.C.M.P. were right in their assumption that Touring cars can nowadays hold G.T. cars over a suitably chosen course. The successful crews were de Lageneste/Greder (Alfa Romeo), Pat Moss/Ann Wisdom (Austin-Healey), Behra/Richard and Parkes/Howarth (Jaguar) (Jaguar 3.8s), Bohringer/Socher (Mercedes 220), and Trautmann/Ogier (Citroën). Outstanding though all these performances were, all acclaimed the drive of Pat Moss who can, on her day, now beat nearly all the finest male rally drivers on level terms. Inevitably, there were numerous "hard luck" stories. The Rally leaders, Oreiller/Masoera, and John Gott/Bill

Shepherd (Austin-Healey) spun when within two kilometres of the finish and could not possibly make up the time lost in backing their cars round on the narrow road, each missing their Coupes by less than 20 seconds. The Morleys put up an astounding performance on their one-gear Healey to drop only four minutes, but the sole surviving Volvo threw away the class lead it had held for so long by losing its way on the one really critical section. The "works" Rapiers therefore finished 1, 2 and 3 in their class, led by Peter Harper, now back in his past brilliant form. Another 1, 2 and 3 class sweep was made by the Austin-Healeys, which also won every team prize, except that confined to French cars, as well as finishing second, fourth and sixth in the G.T. classification, and making Best British Performance.

In this class, the Ford drivers never gave up trying to the bitter end, although personally saddened by the death of their mechanic, Charlie Tuck, who crashed when following them round on the final night. Best Ford showing was finally made by Edward Harrison, some six minutes down on the road.

Nineteen-sixty will, however, be regarded as a "vintage" year for Alpine Cups, for the six awarded were won the hard way and no one was more worthy of a Coupe than the brilliant British girls, Pat Moss/Ann Wisdom, who have now won more Coupes des Dames and finished consistently higher in General Classification than any other ladies' crew in rally history. An outright victory cannot long elude them.

"Coupe" Winners

De Lageneste/Greder (Alfa Romeo); Trautmann/Ogier (Citroën); Behra/Richard (Jaguar); Parkes/Howarth (Jaguar); Bohringer/Socher (Mercedes) and Pat Moss/Ann Wisdom (Austin-Healey).

Coupe des Dames: Pat Moss/Ann Wisdom (Austin-Healey).

General Classification, G.T. category: 1, de Lageneste/Greder (Alfa Romeo), 6,748.67 pts.; 2, Pat Moss/Ann Wisdom (Austin-Healey), 6,820.95; 3, Oreiller/Masoera (Alfa Romeo), 6,678.59; 4, Gott/Shepherd (Austin-Healey), 7,085.96; 5, Buchet/Berges (Porsche), —; 6, Morley/Morley (Austin-Healey), 6,975.89; 7, Ferrer/Arbez (Porsche), 6,996.96; 8, Harrison/Haber-shon (Ford), —; 9, Seigle-Morris/Elford (Triumph), —.

Touring category: 1, Behra/Richard (Jaguar 3.8), 7,071.69; 2, Bohringer/Socher (Mercedes), 7,135.02; 3, Parkes/Howarth (Jaguar 3.8), 7,158.56; 4, Trautmann/Ogier (Citroën ID 19), 7,456.46; 5, Harper/Proctor (Sunbeam), 7,476.59; 6, Hopkirk/Scott (Sunbeam), 7,562.51; 7, Coltelloni/Le Merle (Citroën), —; 8, Chardonnet/Pinier (Citroën), —; 9, Jopp/Ray (Sunbeam), —; 10, Nicolas/Devaux (Renault), —.

Class Results

G.T. category, 500-1,000 c.c.: Gold/Hughes (Mini-Minor).
1,001-1,300 c.c.: de Lageneste/Greder (Alfa Romeo).

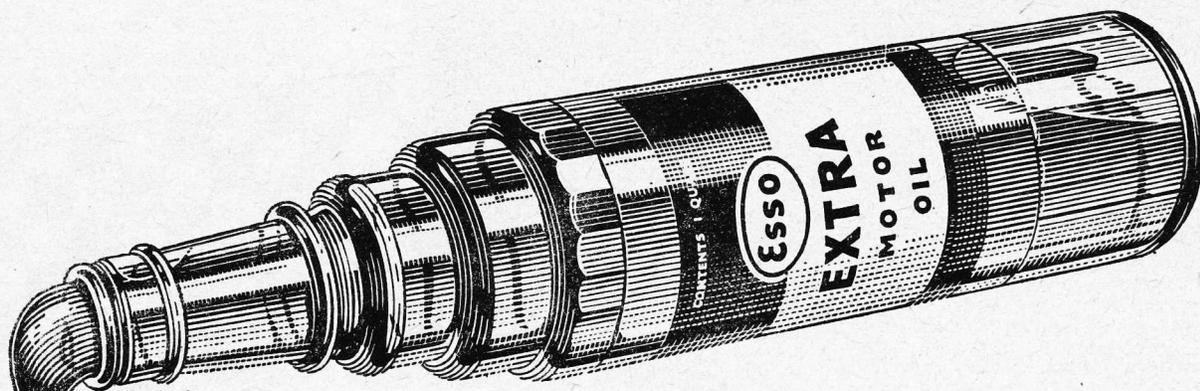
1,301-1,600 c.c.: 1, Buchet/Berges (Porsche); 2, Ferrer/Arbez (Porsche); 3, Handley-Page/Ozanne (Sunbeam Alpine).

1,601-2,000 c.c.: Seigle-Morris/Elford (Triumph).
Over 2,000 c.c.: 1, Moss/Wisdom (Austin-Healey); 2, Gott/Shepherd (Austin-Healey); 3, Morley/Morley (Austin-Healey).

Touring category, 501-1,000 c.c.: 1, Nicolas/Devaux (Renault); 2, Laurent/Chabert (Renault); 3, Campuzan/de Lalande (Renault).
1,301-1,600 c.c.: 1, Harper/Proctor (Sunbeam Rapier); 2, Hopkirk/Scott (Sunbeam Rapier); 3, Jopp/Ray (Sunbeam Rapier).

1,601-2,000 c.c.: 1, Trautmann/Ogier (Citroën); 2, Coltelloni/Le Merle (Citroën); 3, Chardonnet/Pinier (Citroën).

Over 2,000 c.c.: 1, Behra/Richard (Jaguar 3.8); 2, Bohringer/Socher (Mercedes); 3, Parkes/Howarth (Jaguar 3.8).



Wins again

FRENCH GRAND PRIX

3rd JULY 1960

1st

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And lap record at 135.5 m.p.h.

3rd

BRUCE McLAREN

COOPER-CLIMAX

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Using ESSO EXTRA MOTOR OIL

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CARS 1,300-1,600 c.c.**

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1ST

**Peter Harper
Peter Proctor**

2ND

**Paddy Hopkirk
Jack Scott**

3RD

**Peter Jopp
Jimmy Ray**

5TH

**Nancy Mitchell
Rosemary Sears**

6TH

**Werner Lier
Heinrich Walter**

Subject to official confirmation



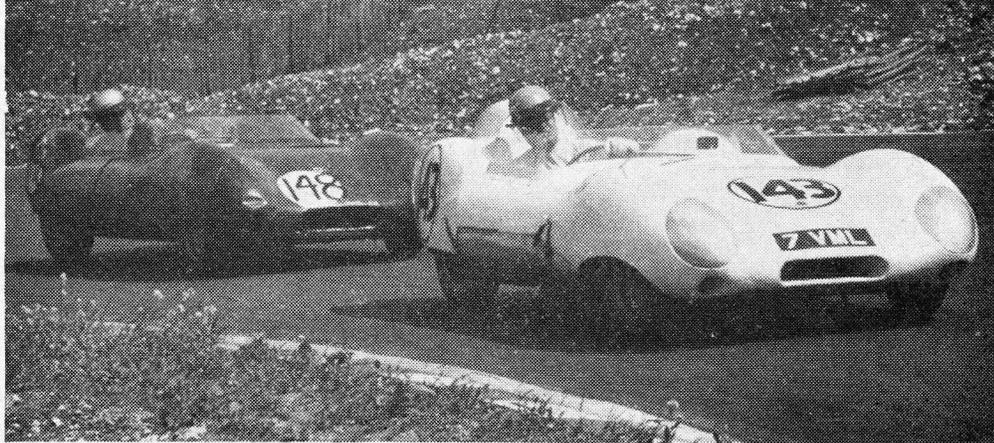
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LEADING Harrison-Hansley (Lotus) is Ken Lyon (Lotus). In the background evidence of the new extension can be seen.

THE annual Brands Hatch "day out for the boys"—the Club Lotus, Seven-Fifty M.C. and 250 M.R.C. Trio meeting—took place on 26th June with a programme of 17 races, all five- or seven-lappers but one, and the usual good and varied entry to support them. Outstanding achievements during the day were those of Tony Densham, in his 750 Formula Austin Special, and Keith Dixon, who is the owner and driver of



Trio at Brands Hatch

A. E. Densham (Special) Sets New 750 Record

the "Blood-Orange" Austin Ulster. Tony really set the track on fire to set new record figures for the class with a sizzling 68.2 secs.—a speed of 65.45 m.p.h., which chops exactly two seconds off the previous 750 record for the circuit, this having stood for some time to Dave Rees. The old record had been equalled earlier in the day by Roy Lee, in David Boorer's car.

Keith Dixon startled everyone by lapping the circuit in 1 min. 16.5 secs.—a more than good average time for some of the specials—with his standard and original 1930 Austin Ulster, which has suspension which is primitive, to say the least, by modern standards. His time, which sets an Ulster record by more than five seconds, was achieved by such entertaining little tricks as taking Paddock Bend flat out—a speed of something over 80 m.p.h. with, as I said, primitive suspension—and lifting *both* inside wheels on Bottom Bend!

The very full programme started with the first of three heats for the 750 Formula cars, in which B. Small snatched the lead on the last lap from Tony Densham when the latter was balked by a slower car. Tony, however, gave an indication of the fireworks to come by recording fastest lap in 71 secs., just two-tenths outside the David Rees record, finishing in second place just under a second behind Small. Third was J. N. Lancaster.

Race two was also the first of a series of heats for the 1172 Formula sports cars, in which R. E. Easterling's rather handsome Rejo Spl. took the lead from J. J. Cottrell (Lotus Seven) on the second lap to win by a little over a second from Cottrell and Alan Wershat in the original Ford-engined Lola, which had not made a good start due to some mysterious ignition or carburation trouble in the upper rev. range. Easterling's best lap, in 64 secs. (69.75 m.p.h.), was brisk enough, but slower than a comparable time from last year.

Third race was the first of two for 250 c.c. racing cars, and saw a surprising defeat of Peter Emery, in his disc-braked, Velocette-engined Emeryson, by M. Ball's similarly powered special, which also made fastest lap in 75.4 secs. (59.20 m.p.h.).

Second heat for the 750s was won very easily by Roy Lee, in Boorer's car. Roy led by the length of the top straight after three laps of the five-lap heat, and made

fastest lap in 70.2 secs., equalling, as we have said, the old record for this class of car. Second man home was R. H. Wheeler from Harry Worrall.

The 1172 second heat saw victory going to M. J. Crabtree (Mk. VI Lotus) from J. B. Moore (Warwick) by two-tenths of a second at an average speed of 65.41 m.p.h., Moore setting fastest lap in 67.2 secs. (66.43 m.p.h.).

A seven-lapper for Lotus "Sixes and Sevens" saw a most exciting finish in which S. Benton (Seven) crossed the line something like half a bonnet in front of B. Allart (Seven), both being credited

Results

750 Formula, Heat 1: 1, B. A. M. Small, 51.19 m.p.h.; 2, A. E. Densham; 3, J. N. Lancaster. **Fastest lap:** Densham, 62.87 m.p.h.

1172 Formula, Heat 1: 1, R. E. Easterling, 66.95 m.p.h.; 2, J. J. Cottrell; 3, A. R. Wershat. **Fastest lap:** Easterling, 69.75 m.p.h.

250 c.c. Racing Cars: 1, M. Ball, 56.00 m.p.h.; 2, P. Emery; 3, J. Gleave (4 laps). **Fastest lap:** Ball, 59.20 m.p.h.

750 Formula, Heat 2: 1, R. D. Lee, 62.24 m.p.h.; 2, R. H. Wheeler; 3, H. E. Worrall. **Fastest lap:** Lee, 63.59 m.p.h.

1172 Formula, Heat 2: 1, M. J. Crabtree, 65.41 m.p.h.; 2, J. B. Moore; 3, G. W. Mott. **Fastest lap:** Moore, 66.43 m.p.h.

Lotus Sixes and Sevens: 1, S. Benton, 65.18 m.p.h.; 2, B. Allart; 3, K. Wiggins. **Fastest lap:** T. P. Hart, 69.97 m.p.h.

750 Formula, Heat 3: 1, D. J. Townsend, 57.23 m.p.h.; 2, D. G. Groves; 3, E. G. Vallender. **Fastest lap:** Townsend, 60.32 m.p.h.

1172 Formula, Heat 3: 1, A. Goodwin, 64.92 m.p.h.; 2, R. A. Hoyt; 3, A. Jardine. **Fastest lap:** Goodwin and Hoyt, 66.63 m.p.h.

Monoposto Register Cars: 1, M. Woodley, 67.06 m.p.h.; 2, A. R. Wershat; 3, Capt. Harwood. **Fastest lap:** Woodley, 71.54 m.p.h.

Lotus Cars: 1, W. Pinckney, 70.54 m.p.h.; 2, R. Wrenn; 3, I. Harrison-Hansley. **Fastest lap:** Harrison-Hansley, 72.70 m.p.h.

750 Formula, First Final: 1, A. E. Densham, 61.34 m.p.h.; 2, J. N. Lancaster; 3, D. J. Townsend. **Fastest lap:** Densham, 65.45 m.p.h. (record).

Lotus Sixes and Sevens: 1, B. Allart, 66.43 m.p.h.; 2, J. Derisley; 3, S. Benton. **Fastest lap:** Allart and Derisley, 68.08 m.p.h.

1172 Formula, First Final: 1, R. E. Easterling, 68.29 m.p.h.; 2, A. R. Wershat; 3, J. J. Cottrell. **Fastest lap:** Wershat, 70.41 m.p.h.

250 c.c. Racing Cars: 1, P. Emery, 58.22 m.p.h.; 2, M. Ball; 3, G. Rumble. **Fastest lap:** Ball, 60.16 m.p.h.

Lotus Cars: 1, W. Pinckney, 71.67 m.p.h.; 2, I. Harrison-Hansley; 3, R. A. O. de Waldkirch. **Fastest lap:** Pinckney and Harrison-Hansley, 73.66 m.p.h.

750 Formula, Second Final: 1, H. E. Worrall, 61.10 m.p.h.; 2, D. E. Boorer; 3, P. G. Mould. **Fastest lap:** Worrall, 63.05 m.p.h.

1172 Formula, Second Final: 1, D. Inglis, 64.99 m.p.h.; 2, J. A. Ball; 3, M. F. Goodwin. **Fastest lap:** W. F. V. King, 66.63 m.p.h.

with the same time and an average speed of 65.18 m.p.h. All this happened after R. Legg (Seven), who had led for three laps, had spun off at Clearways on the fifth tour, while Dizzy Addicott, drawing alongside at the critical moment, had gone round with him. Fastest lap went to T. P. Hart (Seven) in 63.8 secs., a speed of 69.97 m.p.h.

Race seven, the third heat for 750 Formula cars, saw no fewer than six splendid Austin Ulsters on the line, including Dixon's "Blood-Orange". The race was won by D. J. Townsend (Spl.) after a hectic dice with D. G. Groves (Spl.), while of the Ulsters Keith Dixon finished fourth, Len Rowe sixth, M. R. Langton eighth, P. de Villiers ninth and John Ibell tenth, Wilf Owen-Roberts having had the bad luck to retire after one lap when his dynamo became unmounted.

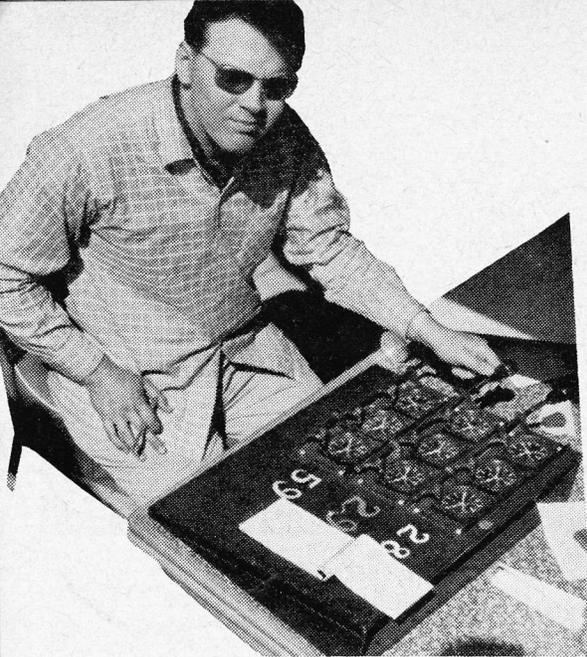
Third heat for the 1172 cars was led from start to finish by A. Goodwin's very fast Spl., while R. A. Hoyt was always in second place, Goodwin never being seriously challenged but showing fastest lap with Hoyt in 67 secs. (66.63 m.p.h.).

A seven-lapper for Monoposto Register cars, although running only six laps through some misunderstanding, was quite the most exciting of the day, with Goodwin starting the ball rolling by going straight on at Bottom Bend on lap one when, presumably, his brakes failed, or something. Leader on lap one was M. Woodley's Cooper, but spun off at Clearways on lap two, while Martin Wills (Lola Junior) and Alan Wershat (Lolita) somehow avoided him, Harwood taking the lead in the U2 Mallock-built Junior, with Wills second and Wershat third. Wills was flagged off after a mighty spin at Druids on lap four, while Harwood spun at Clearways on the last lap to let Woodley back into the lead, the latter winning from Wershat by some six seconds. Fastest lap went to Woodley in 62.4 secs. (71.54 m.p.h.).

Race 10 was a 10-lapper for unlimited Lotuses which, apart from anything else, featured one of the most slipshod, untidy starts seen for a long time. Quite justifiably, the Stewards inflicted penalties all over the place and although the line was crossed first by R. Wrenn (Seventeen), followed by W. Pinckney (Eleven), K. Lyon (Eleven) and I. Harrison-Hansley (Eleven), the result in fact gave first place to Pinckney, with Wrenn second and Harrison-Hansley third. Fastest lap went to Harrison-Hansley in 61.4 secs. (72.70 m.p.h.).

Then came the first final for the 750 Formula cars, over seven laps, in which Tony Densham took an immediate lead

(Continued on page 62)



The Technical Aspects of Le Mans

The Ferrari

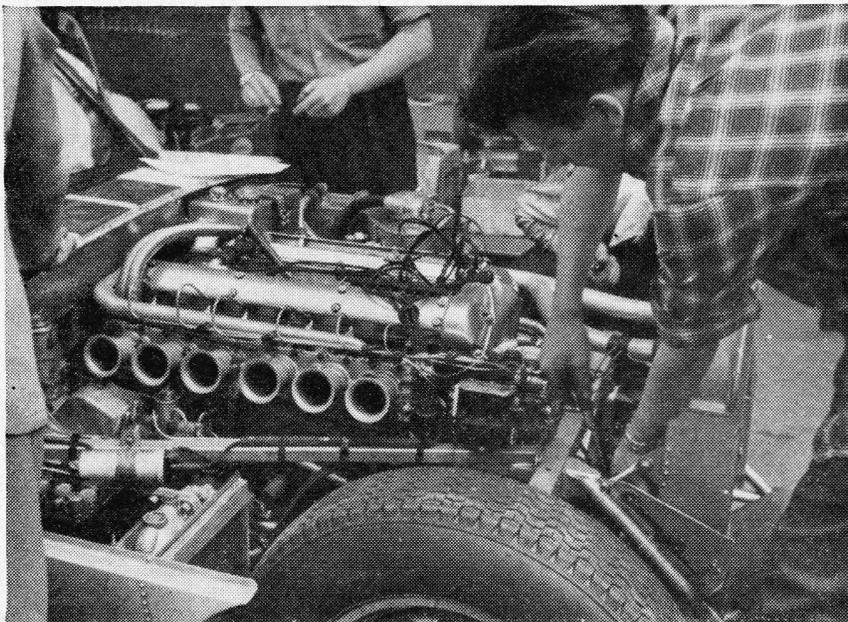
By John

To race at extremely high speeds for 24 hours a car must have qualities that no other kind of competition demands. There is no place for the rough, highly stressed engine which can last just long enough to win a typical British sprint. Here only sheer excellence of engine design can ensure survival and in general only a really well-proved type, which has been raced and raced and raced, can stand the pace for hour after hour. Design plus development are the essentials, and there were no exceptions to this dictum in the 1960 race.

Chassis design, too, played its part. In the past, it was thought that the very smooth surface of the Sarthe circuit called for no finesse in suspension behaviour. It is now realized that a really good chassis will out-corner an inferior one on any surface. Furthermore, it nearly always rains during the 24 hours, and the wheelspin penalty of a rigid rear axle is then a massive disadvantage. So, this year there were more independent rear ends than ever before, and the number will rise rapidly in the future.

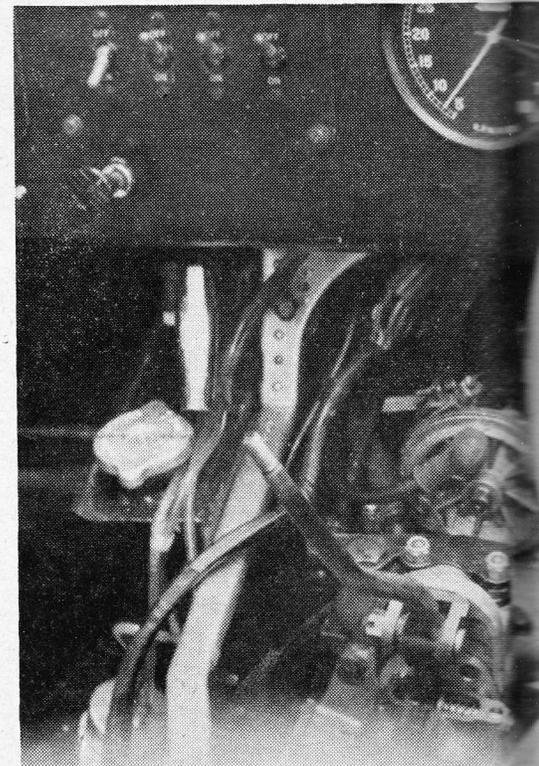
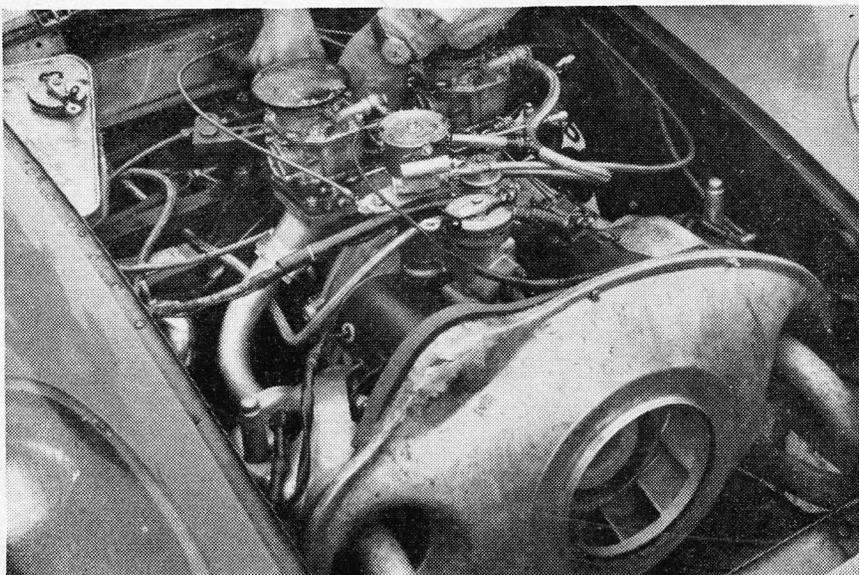
The Ferraris, which gained such an overwhelming and well-deserved victory, had all the ingredients of an ideal Le Mans car. The 73 mm. x 58.8 mm. engines were lightly stressed at their normal revolutions, and did their work without destructive vibration. The six-speed gearboxes of the works cars gave

OF GREAT INTEREST was the new
This shot shows the gear-change



REAL POWER (above): The 3-litre power unit of the Cunningham i.r.s. Jaguar, popularly called the "E"-type.

BELOW: Index-winning power unit—the meticulously prepared D.B.-Panhard engine, an old but well-tried design.



Walk-over

Bolster

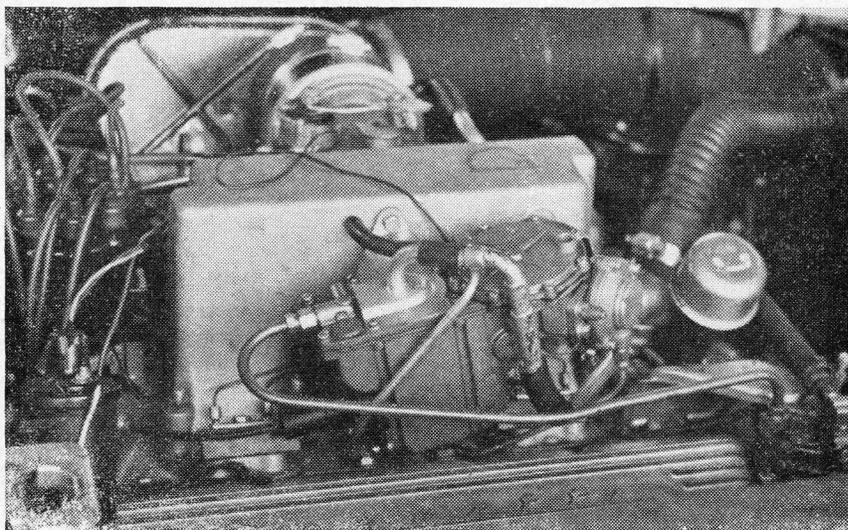
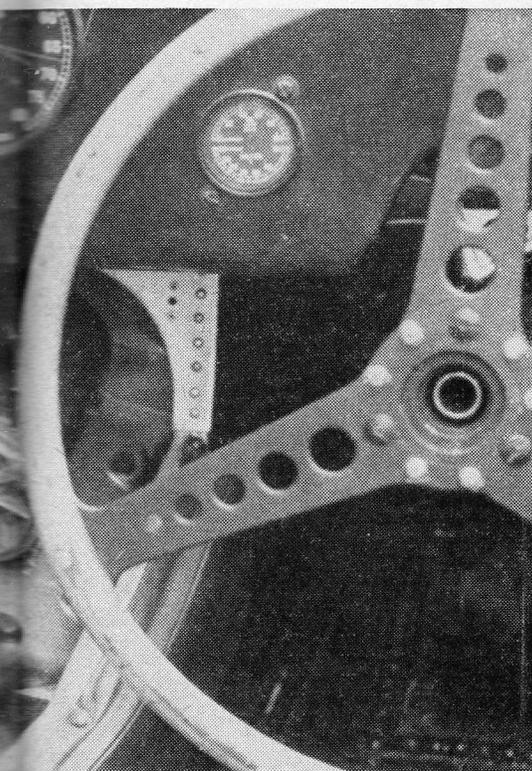
a gear for every part of the circuit, and the roadholding of each type was better than in the past. In brief, there were three main variations on the Ferrari theme, for the "racers" had de Dion axles, three of the G.T. cars had independent rear ends with transverse springs, and the rest had rigid axles. Although solidly constructed, both the TR/60 and 250 G.T. models were commendably light in weight.

The new Jaguar, entered by Briggs Cunningham, was of enormous interest. The almost "square" fuel-injected engine was obviously giving an immense output of power at around 7,000 r.p.m., and its light alloy cylinder block saved a useful amount of weight. The wishbone-type independent rear end was of very rigid construction, and the inboard rear disc brakes ensured that the unsprung weight was at a minimum. The performance was extremely good, and the car was most impressive in every way. The broken fuel injection pipe in the race was bad luck indeed, and a full team of these cars could certainly have chased the Ferraris very hard, which would have greatly improved the race.

Nobody expected the "Birdcage" Maseratis to last for 24 hours, though Masten Gregory's starter trouble was a bitter blow when he was in the lead. A really big four-cylinder engine is not ideal for so long a race, the unavoidable roughness of running increasing the stresses considerably. Nevertheless, the

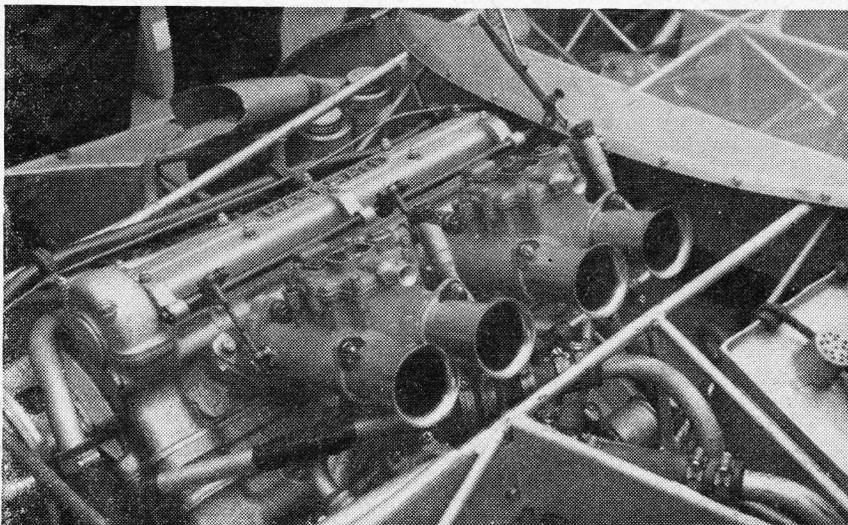
(Continued overleaf)

Jaguar, entered by Briggs Cunningham.
part of the instrument panel.



FUEL INJECTION (above): The 4.6-litre Corvette appeared to be producing less horse-power than the amount credited to them.

BELOW: The big four-cylinder engine of the "Birdcage" Maserati is not ideal for such a long race.



AMERICAN LINE-UP: The Briggs Cunningham Chevrolet Corvettes receive adjustments before the race in their depot.



performance of these cars was tremendous, and their very light weight gave them an acceleration that the Jaguars and Ferraris could not match.

If America wants to compete seriously at Le Mans, she will have to find something much better than the Chevrolet Corvettes. The vast cars were some 6 or 7 cwt. heavier than any of their competitors, and their nose-heavy weight distribution ensured copious wheelspin in the wet. The drum-type brakes, with metallic linings, were not such a serious disadvantage as was expected, but the machines were very slow through the corners and obviously difficult to control. One felt, too, that the 4.6-litre fuel-injected engines were not developing the horsepower with which they have been credited.

Most interesting were the Triumphs, for their twin-camshaft four-cylinder engines had five main bearings, which is, after all, the correct number. For the latter half of the race they were slowed by a defect in the valve gear, but this should be easy to rectify. The cornering of these cars was not particularly impressive, and they were ludicrously heavy for two-seater sports models. If a very minor revision is all that the Triumph engine needs, the six-cylinder B.M.C. engine in the Austin-Healey calls for something much more drastic. The bottom end is simply not up to such a contest, and one would like to see a new crankcase with seven main bearings instead of four, though the present design is adequate for shorter races.

In contrast, the Sprite really covered itself with glory, and the small B.M.C. engine has now been developed to a high pitch of reliability. A gearbox oil leak was causing some concern towards the end of the race, but apart from this the behaviour of the car was impeccable. The 1,762 c.c. version of the twin-cam M.G. was impressively fast, and the 100 per cent. reliability leads one to believe that all former troubles have been eliminated. There was much comment on the fact that the Lola of 1,100 c.c. was considerably lighter than any of the 750 c.c. cars.

I am sure that the Porsche factory would like to forget Le Mans 1960, for the mortality among these cars was very high. No single trouble was the cause, and these very fast cars, with their independent four-wheel suspension and five-speed gearboxes, were expected to dispute the victory with the Ferraris. It is interesting that the Hill/Bonnier car was eliminated with gasket trouble, for the blowing of the gasket caused the light alloy cylinder block to be burnt away, and a repair was therefore out of the question. A water-cooled engine would not have suffered such damage.

The 750 c.c. Oscas were spectacularly fast, and the Abarths were also ridiculously quick. Nevertheless, the outstanding performance of the race was that of Laureau and Armagnac in the 700 c.c. D.B.-Panhard. Once again these two superb drivers carried off the *Indice de Performance*, yet their almost crude little two-cylinder car is based on a design which is years old. All the Panhards in the race had the normal pushrod engines, the various o.h.c. versions having been abandoned for the present. The new 950 c.c. engines did not appear, and it is rumoured that some strengthening in the crankcase department is required. Very long experience plus really superb mechanical preparation must be the answer to the continued success of the D.B.-Panhard.

The Lotus Elite is just the sort of car that Le Mans should encourage, and their performance was impressive. Their extremely moderate fuel consumption figures proved that this is a thoroughly efficient design, and with just a little more speed on the straight, the Elite would be almost as effective at Le Mans as it is on our much shorter circuits.

Of the Alfa Romeos entered by Conrero, one had an interesting space-type frame, with independent suspension all round and rack and pinion steering. Neither of the machines was as fast as one would expect, however, and the pit-work left a lot to be desired. The A.C.-Bristol from Lausanne had a really lovely long-nosed coupé body built by

Claude Gachnang, a brother of one of the drivers.

A great deal has already been written about the absurdity of the immense windscreens on which the regulations insist. In the wet, the drivers were obviously in great danger from this cause, and much trouble was experienced by rain and road dirt being sucked on to the driver's side of the glass. In at least one case an interior windscreen wiper had been rigged up with success. As darkness fell, the plight of the drivers was unenviable indeed, but here is a suggestion for the F.I.A. At the next Le Mans race, if rain and darkness coincide, the committee members who made the rules should travel in the passenger seats of the fastest cars. Such an experience would make them wary of hazarding the drivers' lives in future from the safety of their own armchairs.

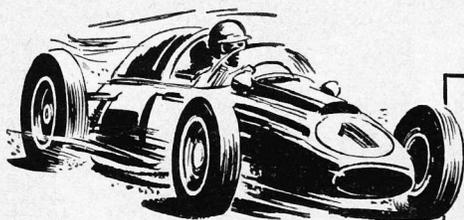
There were those who shook their heads this year at the paucity of Grand Prix drivers in the field. The truly great admit that they are scared of this race, largely because there are so many relatively inexperienced pilots. The vast difference in car speeds is also a potent cause of alarming incidents, which the good safety record of this year's race should not make us forget. Yet Le Mans could eventually become a race for G.T. cars alone, and that would add immensely to the public interest. "Sports racers" may provide experimental data, but Le Mans will not return to its former greatness until it also returns to the type of car for which it was originally intended.

SPEEDS ON THE MULSANNE STRAIGHT (by the "Gatsometer")

	k.p.h.
Gregory (Maserati)	273
Von Trips (Ferrari)	257
Scarfiotti (Ferrari)	261
Flockhart (Jaguar)	254
H. Taylor (Ferrari G.T.)	254
Tavano (Ferrari G.T.)	254
Mairesse (Ferrari)	250
R. Rodriguez (Ferrari)	250
Hansgen (Jaguar)	247
Hugus (Ferrari G.T.)	247
Thompson (Corvette)	243
Beurlys (Ferrari G.T.)	243
Noblet (Ferrari G.T.)	243
Fitch (Corvette)	240
Clark (Aston Martin)	240
Scarlatti (Maserati)	240
Arents (Ferrari G.T.)	237
Sturgis (Ferrari G.T.)	234
Trintignant (Porsche)	234
Faitman (Aston Martin)	234
Kimberley (Corvette)	231
Bonnier (Porsche)	231
Barth (Porsche)	225
Linge (Porsche)	222
de Beaufort (Porsche)	222
Kerguen (Porsche)	219
Buxton (Lotus Elite)	208
Sears (Austin-Healey)	208
Baillie (Lotus Elite)	207
L. Becquart (Triumph)	207
Masson (Lotus Elite)	205
Sanderson (Triumph)	205
Leston (Triumph)	205
Lilley (Corvette)	202
Wagstaff (Lotus)	198
Wicky (A.C.-Bristol)	198
Feret (Fiat-Abarth)	192
Laureau (D.B.-Panhard)	188

Note: To obtain m.p.h., multiply by 0.6214.
Some cars' times not issued.

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Cooper-Climax

ALSO

2nd 3rd

(Subject to official confirmation)

Alpine Rally

2nd

IN GENERAL CLASSIFICATION
MANUFACTURERS' TEAM PRIZE

COUPE DES DAMES
3 COUPES DES ALPES

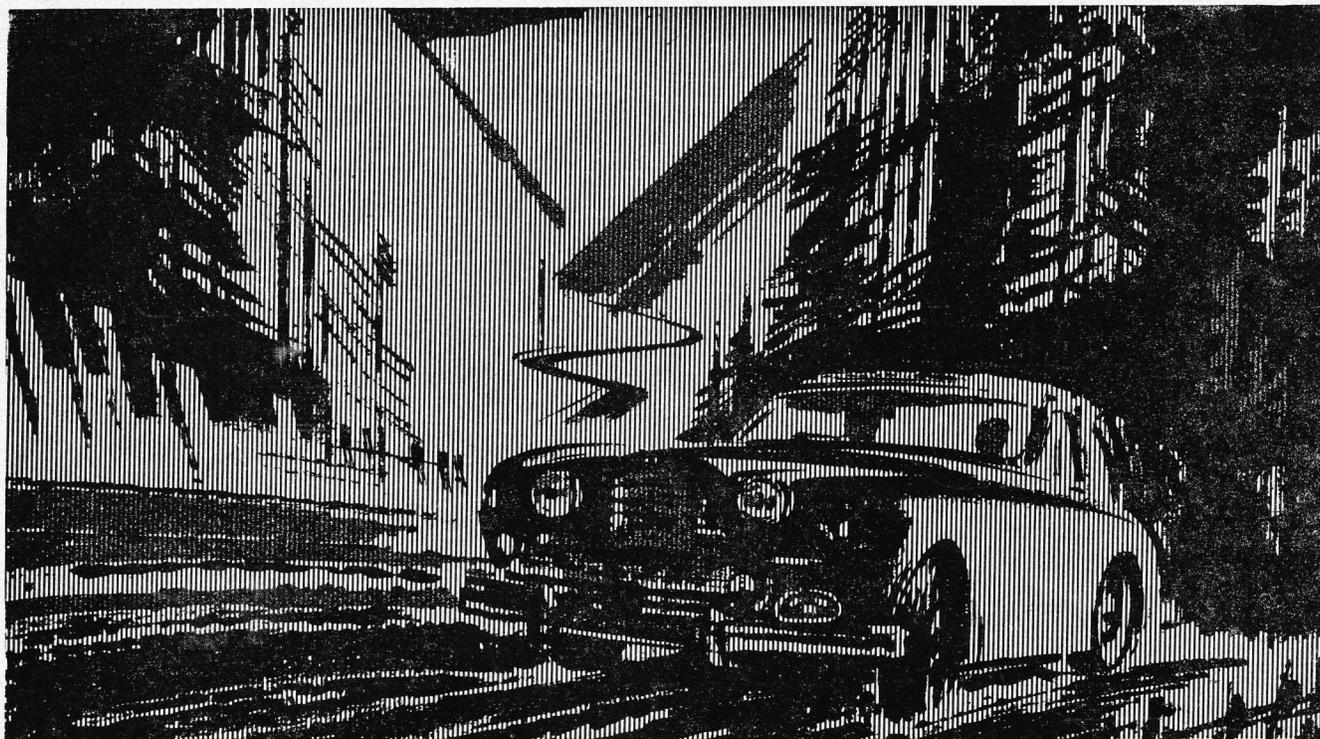
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4th AUSTIN-HEALEY 3000 - J. Gott/W. Shepherd

* Both won Coupes des Alpes

COUPE DES DAMES

- Austin-Healey** Miss P. Moss/Miss A. Wisdom

GRAND TOURING CARS UP TO 3000 c.c.

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 (Miss P. Moss/Miss A. Wisdom, J. Gott/W. Shepherd, D. Morley/E. Morley)

GRAND TOURING CARS 1600—2000 c.c.

- 1st Triumph TR3†** D. Sieg'e-Morris

TOURING CARS 1300—1600 c.c.

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All using Shell with I.C.A. † Also using Shell X-100 Motor Oil

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MIXED BAG: Part of the field arrives at Cope in the unlimited sports car event. D. P. Baker (Aston Martin DB2/4) is in the lead followed by D. L. Nurse (T.V.R.), P. Mullard (Elva) and J. Ward (Lotus).



ON Saturday, 25th June, Silverstone was the scene of another excellent meeting run by the Midlands Motoring Enthusiasts' Club. The weather was glorious, the entry was good, there were no incidents of any consequence, and the general organization and conduct of the meeting were first class. We should like to record a special word of praise for the flag marshals at Woodcote; this

M.M.E.C. SILVERSTONE

Enjoyable Meeting on the Club Circuit

is no reflection on any others, who may well have been (and probably were) just as good, but these chaps were in our field of view and they were really on the ball. We are very pleased to be able to hand out this bouquet, since good marshalling is all-important and, unfortunately, not universal.

First of the 10 races was a 10-lapper for 1,100 c.c. sports cars, all of which were Climax-powered. The Lotus driven by R. A. O. de Waldkirch won narrowly from A. D. Bennett's Elva, which was driven with great skill and determination but was not quite fast enough except through the corners. Another interesting duel between J. M. Bramall and I. Harrison-Hansley, both Lotus-mounted, faded out after seven laps when Bramall suddenly lost a lot of ground, presumably due to an unrehearsed manoeuvre on the far side of the circuit.

The race which followed was another 10-lapper for the unusual mixture of open two-seaters up to 1,100 c.c. and saloons of any capacity. A very successful mixture it proved to be, producing a wonderful scrap for the victor's laurels between A. S. D. Sim's little Yimkin and the 3.8-litre Jaguar of V. H. Parness, which led for the first four laps and held on gamely to the little special

after it got ahead. Simon Scrimgeour's Turner went gloriously but its bonnet twice came open; the second time it also lost all its water and could not make the finish. A Sprite driven by W. H. Jones performed miracles of evasion when P. J. Pellandine's Falcon executed a multiple spin right in front of it coming out of Woodcote. Bill Jones was driving in his first race, and deserves the highest praise for the way he kept his head and avoided an expensive shunt. M. H. Cave's A35 was fantastically fast and very well handled, while young Christabel Carlisle drove her Austin 7 so forcefully that she gave a sharp lesson to many mere males.

Eight laps for the 500s gave John Pitcher his accustomed easy win despite an electrifying first lap by Geoff Gartside from the back of the grid. A. C. Rodgie brought his early model J.A.P.-engined Cooper home in a creditable third place and there was the usual crop of retirements, with a few spins thrown in.

Ten laps for sports cars up to 1½ litres followed, in which R. W. Willoughby's Lotus with the full capacity had to work extremely hard to hold off the challenge of Bramall and Harrison-Hansley with 1,100s. John Anstice-Brown thoroughly enjoyed himself in

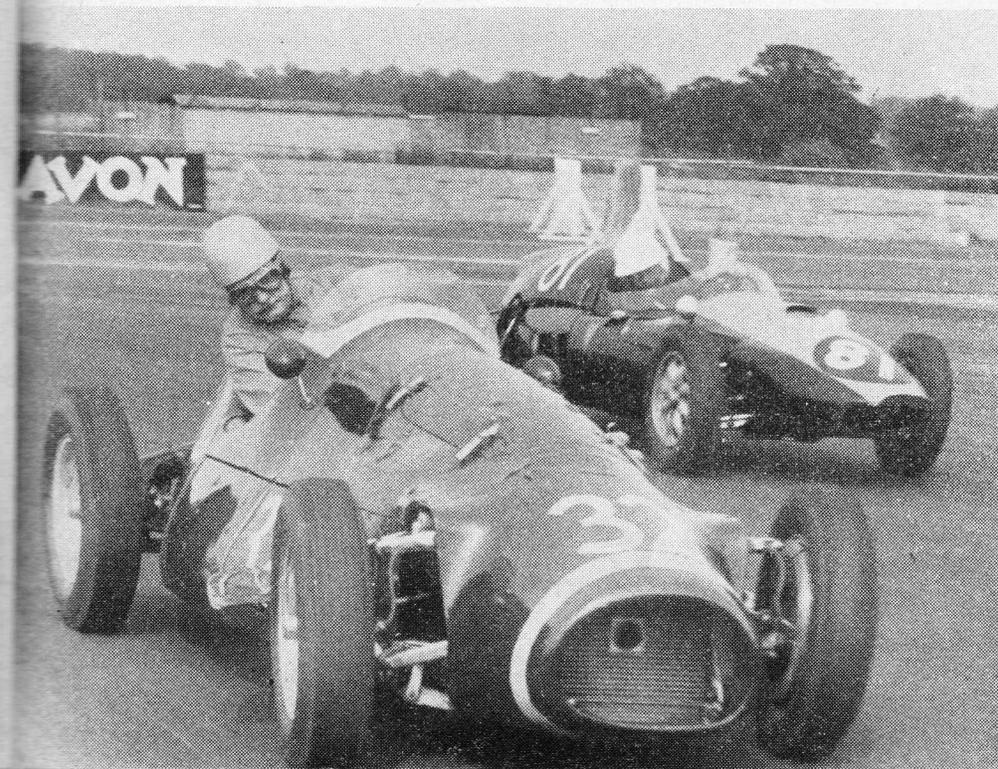
fourth place with the old Halselec although nobody came to play with him.

Eleven Formula Junior cars came to the line for the next 10-lapper and again the Lotus showed its superiority, E. L. Hine and J. Kenyon filling the first two places. Kenyon, however, had his work cut out to stay in front of the Elva driven excellently by C. Johnson, one of Jim Russell's bright boys. C. J. Berridge's Terrier hung fire on the line when the flag fell, was then driven neatly and decisively for six laps, after which it retired to the paddock. Chris Ashmore's Elva, which took fourth place, exhibited a prodigious understeer.

Sports cars of any capacity had a 20-lap race and Peter Mould's Lister-Jaguar, with the 3.8 engine reinstated, had no trouble at all in carrying off the prize. Bramall and Willoughby trailed him round with their Lotuses until just after half-distance, when D. W. A. Chamberlain turned up the dick on the ex-Michael Head Cooper-Jaguar and worked his way into second place. A couple of good duels were fought farther back, John Anstice-Brown driving beautifully to keep the Halselec in front of E. Hunt's Lotus and D. P. Baker's Aston Martin DB2/4 getting the better of A. J. Lambert's XK 150. P. Mullard's Elva shed a wheel on the straight two laps from home; this car had a sad day, the throttle having stuck wide open in a previous race when Ray Wickson was driving.

The last scratch race was again over 10 laps to *Formule Libre* in which engine sizes ranged from 500 c.c. to 3.8 litres. Geoff Richardson won this convincingly with his Cooper-Connaught, which went really well, but he was very unfortunate to be excluded on a technicality. The regulations demanded a cooling-off lap and his engine was by then boiling. He accordingly decided against risking damage to valuable machinery and went straight into the paddock; his fastest lap, which was thought to be a record for the Club circuit although the timekeepers did not agree, was also disallowed. This gave Jim Twisk a rather hollow victory with his Formula 2 Cooper from Chamberlain's Cooper-Jaguar and A. G. Mann's H.W.M.-Jaguar, who had a wonderful battle. Roy Pierpoint's Lotus XV with twin-cam Climax engine came into contact with Frank Gardner's Formula 2 Lotus at Becketts when the Lotus sud-

SLENDER LEAD: J. Horton in the "A"-type Connaught holds a very slight lead over K. Y. Twisk (the winner) in the Tulip Stable Cooper in the *Formule Libre* event.



UNLUCKY: G. N. Richardson having crossed the line first in the Formule Libre event was unfortunately disqualified for not completing a cooling-off lap.



denly ran out of gears, but no great damage resulted.

Three 10-lap handicaps concluded the entertainment, in which there were an awful lot of credit laps involved. The first gave A. J. Lambert's XK 150 a victory and George Catt's little Berkeley an idea of what it feels like to sit on top of a barrel. The second was won by a very rapid TR3A driven by J. G. Binns with J. G. Walker's Sprite, also very rapid, in second place. The third produced an excellent race between Mann's H.W.M. and Pierpoint's Lotus until the Lotus ran out of fuel. Geoff Richardson's engine stalled on the line and, although he drove extremely fast, he had to be content with fourth place. Jim Twisk also motored quickly but fell a victim to a mass of oil which had been deposited on Maggotts, and failed to finish. So ended a very good day's sport.

DAVID PRITCHARD.

Results

Sports Cars up to 1,100 c.c.: 1, R. A. O. de Waldkirch (Lotus), 79.6 m.p.h.; 2, A. D. Bennett (Elva); 3, I. Harrison-Hansley (Lotus 11); 4, J. M. Bramall (Lotus). **Fastest lap:** Bennett, 81.08 m.p.h.

Open 2-seaters up to 1,100 c.c. and Saloons unlimited: 1, A. S. D. Sim (Yimkin), 72.98 m.p.h.; 2, V. H. Parness (Jaguar 3.8); 3, W. M. C. Bradley (Jaguar 3.4); 4, J. G. Walker (Sprite). **Fastest lap:** Parness, 73.09 m.p.h.

500 c.c. Racing Cars: 1, J. Pitcher (Cooper 500), 75.88 m.p.h.; 2, G. Gartside (Cooper 500); 3, A. C. Rodgie (Cooper-J.A.P.); 4, M. J. Ledbrook (Cooper-Norton). **Fastest lap:** Pitcher, 77.60 m.p.h.

Sports Cars up to 1,500 c.c.: 1, R. W. Willoughby (Lotus 11), 78.57 m.p.h.; 2, J. M. Bramall (Lotus); 3, I. Harrison-Hansley (Lotus 11); 4, J. W. Anstice-Brown (Halselec). **Fastest lap:** Bramall, 80.18 m.p.h.

Formula Junior: 1, E. L. Hine (Lotus), 78.59 m.p.h.; 2, J. Kenyon (Lotus); 3, C. Johnson (Elva); 4, C. Ashmore (Elva). **Fastest lap:** Ashmore, 81.3 m.p.h.

Sports Cars unlimited: 1, P. Mould (Lister-Jaguar), 80.18 m.p.h.; 2, D. W. A. Chamberlain (Cooper-Jaguar); 3, J. M. Bramall (Lotus); 4, R. W. Willoughby (Lotus 11). **Fastest lap:** Mould, 81.99 m.p.h.

Formule Libre: 1, K. Y. Twisk (Cooper F2), 84.15 m.p.h.; 2, D. W. A. Chamberlain (Cooper-Jaguar); 3, A. G. Mann (H.W.M.-Jaguar); 4, F. Gardner (Lotus F2).

Sports Car Handicap: 1, A. J. Lambert (Jaguar XK 150), 69.26 m.p.h.; 2, D. L. Nurse (T.V.R.); 3, D. C. Harrison (Buckler 90); 4, J. R. Axon (Jaguar XK 150). **Fastest lap:** A. D. Bennett (Elva), 81.52 m.p.h.

ABOVE: Sitting on Chris Barber's (Elite) tail is B. Mills (Austin-Healey).



BELOW: Holding pole positions at the start of the Junior event are A. J. Evans (Cooper) and Derek Mason (Elva).

Sports Car Handicap: 1, J. G. Binns (TR3A), 68.20 m.p.h.; 2, J. G. Walker (Austin-Healey Sprite); 3, J. B. C. Dallas (M.G. Twin-Cam); 4, K. T. Wilson (Austin-Healey). **Fastest lap:** E. Hunt (Lotus), 75.38 m.p.h.

Racing Car Handicap: 1, A. G. Mann (H.W.M.-Jaguar), 79.04 m.p.h.; 2, A. Eccles (Elva Junior); 3, F. Gardner (Lotus F2); 4, G. N. Richardson (Cooper-R.R.A.). **Fastest lap:** K. Y. Twisk (Cooper F2), 85.63 m.p.h.

Brands Hatch—continued

which he held from start to finish, breaking the lap record in the course of winning by over seven seconds at an average speed of 61.34 m.p.h. Second was Lancaster, who held that position from the third lap onwards, and third D. J. Townsend, well behind.

Then out came the Mark Six and Seven Lotuses once more, Allart making no mistake this time to win by nearly

five seconds from John Derisley who was in turn 10 seconds or so ahead of third man Benton. Allart and Derisley shared fastest lap in 65.6 secs., a speed of 68.08 m.p.h.

Victory in the first 1172 final went to Easterling, who crossed the line some three seconds ahead of Alan Wershat, who took second place from Cottrell on the fifth lap and recorded 63.4 secs. (70.41 m.p.h.) to make fastest lap.

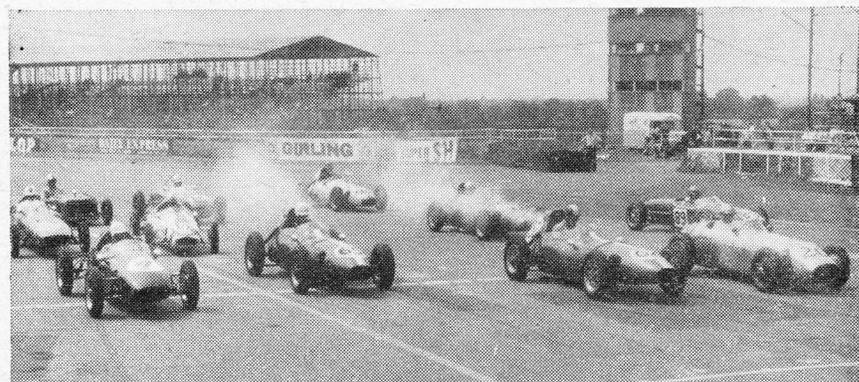
The 250s had another go after that, this time Emery making sure of a win over Ball and just managing to do so, crossing the line a little less than a second ahead.

Then came another 10-lapper (although it should have been five) for the streamlined Lotuses and the Climax-engined cars, this time Pinckney crossing the line nearly a second ahead of Harrison-Hansley, who finished three seconds in front of Rudi de Waldkirch, who had led for the first half of the race after a nice, and contrastingly clean, start. Fastest lap, and the quickest tour of the day, went to Pinckney and Harrison-Hansley in 60.6 secs. (73.66 m.p.h.).

The second 750 final saw no fireworks, and Harry Worrall led from start to finish to win by a couple of seconds from David Boorer, in his own car, with P. G. Mould well behind in third place.

The day ended with the 1172 second final, in which again the winner led from start to finish, this time the victory going to D. Inglis from J. A. Ball and M. F. Goodwin, only some six seconds separating all three of them as they crossed the finishing line.

MARTYN WATKINS.



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THE annual Silverstone race meeting of the M.C.C. featured a long programme of speed trials, scratch and handicap races for both cars and motor-cycles on 2nd July. An enormous entry necessitated the running of extra events and the cancellation, in the interests of time and daylight, of one of the handicap races, while both a half-hour "blind" and a 10-lap scratch event had to be split into two halves, in order to satisfy R.A.C. requirements concerning the number of cars on the circuit.

Mixed Bag at Silverstone

Cars and Motor-cycles at M.C.C. Annual Fixture

First event on the programme was a one hour speed trial for motor-cycles over 250 c.c., and for one who hasn't seen motor-cycle racing in years the two-wheeler event proved quite interesting.

Then followed a half-hour blind for cars, an event which would have brought over 40 machines to the line! Accordingly it was split into two, the remaining half running in an extra event at the end of the day.

Another one hour blind for motor-bikes concluded the entertainment for the morning, and led to the first race, which was for cars. There seemed to be a certain lack of liaison between the officials and commentator Tony Salmon, who struggled valiantly without information, but who was forced to wait until the cars appeared on the grid before he was in a position to tell the spectators who and what would be competing! So far as one could gather, grid positions—at least for the car events—appeared to be decided on the order in which cars arrived out of the paddock, and occasionally there was the paradox of a Lotus Eleven on the back row and a J2 M.G. on the front!

The first car race was a five-lap scratch event, with a field dominated by Sturgess's "C"-type Jaguar and including M.G.As, Lotuses, specials and a couple of saloons. Sturgess, to the surprise of absolutely no one, took an immediate lead and at the end of the first lap was well ahead of E. R. Duggan's Morgan Plus Four. In third place was Mrs. Bluebelle Gibbs's Lotus Eleven, a long way in front of D. Howe's TR, which was being pressed by M. E. Waterhouse's M.G.A. After three laps the Jaguar was over 17 secs. ahead, while Mrs. Gibbs was closing up on the Morgan and Waterhouse passed Howe. On lap four Mrs. Gibbs took second place and the order at the finish was Sturgess, some 20 secs. ahead of the Lotus, with the Moggie in third place. Sturgess's average speed for the five laps was 73.95 m.p.h.; at the time of going to press no fastest laps had been published.

A five-lap scratch race for motor-cycles followed this, and then came the next car event—a 10-lapper for 1172 and 750 Formula cars, an entry of something approaching 30 machines causing this, too, to be split into two races. At the drop of the flag Alan Wershat jumped into the lead in his Lolita, derived from the original Ford-engined Lola, ahead of Goodwin's very fast Goodwin Special, and at the end of the

first lap the pair were well ahead of the rest of the field, led by Adlington's Lotus Seven in third place. On lap two, with the leaders over 5 secs. ahead of the nearest challenger, third place was taken by M. F. Goodwin's Lotus Seven, but Adlington was not satisfied, and on lap four retook third spot. Behind them a similar dice was going on for fifth place between T. M. Dixon's Lotus Seven and R. A. Hoyt's Brand "X" special, the latter appearing to have an edge on the Lotus.

The leaders continued to circulate as though tied together, with never more than a car's length between them, although Wershat always managed to stay in front. He eventually won at 73.16 m.p.h., just 1½ secs. in front of Goodwin and some 37 secs. in front of third man M. F. Goodwin, who held that position after Adlington dropped out after about half-distance. Hoyt took fourth place, having won his own personal battle.

A couple more motor-cycle events preceded the next four-wheeler frolic, which was a five-lap handicap, the contestants ranging from MacEwan's rebodied J2 M.G. to Sturgess, equipped with his blue "C"-type on the scratch mark. By now, however, some rain had fallen and the surface was a little on the slippery side for the full power of the Jaguar to be used, and Sturgess was never able to get into the picture. Mason's splendid 4½-litre Bentley took off from the line with great gusto from the 1 min. 5 secs. mark, nearly demolishing the Minicar course car in doing so, and, credit laps not included, appeared in the lead at the end of one lap. In third place, however, was P. J. Hutcheon's Lotus Seven, off the 55 secs. mark, and on lap two he appeared in the lead to hold it thereafter, confounding the handicappers with a turn of speed that no one could match. He eventually won by over 10 secs. from P. E. Warr's Climax-engined Lotus Seven, which appeared in second place on the last lap, and Lomas's Lomas-Ford. Hutcheon's average speed was 66.17 m.p.h.

A ten-lap scratch race for cars was next, after a motor-cycle interlude, and here Sturgess found the surface to his liking again, making no mistakes and leading the race throughout to cross the line just over a second ahead of Peter Warr. Warr continuously occupied second spot, never letting Sturgess get away and constantly on the watch for an error which would have let him through into the lead. Third place, some considerable distance behind, was held throughout by Mrs. Bluebelle Gibbs, who kept far enough ahead of Crosfield's M.G.A "Twin-Cam" and Bown's pleasant-looking Frazer-Nash.

Then came the last motor-cycle event, after which took place the second half of the 1172-750 event. Tony Densham took an immediate lead, his step-off from the line demonstrating the remarkable amount of power he is getting from the engine of this very fast special. At

the end of the first lap he was 5 secs. ahead of second man David Boorer, with Charles Beattie in third place. On lap two Beattie had been overhauled by Toft and a fantastic dice commenced between Toft, Beattie and Lancaster. Boorer, meanwhile, was closing up on Densham, and after four laps the two leaders came through Woodcote side by side, and well ahead of Lancaster, now in third place and leading the private race. On lap five Beattie began to lose some major part of his exhaust system, and the black flag was hung out. Densham and Boorer again tried Woodcote side by side, and some extremely frightening manoeuvres went on. But Densham was in the faster and, it seemed, the steadier car, and really put his foot down to draw away from Boorer and to record laps which, by unofficial hand-timing, were in the region of 1 min. 26 secs.!

This was more than the field could manage, and Densham eventually motored home to win by something over 7 secs. from Boorer at an average speed of 65.04 m.p.h., with Lancaster in third place and Toft fourth.

An extra five-lap handicap followed, and the grid scene was enlivened considerably by the antics of some of the competitors, many of whom got sort of confused and thought it was a driving test meeting. This meant that cars, treating other machines as pylons, were motoring forwards and backwards at very high speed, while Piper, after horrifying spectators with the manoeuvres—and the velocity—of his Messerschmitt, then rushed from his car, seized a broom and began to belabour part of the interior fittings of the machine! This labour continued until an official, with a puzzled but thoughtful and well-meaning look, handed over an enormous hammer.

Eventually the field got away in their appointed order, and at the end of the first lap it was MacEwan's J2 in front, ahead of Picken's Ford Anglia, both these machines being endowed with credit laps. On lap two, however, Harry Worrall's Austin Special appeared in front, travelling at enormous speed and again completely confounding the handicapper. He stayed out in front and pulled out such an enormous lead that he went round Woodcote on the last lap at something considerably less than touring speed, to win by over 20 secs. from J. R. Gates's remarkably fast and stable Daimler roadster. Third man home was Voupert's Turner-B.M.C.

Finally came the second part of the half-hour blind for cars, which concluded an entertaining day out.

MARTYN WATKINS.

DUNLOP DISC BRAKES AT LE MANS

THE first seven cars home at this year's Le Mans were all equipped with disc brakes. Of these, six cars used the Dunlop system. This type of brake was introduced by Dunlop at the 1953 Le Mans.

JOHN EWER's Lister-Corvette has been sold and is going to Southern Rhodesia. He is purchasing a 1,100 c.c. Lola which he hopes to have in time for Brands on 1st August. Otherwise its first appearance will be on 6th August.

FRENCH G.P.

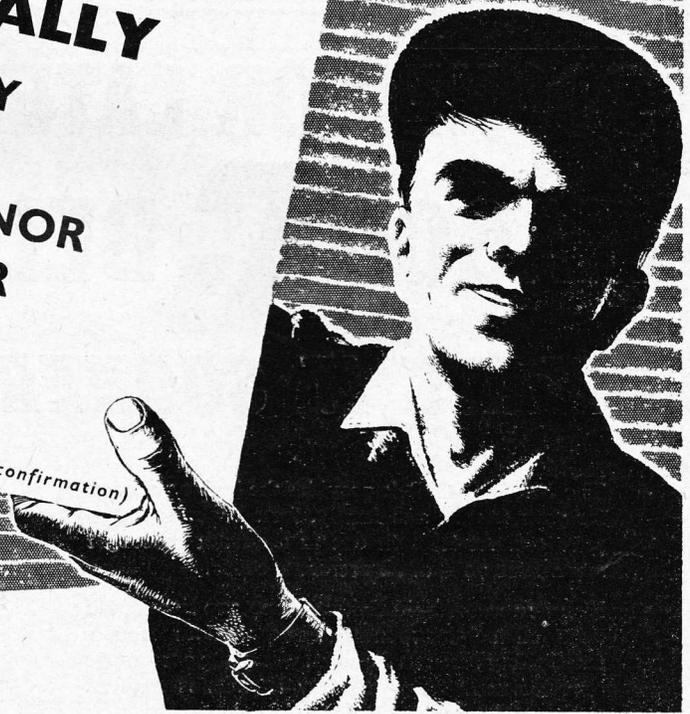
- 1^{ST.}** J. Brabham **COOPER-CLIMAX**
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- 2^{ND.}** O. Gendebien **COOPER-CLIMAX**
- 3^{RD.}** B. McLaren **COOPER-CLIMAX**

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Club News

By MICHAEL DURNIN

THE Montagu Motor Museum is sponsoring the following rallies in July: 17th July, Rolls-Royce Rally—all cars made in or before 1939. 31st July, Morgan 50th Anniversary Rally, in conjunction with the Morgan 4/4 and Morgan 3-wheeler Clubs. For both these events there will be a *concours d'élégance* and prizes will be presented for various classes. For further information and entry forms, application should be made to The Administrator, Montagu Motor Museum, Beaulieu, Hants. . . . The Jaguar and Bentley Drivers' Clubs are holding a restricted meeting at Silverstone on Saturday, 30th July. Regs. may be obtained from the Secretary of the Meeting, Bentley Drivers' Club, Ltd., 76A High Street, Long Crendon, Aylesbury, Bucks. . . . A co-promoted Sprint meeting will take place on 17th September at the Castle Combe circuit. Clubs taking part are Burnham-on-Sea M.C., Cirencester Car Club, Dowty M.C. and Dursley M.C. and Light Car Club. Regulations from A. R. Bruton, 16 Rosebery Road, Dursley, Glos. . . . A driving test meeting has been organized by the Wolverhampton and South Staffs Car Club in conjunction with Owen Organisation C.C. and will be held at Wheaton Aston airfield on 10th July. . . . The 11th Race Meeting of the Lancashire and Cheshire Car Club is to be run at Oulton Park on 23rd July. Regs. are available from E. N. Bloor, Esq., 33 Gibwood Road, Northenden, Manchester, and the following clubs are invited: B.A.R.C., B.R. & S.C.C., Mid-Cheshire C.C., 750 M.C., Darlington and D.M.C., Border M.R.C., Jaguar Drivers' Club, Chester M.C. . . . The Seven-Fifty Motor Club are holding their 10th National Six-Hour Handicap Relay Race for sports cars at Silverstone club circuit on Saturday 13th August, and entry forms may be obtained from Holland Birkett, 228 Fleet Road, Fleet, Hants. . . . Regs. are available for the West Hants and Dorset Car Club Autocross event at Abbotts Court Farm on 17th July and may be obtained from Mr. B. Woodfield, 46 William Road, Queen's Park, Bournemouth. The following clubs have been invited: The 750 Motor Club, the Bristol Motor Cycle and Light Car Club, the M.G. Car Club (South-West Centre), the B.A.R.C. (South-West Centre), the Yeovil Car Club, the Taunton Motor Club, the Vickers-Armstrongs (Hurn) Car Club, and bona fide entrants of the B.T. and R.D.A. Autocross Championship. . . . The North Staffs M.C. have arranged a closed driving test competition to be held on 10th July on the large park at the R.O.F. Factory, Swynnerton. Map reference 110/855330. This is about three miles west of Stone, which is between Stoke and Stafford. First test starts at 11 a.m.

WEST HANTS AND DORSET C.C. Autocross

THE West Hants and Dorset Car Club, pioneers of the sport of Autocross, have used a variety of sites and circuits during the past seven years or so. The recent event was on yet another new

The "Plymouth"—Driving Tests Decisive

SOME 400 years ago Plymouth regularly celebrated the return home of Sir Francis Drake, who must have been, incidentally, an extraordinarily good navigator! In this twentieth century the people of Plymouth welcome annually the climax of the National Plymouth Rally; an organization prepared by the Plymouth Motor Club with a thoroughness that Sir Francis would have highly approved. Notwithstanding this aspect of the event, this year one must make firm comment on an after-dawn section 70 miles long the majority of which traversed very narrow roads bounded by high banks. Although the average speed was reduced to 26½ m.p.h. these roads were not safe in daylight at half that speed and the involuntary modification of several motor cars resulted.

The route, utilizing a fair mixture of "white" and "yellow" roads well sprinkled with steep hill arrows, followed an anti-clockwise unclosed loop via Crediton, Tiverton, Exmoor and Hatherleigh to finish shortly after dawn with a short coffee and refuelling break at Betty Cottle's, near Okehampton.

The arduous going had been rendered somewhat easier by a very fine night and dry roads. Nevertheless, the Devonshire lanes by night can be grim and unresilient as I. H. Tyrrell found with his Austin 7 at a wicked S bend at map ref. 176/847987 when he tried to emulate a popular fairground feature normally

done on a motor-cycle; to be followed three minutes later by Louis de Meza's Austin A35 in a similar manner! Later on in this section D. T. Wood's warm Ford Zodiac nudged a bank and was promptly rammed by the Triumph Herald of the Mabbs brothers. The Zodiac was unbent sufficiently to struggle to the finish of the rally but the Herald was forced to retire.

After Betty Cottle's excellent coffee competitors resumed with the nerve-racking section of narrow roads to visit 12 time controls comprising the "Eastern Section". This route, defined by map references, was in the form of a clockwise loop inside that of the "Northern Section" and turning near Tiverton to bring competitors to breakfast at the beautifully situated Manor House Hotel at Moretonhampstead.

The final run-in to Plymouth, over a distance of 40 miles, constituted the "Southern Section", this being of a route card nature supplemented by map references of the time controls and taking competitors across Dartmoor via Widecombe in the Moor and Princetown.

En route drivers put their cars through a timed hill-climb test and a "to and fro" test. F.t.d. on the hill-climb fell to A. Griffiths driving an Austin-Healey while A. Parkin performed a remarkable feat by climbing the hill in reverse due to acute loss of power by his twin carburetted Ford Anglia.

Plymouth welcomed competitors on Saturday with a garaging test. The cars were then finally scrutineered and left in the *parc fermé* until after lunch.

In the afternoon two intricate driving tests on the Hoe shed the usual amount of rubber and very ably entertained the crowd of spectators. At this stage matters were tense for the 12 crews with "clean sheets" on the road sections, the driving tests times reduced by the "zero method" in classes would prove decisive for them. So keen was the competition on these tests that Des Silverthorne had the misfortune to slide his Porsche straight through a garage on the last but one test; that "slip" cost him the rally.

Evening brought forth a reception for competitors under the patronage of the Lord Mayor and Lady Mayoress at the Guildhall. During the evening fully analysed results were distributed and

(Continued overleaf)

Coming Attractions

- 9th July. B.A.R.C. Members' Race Meeting, Goodwood.
B.A.R.C. Members' Race Meeting, Aintree, near Liverpool.
Herts County A. and Ae.C. Hill-Climb, Westbrook Hay, near Hemel Hempstead, Herts. Start, 2.30 p.m.
10th July. Snetterton M.R.C. Race Meeting, Snetterton.
B.R.S.C.C. (N.) Race Meeting, Rufroth, Evesham A.C. Sprint, Long Marston.
M.G.C.C. Hill-Climb, Firle, near Lewes, Sussex. Start, 1.30 p.m.
16th July. R.A.C. British Grand Prix, Silverstone, near Towcester, Northants.
21st July. Jersey M.C. and L.C.C. National Hill-Climb, Bouley Bay.
23rd July. Vintage Sports C.C. Race Meeting, Silverstone, near Towcester, Northants.
Swansea M.C. Race Meeting, Llandow.
B.A.R.C. (N.W.) Sprint, Aintree, near Liverpool.
24th July. Herts County A. and A.C. Sprint, Brands Hatch, near Farningham, Kent.

course, this time at Hedge End Farm, near Blandford, in Dorset.

A smaller field than those previously used meant a tighter circuit, on which the small saloon cars had the edge on nearly everyone. Victims covered three laps, running at half-lap intervals to avoid balking. The surface wore down quite nicely, without ruts or any shattering bumps that occasionally appear to the detriment of times and undercars!

In class 1, for small saloons, P. Lloyd's red Mini-Minor was driven with verve, to record a very brisk 2 mins. 4 secs. on his second run, one second ahead of D. de Souza's white car of similar make. The Renaults were somewhat outclassed by the B.M.C. types, though B. Wilson's 2 mins. 7.2 secs. gave him third place. Sundry Volkswagens appeared, ranging from L. H. Isaacs's "bread and butter" one to the blown Karmann Ghia version driven by R.

Waters and D. Bowles. This latter car took second place in class 3, to L. Atyeo's more standard type, which was circulated with great verve in 2 mins. 5 secs.

Among the larger sports cars, the usual local battles threatened to develop. Unfortunately Geoff Dear's motor sounded sick on his first run, and a smart spin, plus some more engine trouble, put paid to his second. M. J. Reid turned on everything to record B.T.D. with 1 min. 58.2 secs., which was attacked by G. C. Langdon on a Ford-based R.M.S. Trials type, in 1 min. 58.4 secs., and J. R. Burry's well-known Lilfo, in 1 min. 59.6 secs., while J. M. Noble's Austin-Healey 3000 did 2 mins. dead. In fact, a pleasantly close day from the competition angle, with the usual atmosphere of a family gathering which prevails at West Hants meetings.

A. HOLLISTER.

Plymouth Rally—continued

awards presented. The winner proved to be David de Souza in a Morris Mini-Minor navigated by P. Baker, having put up an excellent overall performance on the driving tests.

A lot of work goes on behind the scenes in a well-prepared rally of this type that is not altogether self-evident. Careful choice of route away from built-up areas and some 2,000 circular letters to inhabitants along the route had done much to keep at peace with the public and maintain a co-existence which is vital to motor rallying. Virtually an army of marshals 140 strong efficiently manned every control and the person who checked and set all the Gibson time control clocks with such degree of accuracy is worth his weight in gold to any motor club.

L.L.R.

Provisional Results

Winner: D. de Souza/P. Baker (Morris Mini-Minor). **Runner-up:** S. D. Silverthorne/T. Fisk (Porsche). **Third best:** E. Jackson/K. Joseph (Triumph Herald).

First in Class 1: D. de Souza (Morris Mini-Minor); **Classes 2 and 3:** R. D. Pickering (Sunbeam Rapier); **Class 4:** G. H. Procter (Jaguar 2.4); **Class 5:** D. H. Wilson-Spratt (Austin-Healey Sprite); **Class 6:** S. D. Silverthorne (Porsche); **Class 7:** R. Michaliewicz (Triumph TR3).

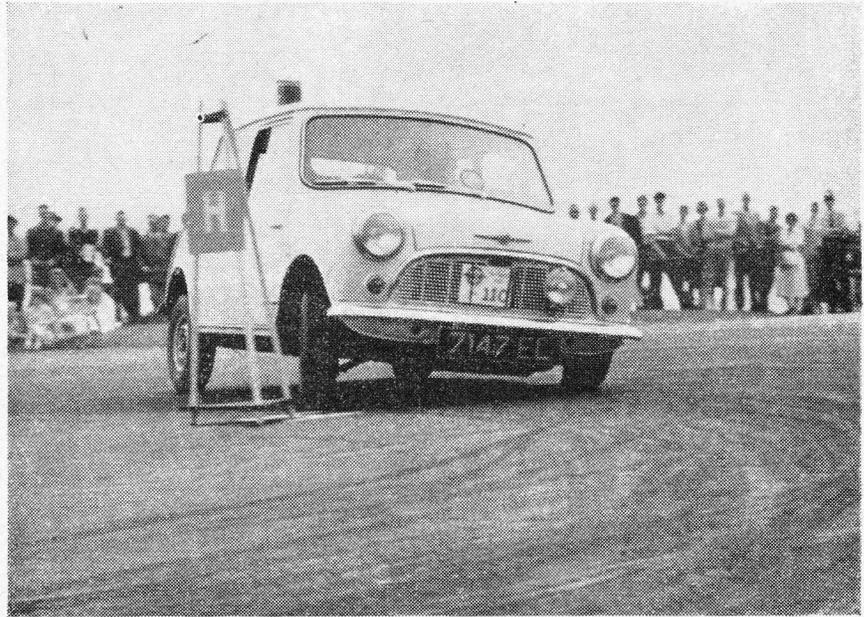
Second in Class 1: E. Jackson (Triumph Herald); **Classes 2 and 3:** A. E. Bengry (Simca Monthéry); **Class 4:** J. A. Bennett (Ford Zephyr); **Class 5:** G. J. Tripp (Austin-Healey Sprite); **Class 6:** W. Rice (M.G.A.); **Class 7:** P. J. Smith (Austin-Healey).

Team Award: A. Griffiths (Austin-Healey), P. J. Giblett (Triumph Herald), W. Rice (M.G.A.).

THE WORLD CUP RACE AT ZANDVOORT

Netherlands team lead by only two points after first round. Outright win for Wim Poll (Porsche)

A CLOSE-FOUGHT and exciting race in the first round of this year's World Cup contest has given the Dutch team a bare two-point lead to hold until the return match at Snetterton on 6th August. Wim Poll, who led the Dutch team home, drove an immaculate race, while the Dutch pit-work during the compulsory refuelling stop was faultless and extremely quick. Fastest lap was set by Chris Summers (Lotus Elite) but he had a mis-firing engine for the latter part of the race. Best placed member of the British team was Graham Warner (Elite), while Alan Foster took fifth place with one of the Dick Jacobs "Twin-Cams".



DECISIVE. The driving tests were the deciding factor as to the eventual winner of the Plymouth rally. The victor, David de Souza (Mini-Minor), is seen here executing a sharp turn.

A full report will be published in next week's issue.

Results

1, Wim Poll (Holland) (Porsche S90), 126.38 k.p.h.; 2, Werner Lindermann (Germany) (Porsche Carrera); 3, Graham Warner (G.B.) (Lotus Elite); 4, Gijs van Dijk (Holland) (Porsche 1600 S); 5, Alan Foster (G.B.) (M.G.A. Twin-Cam); 6, Tommy Bridger (G.B.) (M.G.A. Twin-Cam); 7, Ad. Bouwmeester (Holland) (Porsche S90). **Fastest lap:** Chris Summers (G.B.) (Lotus Elite), 131.259 k.p.h.

NORTHALLERTON & D.M.C.

RECENTLY Northallerton and District Motor Club held a Driving Test meeting at Dalton Airfield, near Topcliffe, Thirsk.

As a bitter wind blew straight down the runway, 13 hopefuls assembled ready for a series of six tests, none unduly complicated, and with two attempts allowed each driver. Competitors were soon to realize that some apparently simple manoeuvres posed various unexpected problems, and that reversing a vehicle between limits six inches, and then three inches, wider than the vehicle was rather a slow business.

The tarmac was smooth—as Arthur Wilson in an Austin-Healey 100/6 was

soon to find out, when he cavorted in numerous unintended directions attempting to round a pylon. Mike Horner (Triumph Herald) demonstrated to the sceptics on a similar manoeuvre that, with the aid of independent rear suspension (and despite the presence of tyres), it was possible to corner on the rims! The air was periodically split by the screeching of tyres as drivers attempted to stop astride the finishing line, but the ever-mounting rubber deposit, plus the exceedingly crafty placing of this line on a slight down gradient, made stopping quite tricky when attempting a fast run.

The deviser of all this, David Gamble, had the whole meeting very well organized. Fresh tests were set up in double quick time by his team of willing helpers, and virtually no time was wasted. Near the end of the tests a typist, with duplicator, arrived and within a quarter of an hour of the last car finishing competitors were handed the final results, tabulated on a sheet showing all individual marks.

Results

1, J. Liddle (Ford Anglia), 535 marks; 2, A. Wilson (Austin-Healey 100/6), 539; 3, K. Weatherill (TR2), 541.

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ASTON MARTIN

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SPRITES.—1958, ivory; 1959, B.R.G., fully modified, both with radio, heater, tacho., etc. Offers.—Phone: Lee-on-Solent 79298 (business).

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THE MIDLANDS AND SOUTH-WEST BERKELEY CENTRE offer all Berkeley models for early delivery. Demonstration cars available. Very competitive insurance terms available.—Kingscote & Stephens, Ltd., London Road, Gloucester. Phone 21278-9.

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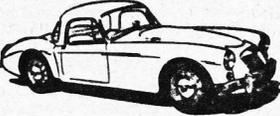
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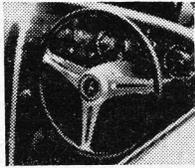
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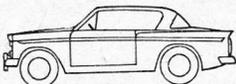
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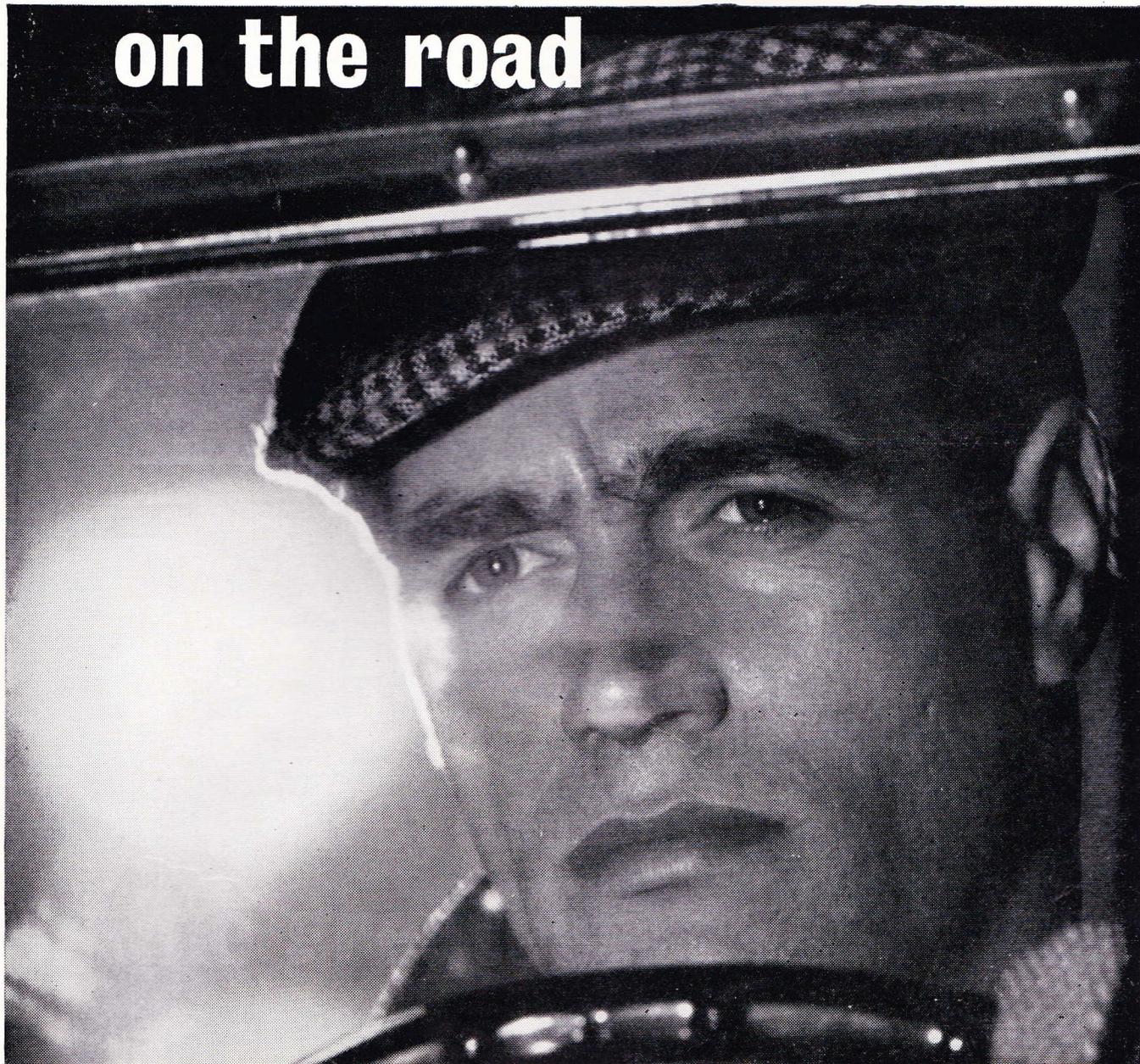
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