

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

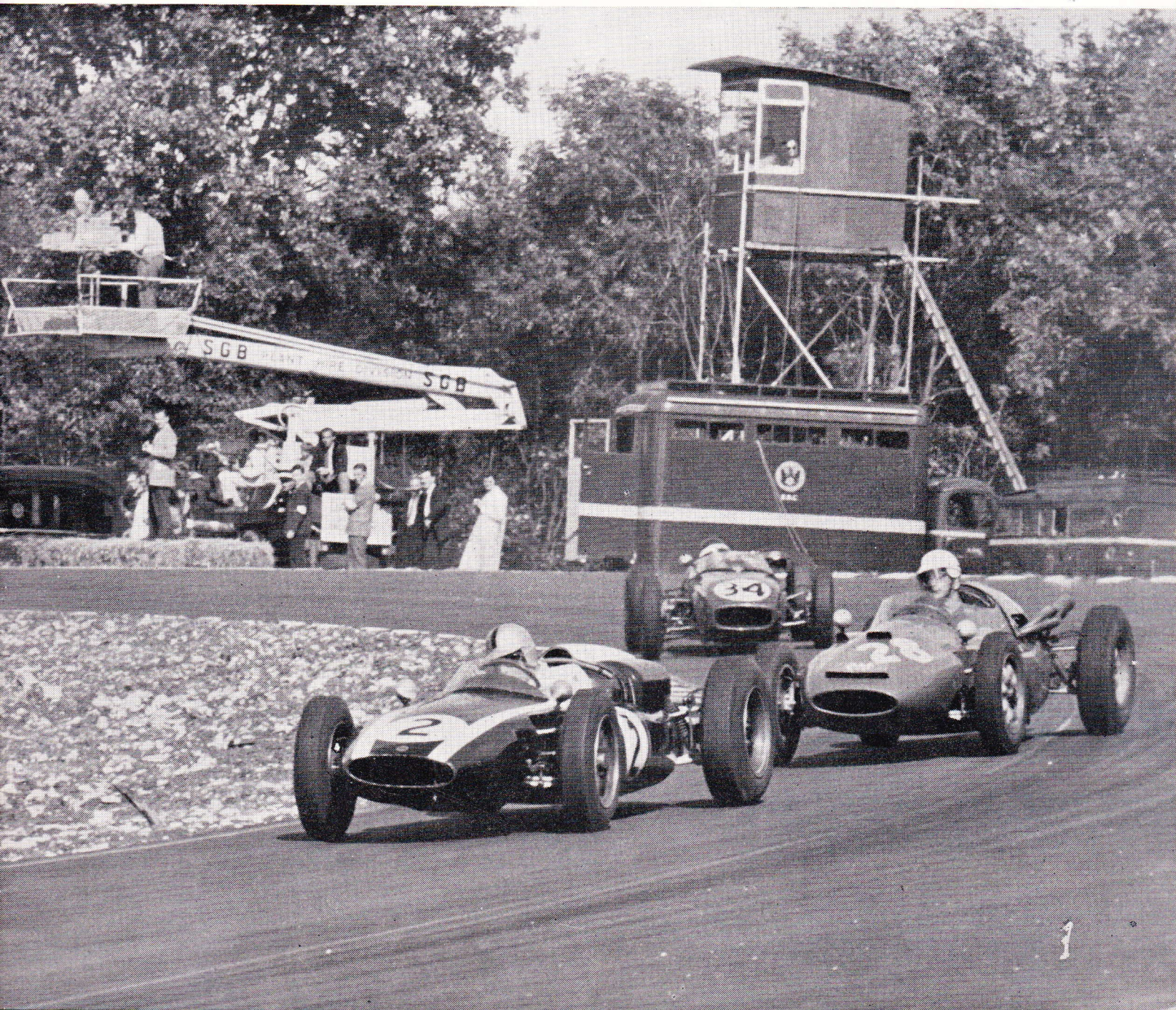
AUGUST 5, 1960

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EVERY FRIDAY
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357



IN THIS ISSUE

THE BRANDS HATCH INTERNATIONAL—FULL REPORT AND PICTURES
THE GERMAN GRAND PRIX : THE AUSTRALIAN GRAND PRIX

Optone beats eye fatigue in the Monte Carlo Rally



"It keeps my eyes clear and fresh. I always take a supply with me," says Peter Harper, leading British Rally driver and trophy winner, with 100,000 competition miles to his credit. He is Managing Director of G. E. Harper Ltd., Rootes Distributor of Stevenage.



"Marvellous. So refreshing, and so easy to use. It's a must for every motorist," says Pat Moss, sister of Stirling Moss, and Britain's top woman Rally driver. She shared the Coupe des Dames in the Monte Carlo Rally this year and last with Ann Wisdom driving an Austin A40.



Driving in a Rally is no picnic—especially when you're negotiating ice-covered hair-pin bends to meet a time deadline. But ask any driver: eye fatigue can be the biggest handicap of all. For this reason, most British drivers in this year's Rally carried Optone. Its special formula soothes away eyestrain, keeps eyes clear, fresh and sparkling. But whether you're Rally driving or Sunday driving, every motorist needs the kind protection of Optone. Keep the handy plastic dropper-bottle in your glovebox—it's so easy to use! Discover Optone now. You owe it to yourself, to your family and to other people.

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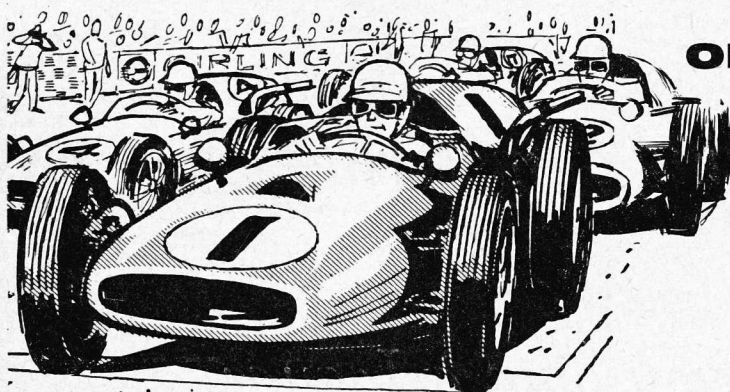
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at
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THE SILVER CITY TROPHY (Formula 1)

1ST COOPER
 JACK BRABHAM

3RD COOPER

THE WROTHAM TROPHY

1ST

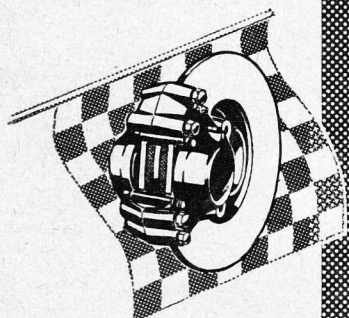
**ASTON MARTIN
 DB4GT**

THE RAFFLES CLUB TROPHY

1ST

COOPER

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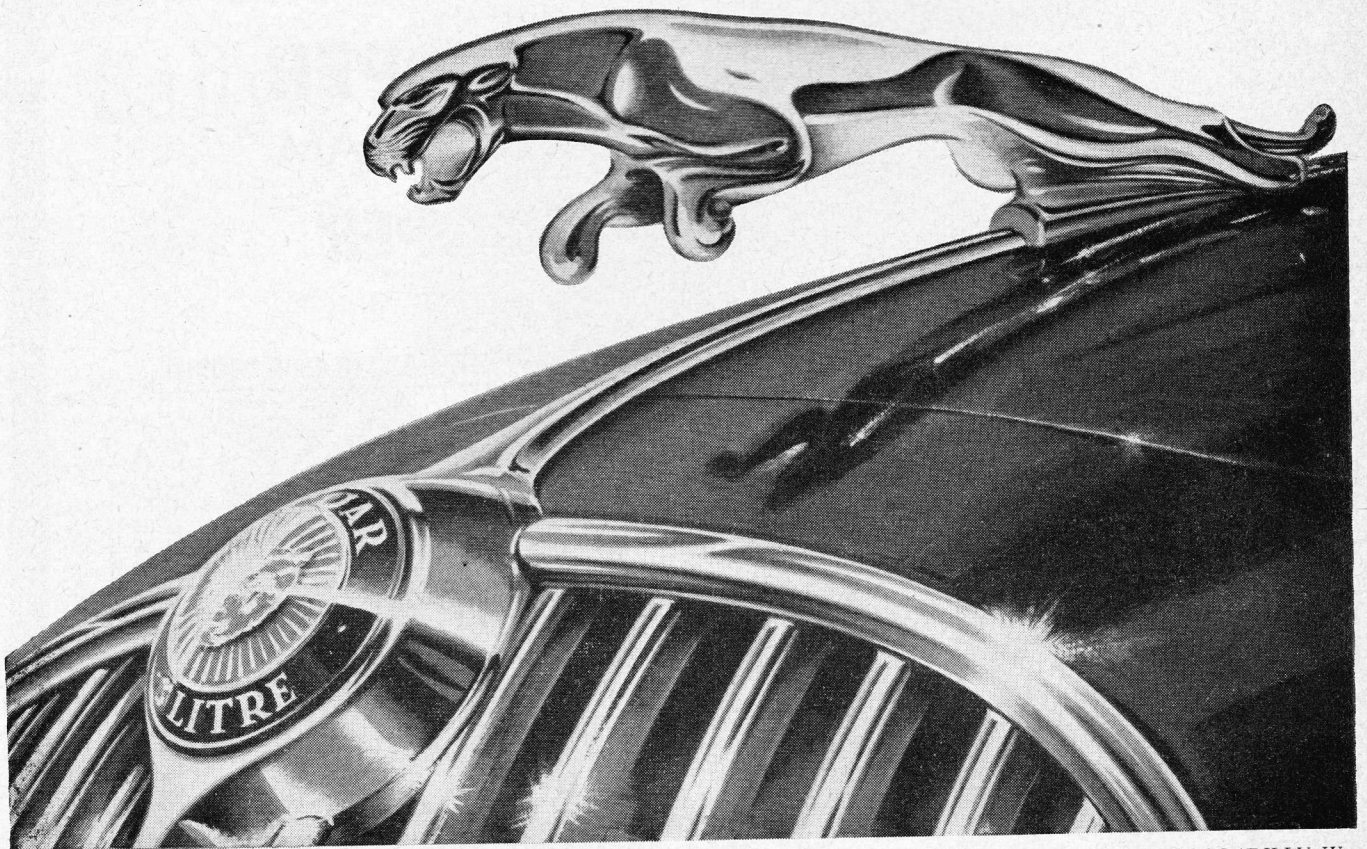
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Vol. 21 No. 6

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EDITORIAL

LANK HOLIDAY AT BRANDS

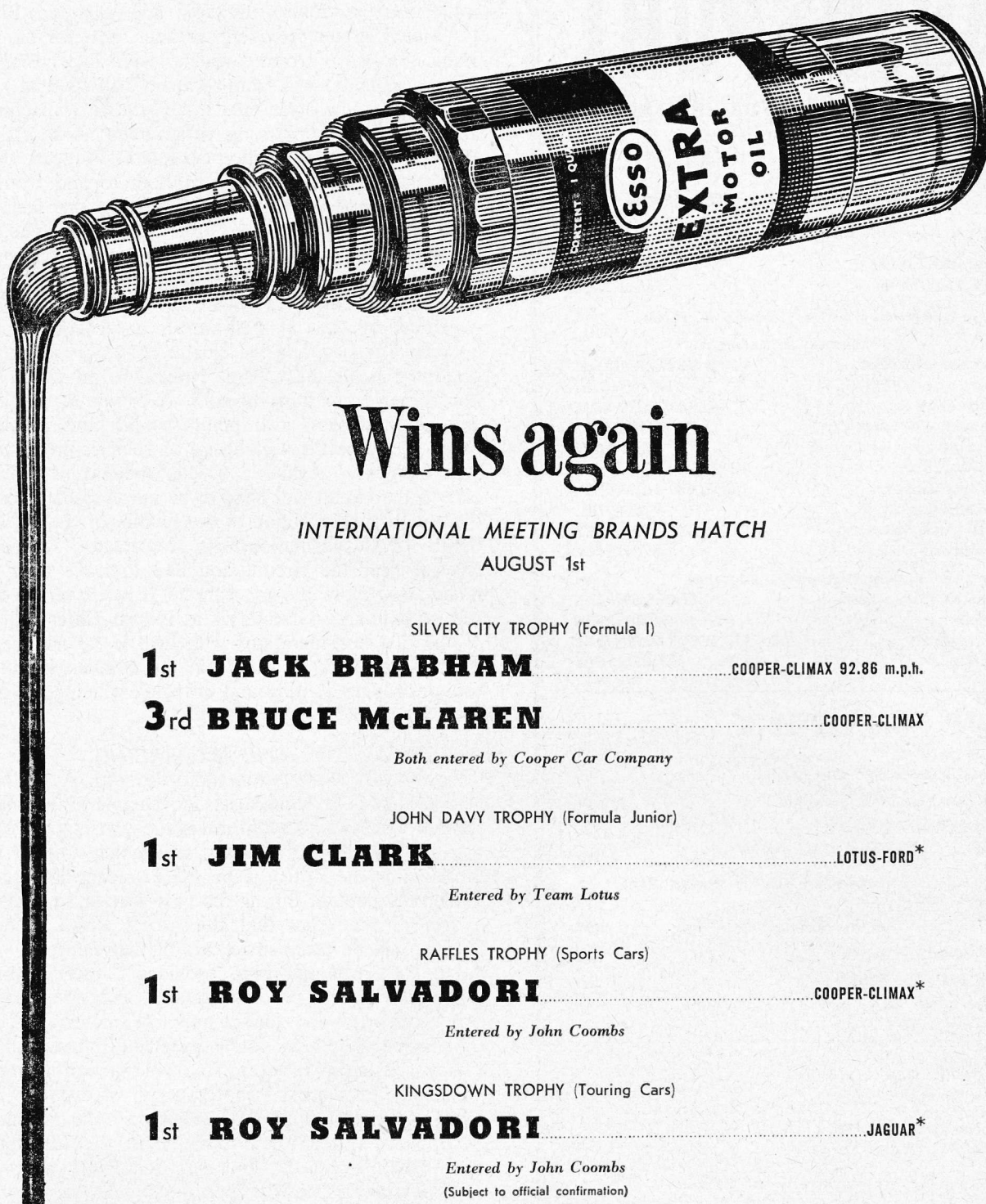
WITHOUT a doubt, the new and enlarged Brands Hatch circuit provided excellent sport for the huge Bank Holiday crowd, which saw Jack Brabham (Cooper-Climax) win from Graham Hill (B.R.M.) in a true Grand Prix-style race for Formula 1 machinery, and a rousing supporting programme of sports car, Formula Junior, production car and G.T. races. However, the immense traffic jams both to and from the circuit will require to be sorted out, and one feels that closer police co-operation is urgently needed. The Kent Constabulary could have made a better job of keeping the traffic moving than they did, and it is a sad reflection that no effort was made to control the immense cavalcade of cars at well-known bottlenecks such as Swanley Junction and the Sidcup crossing. To depend on traffic lights on a Bank Holiday is an example of not bothering to think ahead. A couple of intelligent constables at these two points would have prevented much of the needless piling up of vehicles on the main A20 highway. Again, a stricter method of directing cars to the circuit will have to be introduced, otherwise there will be a repetition of those miles of choked lanes which so infuriated thousands of spectators who could not get near the circuit, and had to leave their cars miles away from the car parks. It is all very well to talk of holding a Grand Prix at Brands Hatch, but one of the first considerations will have to be methods of getting spectators to and from the circuit without the soul-destroying waiting and crawling which took place last Monday.

DUTCH VISITORS AND G.T. RACING

THE crowd at Snetterton tomorrow (6th August) will doubtless give an enthusiastic welcome to the visitors from Holland who seek to retain the AUTOSPORT World Cup for Grand Touring Cars, which they won in 1959 in defeating the British team. G.T. racing has become immensely popular during the past year or so, and it is a sign of the times that this year's R.A.C. Tourist Trophy will be confined to cars of that category. The AUTOSPORT Championship provides a useful training ground for drivers who might not, otherwise, have so many opportunities for competitive motoring. This contest has produced many excellent pilots, and the Turner sports car, for example, owes much of its present popularity to successes in the series of events. Two other important Grand Touring races are the now classic AUTOSPORT Three Hours at Snetterton on 17th September—Britain's only day and night race, and the revived 1,000 Kilometres of Montlhéry next October. Rumour is also rife that the 1961 Le Mans 24 Hours Race will be for G.T. machines, and that the F.I.A. will alter their present constructors' championship to attract entries from makers of this type of vehicle.

OUR COVER PICTURE

WORLD CHAMPION: Jack Brabham (Cooper-Climax) "doubles" Masten Gregory's Cooper-Maserati at Westfield Corner on the new Brands Hatch circuit during the August Bank Holiday B.R.S.C.C. International meeting. Jim Clark (Lotus), then in second place, is also about to take Gregory.



Wins again

INTERNATIONAL MEETING BRANDS HATCH
AUGUST 1st

SILVER CITY TROPHY (Formula 1)

1st JACK BRABHAM COOPER-CLIMAX 92.86 m.p.h.

3rd BRUCE McLAREN COOPER-CLIMAX

Both entered by Cooper Car Company

JOHN DAVY TROPHY (Formula Junior)

1st JIM CLARK LOTUS-FORD*

Entered by Team Lotus

RAFFLES TROPHY (Sports Cars)

1st ROY SALVADORI COOPER-CLIMAX*

Entered by John Coombs

KINGSDOWN TROPHY (Touring Cars)

1st ROY SALVADORI JAGUAR*

Entered by John Coombs

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PIT and PADDOCK

THE "AUTOSPORT" CHAMPIONSHIP AT MALLORY PARK

IT was a great pity that there were not enough entries from Classes A and C to make a worthwhile race, even had they run together. The organizers, therefore, very understandably scrubbed the event and we were left with only one race, that for the Class B cars. In the field of 16 which faced the starter, nine were actually entered in the series, the remaining seven being allowed to run as makeweight. One of these seven was Pat Fergusson but he had elected to bring along his new Turner-Climax for a try-out and, since this car is not yet homologated, he could not claim championship points; further than this, he had already volunteered to forgo any award which he might win, in consideration of being admitted in a car which did not conform to Appendix J regulations.

The starter was a thought quick about dropping the flag and a large proportion of the field was unprepared for the *départ*. Austen Nurse seemed to be widest awake and he shot into an immediate and convincing lead. It took Chris Summers five laps to overcome this with his extremely rapid Elite but, once ahead, he went away to win in considerable comfort. Meanwhile, Harry Vincent spun his Sprite at Shaw's on lap 2 and retired, and John Rodgers stopped at the exit from Gerard's to fix a plug lead which had come off. His progress through the field afterwards was a feature of the race, and he was rewarded with sixth place overall which counted for fourth in the Championship.

A great struggle for third place developed between Pat Fergusson and John Russell in yet another Elite and, in mid-field, three Elvas and two M.G.s were having a wonderful time, swapping places continually. Russell got away from Fergusson slightly at half distance, but he had on several occasions looked a trifle erratic; sure enough, on the 14th lap, he lost it at Gerard's, over-corrected and the car went end over end into the bank, suffering very severe damage. Happily the driver was little the worse. A lap later, David Prophet in one of the

★
WHEEL FOR THE "WHEEL": Senora Enzo Ferrari presents the wheel of Mike Hawthorn's championship Ferrari to the "Steering Wheel Club" after the Silverstone G.P. meeting. It was accepted for the club by Tony Brooks, while also in the picture are S. Tavoni, Ferrari team manager, and Peggy Sandberg.
★



WINNER: John Surtees back on two wheels—he is seen on his works M.V. Augusta, with which he won easily in the Solitude motor cycle Grand Prix.

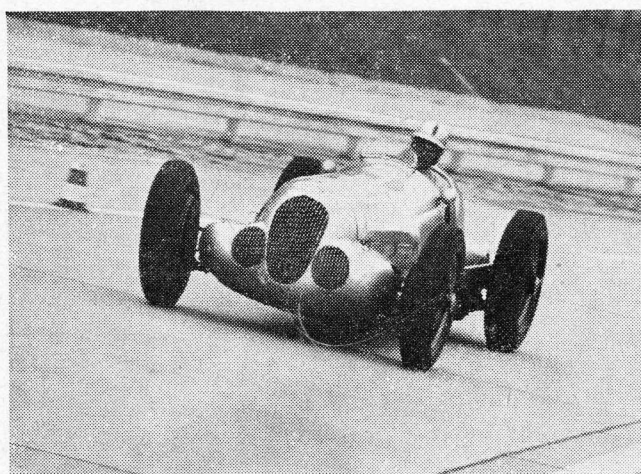
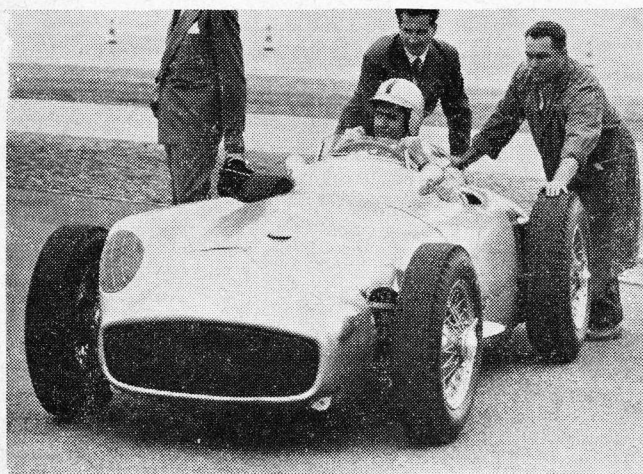
batting Elvas ran out at Shaw's and modified the nose slightly, but was able to continue. Another "makeweight" who had made great progress by this time was Dick Stoop with his Porsche Carrera who, starting from the back of the grid, reached fourth place in masterly style.

With Chris Summers getting well among the field, the closing laps ran out without further incident, the final order for Championship purposes being Summers, Nurse, Bob Vincent and Rodgers, all with Elites. DAVID PRITCHARD.

ADDED inducement for competitors in the AUTOSPORT three hours race at Snetterton will be an invitation to the three successful drivers to compete in the 1,000 kilometres of Montlhéry on 23rd October. This is a compliment to the AUTOSPORT Championship, for entries are restricted to 34 cars, and already the organizers have been inundated with requests to compete. Several million francs are offered in prize money, and there will be a minimum scale of fees for all starters. The three chosen drivers will be entered by Inter-Auto-Course of Paris, who will make all necessary arrangements.

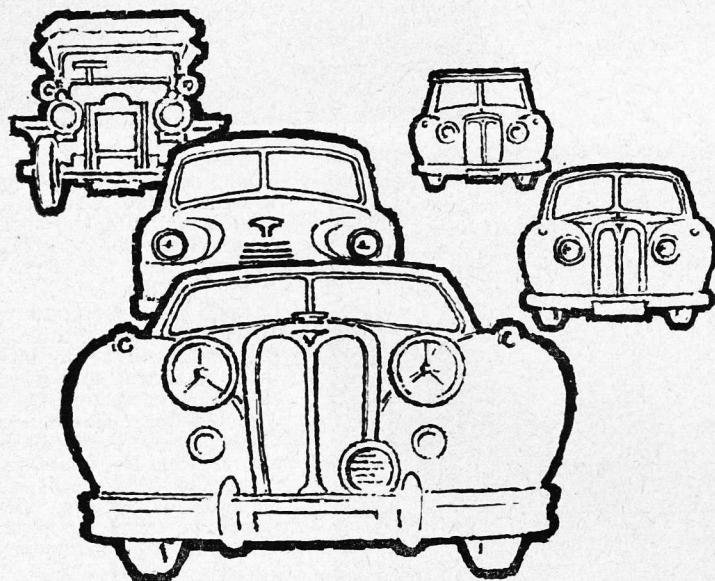
FATAL RECORD ATTEMPT

DURING an attempt to raise the Land Speed Record to over 400 m.p.h., Utah driver Athol Graham crashed at about 300 m.p.h., and succumbed to his injuries. He was making his bid on the Bonneville Salt Flats, and apparently a wheel came adrift on his American-built special, and the car went end over end, with the hapless pilot trapped in his closed cockpit.



BRABHAM DRIVES A MERCEDES! Jack recently paid a visit to the Mercedes works and, during the day, did a few laps of the test track in (left) the 1955 W196 Grand Prix car and (right) the 1935 W125, 646 b.h.p. 5.6-litre racing car.

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The AUTOSPORT World Cup for Grand Touring Cars.

FOLLOWING the Dutch team's narrow victory by two points in the AUTOSPORT World Cup for G.T. cars, Great Britain will be all out to reduce the leeway and to attempt to wrest the trophy from the holders.

This final leg consists of two 20-lap heats, in each of which the scoring will be: 1st, 6 points; 2nd, 5; 3rd, 4; 4th, 3; 5th, 2; 6th, 1—plus one point for fastest lap. Results of both heats will be added, and the team which has scored most points at Zandvoort and Snetterton will hold the World Cup for 1960.

Currently with Heat 1 will be run a qualifying heat for the AUTOSPORT championship for Class B cars. Class A and C will run in Heat 2.

The Dutch team will be led by Wim Poll in his S90 Porsche—winner of the Zandvoort International "Two Hours". Line up will be:—

Wim Poll (S90 Porsche)
R. Dooyes (S90 Porsche)
Ad Bouwmeister (S90 Porsche)
G. van Dijk (Porsche 1600S)
Han Vetter (M.G. Twin Cam)
O. Rosenblatt (M.G.A.)
Reserve: J. L. W. Blonk (Porsche)

The sole change from the Zandvoort British team will be Pat Fergusson (Elva Courier) for Paddy Gaston (Sprite). Dick Jacobs is team captain, and the line up will be:—



GEOFF DUKE will drive Reg Parnell's Lotus in the Vanwall Trophy race.

Autosport World Cup—Final

Exciting Holland v. Great Britain Prospect at Snetterton on 6th August—Fine Entry for F2 Vanwall Trophy—Geoff Duke in a Lotus

Graham Warner (Lotus Elite)
Chris Summers (Lotus Elite)
John Whitmore (Lotus Elite)
Alan Foster (M.G. Twin Cam)
Tom Bridger (M.G. Twin Cam)
Pat Fergusson (Elva Courier)
Reserve: To be announced.

Outright winner of the event will be awarded the Samengo-Turner Trophy, presented by the three famous Yeoman Credit brothers. Runner-up will receive

The Vanwall Trophy race is for F2 cars, and the entry includes:—

Cooper-Climax: Roy Salvadori, Jack Sears, Stan Hart, R. Carter, John Whitmore, Bruce Halford, Keith Ballisat, Tim Parnell, John Campbell-Jones, Tony Marsh, Mike McKee, Jack Lewis, Gerry Ashmore, Tony Maggs, K. Twisk, F. Gardner, and the New Zealanders,



DUTCH LEADER: Wim Poll who will be in his S90 Porsche in the World Cup races.



Ad Bouwmeister
(Holland)



G. J. F. van Dijk
(Holland)

Hulme and Lawton. Lotuses will be in the hands of Hicks, Finney, Brooke, Niven, Watson, Utley and Geoff Duke in Reg Parnell's new car.

There is also a well-supported Formula Junior event with names such as Jack Lewis (Lola), P. Ellis (Lotus), Graham Warner (Gemini), A. B. Rees (Lola), Chuck Dietrich (Elva), Rob Slotemaker (Elva-DKW), Tim Parnell (Lotus), Mike McKee (Lotus), Chris Steele (Lola) and Peter Ashdown (Lola).

The meeting starts at 2 p.m. Snetterton is just beyond Thetford, about 90 miles from London.

THE BRANDS HATCH INTERNATIONAL RESULTS

The Silver City Trophy Race

(50 laps=132.5 miles).

1. Jack Brabham (Cooper-Climax), 1 h. 25 m. 36.6 s., 92.86 m.p.h.
2. Graham Hill (B.R.M.), 1 h. 25 m. 41 s.
3. Bruce McLaren (Cooper-Climax), 1 h. 26 m. 26 s.
4. Phil Hill (Ferrari), 1 h. 26 m. 50.2 s.
5. Henry Taylor (Cooper-Climax), 49 laps.
6. John Surtees (Lotus), 49 laps.
7. Dan Gurney (Cooper-Climax), 49 laps.
8. Bruce Halford (Cooper-Climax), 49 laps.
9. Ritchie Ginther (Ferrari), 10. Ian Burgess (Cooper-Maserati), 11. Brian Naylor (J.B.W.-Maserati), 12. Keith Greene (Cooper-Maserati), 13. Guy Munaron (Cooper-Ferrari), 14. Geoff Richardson (Cooper-R.R.A.).

Fastest lap: Brabham and Jim Clark (Lotus), 1 m. 40.6 s., 94.82 m.p.h. (circuit record).

Retirements: Scarlatti (Cooper-Ferrari), gearbox, 1 lap. Bianchi (Cooper-Climax), engine, 2 laps. George Wicken (Cooper-Climax), clutch, 2 laps. Ireland (Lotus), oil pressure low and road-holding problems, 6 laps. Brooks (Cooper-Climax), overheating, 17 laps. Clark (Lotus), gearbox, 22 laps. Gregory (Cooper-Maserati), gearbox, 34 laps. Piper (Lotus) and Salvadori (Cooper-Climax), crash, 44 laps.

Wrotham Trophy Race for Grand Touring Cars:
Overall winner: J. G. Sears (Aston Martin DB4 G.T.). **Over 2,600 c.c.:** 1. J. G. Sears (Aston Martin DB4 G.T.), 77.56 m.p.h.; 2. R. A. Gibson (Jaguar XK 120); 3. D. Parker (Jaguar XK 150).

1,601-2,600 c.c.: 1. W. McCowan (A.C.), 75.43 m.p.h.; 2. C. J. Lawrence (Morgan); 3. S. Hill (Peerless). **1,001-1,600 c.c.:** 1. M. J. Parkes (Lotus Elite), 76.31 m.p.h.; 2. T. Bridger (M.G.A.); 3. B. Whitehouse (Lotus Elite). **Up to 1,000 c.c.:** 1. W. F. Moss (Marcos), 74.89 m.p.h.; 2. D. Harris (Sprite); 3. H. W. G. Elwes (Sprite).

John Davy Trophy Race for Formula Junior Cars: 1. J. Clark (Lotus-Ford), 80.64 m.p.h.; 2. F. Ashdown (Lola-Ford); 3. P. Arundell (Lotus-Ford). **Fastest lap:** Clark, 82.40 m.p.h.

Raffles Club Trophy Race for Sports Cars:
Overall Winner: R. Salvadori (Cooper-Climax), 78.23 m.p.h. **Over 3,000 c.c.:** 1. B. Halford (Aston Martin DBR2), 74.76 m.p.h.; 2. P. Jopp (Lister-Jaguar); 3. G. Lee (Lister-Jaguar). **2,001-3,000 c.c.:** 1. R. Salvadori (Cooper-Climax); 2. B. Naylor (Cooper-Maserati); 3. P. J. Sargent (Jaguar D). **1,101-2,000 c.c.:** 1. J. Blumer (Cooper-Climax), 77.64 m.p.h.; 2. D. Graham (Lotus-Climax); 3. D. R. Piper (Lotus-Climax). **Up to 1,100 c.c.:** 1. P. Ashdown (Lola), 77.79 m.p.h.; 2. A. B. Rees (Lola); 3. K. A. Greene (Gilby).

Kingsdown Trophy Race for Touring Cars:
Overall Winner: R. Salvadori (Jaguar 3.8), 75.98 m.p.h. **Over 2,600 c.c.:** 1. R. Salvadori (Jaguar 3.8); 2. J. G. Sears (Jaguar 3.8); 3. Sir G. Baillie (Jaguar 3.8). **1,601-2,600 c.c.:** 1. J. M. Uren (Ford Zephyr), 69.16 m.p.h.; 2. E. W. Cuff Miller (Ford Zephyr). **1,001-1,600 c.c.:** 1. L. Leston (Volvo), 72.37 m.p.h.; 2. K. Foitek (Alfa Romeo); 3. P. J. Pilsworth (Riley). **Up to 1,000 c.c.:** 1. G. C. Shepherd (Austin A40), 72.39 m.p.h.; 2. E. Lewis (A40); 3. J. Blumer (Austin 7).



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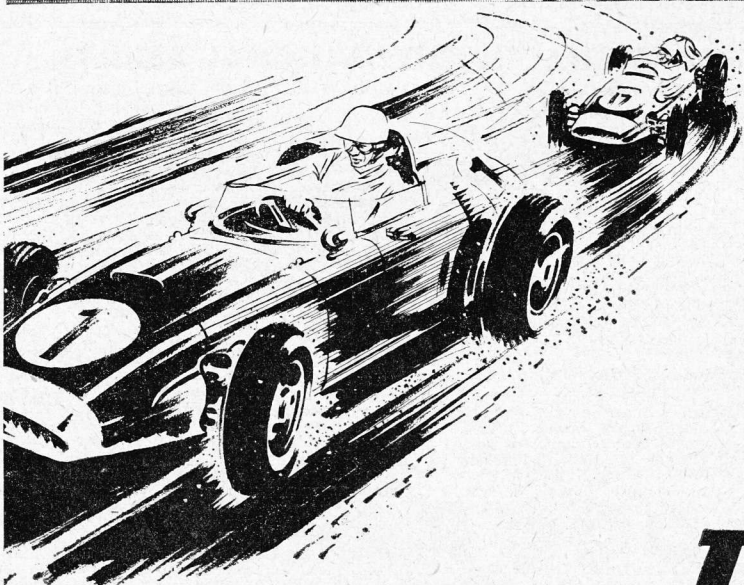
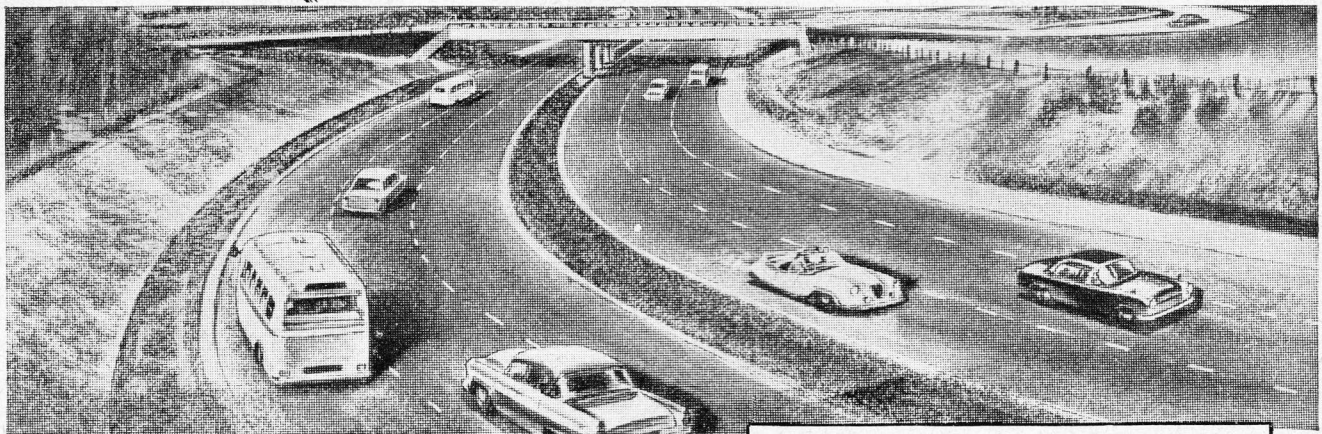
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REPORT FROM EIRE

Leinster-Martell Meeting at Dunboyne, Co. Meath

Story and Pictures
by Brian Foley

IRISH enthusiasts will long remember Dunboyne 1960. The weather was perfect, and the Leinster Motor Club, with the very generous aid of Messrs. J. & F. Martell & Co., Cognac, had procured the best ever entry for their 18th Leinster Trophy Meeting.

During the first practice session, on the Thursday evening before the race, we had a preview of things to come when John Campbell-Jones and Gerry Ashmore in F2 Coopers lapped the four-mile circuit at 91.14 and 90.00 m.p.h., respectively. On the Friday evening, things really livened up when both Ashmore and Stanley Hart (F2 Cooper) were credited with 94.74 m.p.h., and Campbell-Jones and Brian Naylor (F1 J.B.W.) both circulated at 94.12 m.p.h.

Several drivers exceeded their set handicap speeds during practice for the Holmpatrick Trophy Race, for cars "which in the opinion of the committee have not a speed potential to lap the Dunboyne Circuit, in the dry, at over 75 m.p.h." Best practice lap went to Gerry Ashmore's younger brother, Chris, who took his Austin-Healey around at 80.45 m.p.h. A stirring battle was waged by Dubliners, Kevin Diffley and Don Hunter, who took their Twin-Cams around at over 78 m.p.h., beating their set handicaps by six m.p.h.

Saturday was race day at Dunboyne, County Meath, and what a glorious sight it was. Crowds lined every vantage point around the circuit, especially in the village itself, which looked very gay, with the flags of the nations hanging

limply in the bright sunshine. First race was the Holmpatrick Trophy, which started at 2.55 p.m. This was a 15-lap, 60 miles race. The excitement came fast and furious. The second car through the village, a Triumph TR3 driven by Oliver Ryan, revolved wildly. Ryan looked very much a "sitting duck" in the middle of the road, but somehow everyone got through.

Limitmen, Lingard Goulding and John Gale, driving an M.G. TD and a Fiat Special respectively, led from the start but coming up fast through the field were Bill Lacy (TR3), Hunter (Twin-Cam), Kramm (Sprite), Squadron-Leader MacKenzie (Alexander-Turner) and Chris Ashmore (Austin-Healey). Hunter and Diffley did not resume their practice dice, as Diffley spun somewhere out on the

VETERAN: Joe Flynn (1½-litre Gordini) gives the "thumbs-up" signal, past the pits, as John Campbell-Jones (1½-litre Cooper-Climax) sweeps by into second place, going into the last lap. Joe finished fourth, behind the three Coopers. Joe also drove an M.G.A in the Holmpatrick Trophy race.

circuit and lost a lot of ground. Lacy nearly overdid it on the left-hander in the village on his fifth lap. MacKenzie was right on his tail, but managed to scrape through in the very fast little Alexander-modded Turner. The versatile Peter Kramm also had a moment when he glanced off the Railway Bridge wall, just after the Sheaf of Wheat hairpin, but he continued unruffled.

On the 10th lap, the pattern of the race was finalized when Lacy swept into the lead, followed by Hunter and Kramm. Both MacKenzie and Ashmore were out with mechanical troubles, and interest now centred on Kevin Diffley's bid for third spot. Kramm was not to be caught, so the final order was Lacy, Hunter, Kramm, Diffley, Paddy Hopkirk (Sprite) and MacNaughton (TR3). Lacy's winning average was 79.39 m.p.h. and he recorded the fastest lap at 81.60 m.p.h. Thirty-one cars were entered, two non-started, and 18 finished.

Twenty-six cars faced the starter in the 120 miles Leinster Trophy race. Brian Naylor was scratchman in his Formula 1 J.B.W.-Maserati and the limitman was veteran Joe Flynn in his 1½-litre Gordini. Bill Bradshaw drove the ex-Malcolm Templeton Lotus Fifteen, and as Templeton's new Cooper Monaco had not arrived, he took over Jack Slater's Formula Junior Lotus-Ford. Bill Lacy drove the 3.442 c.c. Jaguar-engined H.C. Special which was to be driven by F. Haft of Manchester. The non-starters were Kevin Monks (Lotus Elite), Colin Murray (Lotus), A. J. D. Sim (Yimkin) and John Pringle. Pringle had cruel luck on the first lap of the Thursday evening's practice, when the oil pump of his Cooper-Climax packed up, and the subsequent loss of oil wrecked the 2.2-litre Coventry Climax engine. The start was a most impressive sight, especially the second group of starters, which was made up of the four Formula 2

(Continued on page 204)



IRISH GRAND PRIX? No, this is a scene from the start of the Leinster Trophy race at Dunboyne, Co. Meath. The four Formula 2 Coopers on the grid are (l. to r.) Gerry Ashmore (first), Stanley Hart (third), Jimmy Twisk (retired) and John Campbell-Jones (second).

IN TORRENTIAL RAIN but with the fog almost cleared the field swoops into the first bend after the start. Bonnier leads from von Trips, Jack Brabham and Hans Herrmann, while Gurney (Lotus) goes wide.

on Friday, in fine warm and sunny weather, and most of the drivers took their first look at the short circuit. Measuring 7.7 kms. in length, the circuit starts with the pits straight of the normal 'Ring course, turning sharply left before what would be the South Turn to commence a long, twisty downhill run, which features several tricky corners, a narrow road, some awkward cambers—and the most incredibly bumpy surface! The downhill run continues for about four kilometres (2½ miles) before a sharp right-hander at Mullenbach, which is to all intents and purposes the half-way mark. Then comes a long and fairly straight uphill run for some half a mile before a series of twists precede

Porsche Wins The German Grand Prix

German Marque Takes Five Out of First Six Places in Foul Weather—Cooper and Porsche Equal in Constructors' Championship—Bonnier Wins Outright

THICK fog and an almost continuous downpour of rain set the scene for the German Grand Prix, held on Sunday for Formula 2 cars as a Constructors' Championship event on the shorter Sudschleife, or south circuit at the Nürburgring. Conditions were at their worst—the weather, it was generally agreed, was even more unpleasant than at this year's 1,000 kms. sports car race at the circuit—and that went on record as the worst ever for the Eifel.

The race was a real victory for Porsche. With the non-appearance of Ferrari after a disagreement with the Automobil Club von Deutschland, the only challenge came from World Champion Jack Brabham, who performed miracles with an outclassed "old"-type Cooper to take third place. But first, second, fourth, fifth and sixth places went to the German marque, Joakim Bonnier scoring the outright win and crossing the line just over a second ahead of Wolfgang von Trips. Jack Brabham's third place—the result of a strategy worked out the night before—means that Cooper and Porsche share the lead in the Formula 2 Constructors' Championship with 26 points each.

FOLLOWING immediately upon the Solitude race, the German Grand Prix was looked forward to as a continuation of the Lotus-Ferrari-Porsche struggle which took place on the Stuttgart circuit, while added spice was expected to be provided by the presence of Jack Brabham and Bruce McLaren, in new works Coopers. But neither of the cars was ready, and Jack and Bruce turned up with the old-type car which, like the front-engined Ferrari, is now outclassed by the opposition. The Ferrari team, as we have said, did not appear. From the Cheshunt firm, one

Team Lotus entry appeared, in the hands of Innes Ireland, while the only other Lotus in the race was a car entered by Mrs. Louise Bryden-Brown for Dan Gurney to drive. Porsche, of course, arrived in strength. To the originally

BY MARTYN WATKINS

Photography by Francis Penn

entered three works cars of Bonnier, Graham Hill and Edgar Barth was added a fourth, to be driven by von Trips, who would have been without a drive otherwise. Camoradi Racing Team produced a shiny new Porsche which was substituted for the Behra-Porsche originally entered, while to complete a German team within this American equipe, Hans Herrmann was doing the driving.

The first practice periods took place

a near-hairpin right-hander, followed by a sweeping left-hand curve. This leads into the main straight, about a mile long, most of it running behind the pits on the "return road" of the Nordschleife. About half-way round the north turn of the full circuit comes a sharp right-hand turn on to a slightly banked hairpin which leads back to the start and finish. The hairpin is surfaced with concrete slabs, between which are enormous cracks, and it is understood that the surface is that originally laid down in 1927!

Drivers quickly learned their way round. By the end of the morning session Jo Bonnier had lapped in 3 mins. 9.8 secs. (147 k.p.h.) for the quickest lap. Next came von Trips, 3 secs. slower, then Edgar Barth, in 3 mins. 15.4 secs., Hans Herrmann (3 mins. 16.5 secs.) and Graham Hill (3 mins.



LAPPING Bruce McLaren (2) is Bonnier, while the Porsche pit staff issue "stay put" instructions to von Trips, in second place. Nearest the camera is von Hanstein, while the fog has closed down again.

WINNER in the wet—Joakim Bonnier, who led for all but two laps, takes the first bend in his works F2 Porsche, with the Swedish colours on its nose. Note the umbrellas in the crowd.

17.4 secs.)—all in Porsches. Fastest of the Coopers was Bruce McLaren, sixth fastest in 3 mins. 18 secs., while Maurice Trintignant, in the Centro-Sud Cooper-Climax, did 3 mins. 18.3 secs.—four-tenths of a second better than Dan Gurney in the fastest Lotus. Innes Ireland, in the works car, was handicapped by a grabbing brake and poor carburation and managed only 3 mins. 20.2 secs., while Henry Taylor, driving the rebodied Laystall-Climax, was another sufferer from carburation troubles and could not better 3 mins. 53.2 secs.

In the afternoon everyone went more quickly, but Jo Bonnier was still the fastest with an improved time of 3 mins. 8 secs. (148.3 k.p.h.). As before, he was followed by von Trips, who got down to 3 mins. 9.6 secs. (147 k.p.h.), but this time Jack Brabham got in amongst the Porsches, recording third best time of the day with a lap in 3 mins. 10 secs.—with an “old-fashioned” car! Observed at various points of the course, it had been apparent that Jack was throwing the car about with what might well have been described as “grande panache”.

Fourth quickest was Graham Hill, who chopped over 7 secs. off his time to record 3 mins. 10.2 secs., slightly better than Herrmann. Sixth fastest was Masten Gregory, who did 3 mins. 11.7 secs. with the Scuderia Centro-Sud Cooper-Maserati—nearly 2 secs. better than Edgar Barth (Porsche). Dan Gurney was still the faster of the two Lotus drivers, recording 3 mins. 13.9 secs. compared with Innes Ireland's 3 mins. 14.2 secs., while sandwiched between them was Bruce McLaren, who did 3 mins. 14 secs.

Of the string of private Coopers, Jack Lewis was the fastest, again demonstrating that he has driving ability that is sometimes unsuspected with a time of 3 mins. 17.8 secs., beating New Zealander George Lawton, Tony Marsh, Wolfgang Seidel, Gerard Laureau, Lucien Bianchi (Equipe National Belge), Jo Schlesser, Olivier Gendebien (Equipe National Belge) and Karel de Beaufort, all in Coopers, and Henry Taylor's

Laystall, which was still not working particularly well.

Saturday's practice was preceded by a thin, persistent drizzle, and on a damp track no one improved on his time except Henry Taylor who, with the Laystall running much better, recorded 3 mins. 28 secs. For the rest, Friday's times stood and, in fact, the majority of cars were anything up to 10 secs. slower than on the previous day. Masten Gregory became a non-starter when he crashed in the Cooper-Maserati, without personal injury.

THEN came race day, and with it thick fog and continuous rain. One of the day's two G.T. races took place first, with the pits practically invisible from the opposite side of the track: visibility was nowhere more than an optimistic 50 yards. Before racing started—several minutes late—both Lucien Bianchi and Innes Ireland went out for a couple of slow, investigatory laps and came back disgusted. There was some talk of postponement, but it came to nothing, and during the G.T. race it was mooted that the Grand Prix should be postponed

until the end of the day. But the drivers in the second G.T. race, which was scheduled for the end of the programme, would have none of it, and as planned the German Grand Prix took place in conditions which can never have been so bad.

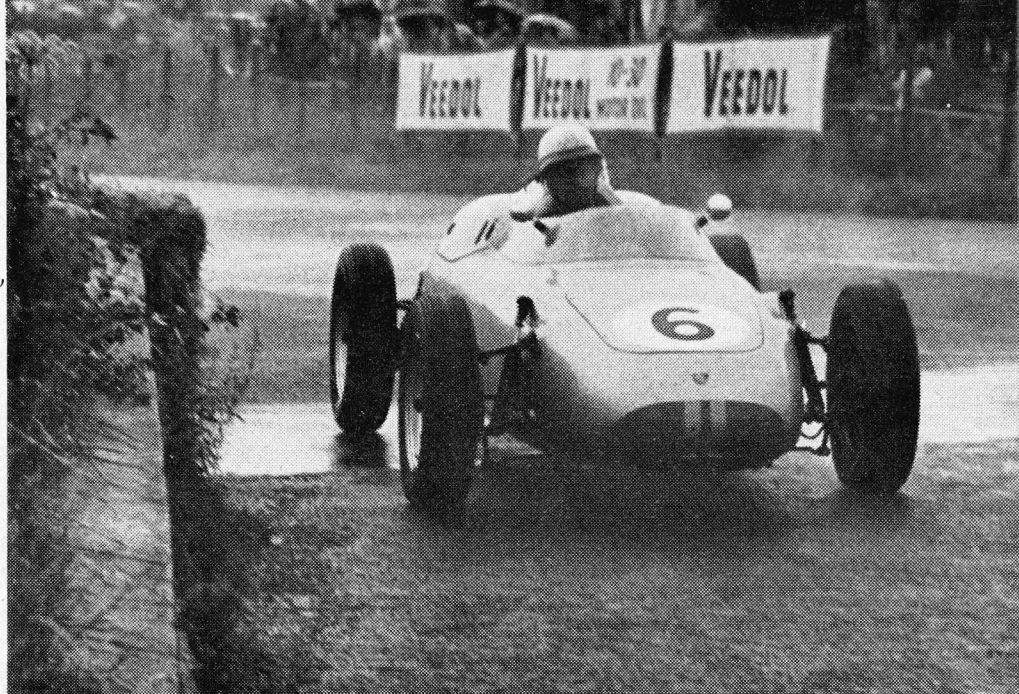
The starting grid was completely invisible from the press box, but “noises off” indicated that the cars were forming up as follows:—

Starting Grid			
Hill (Porsche)	Brabham (Cooper)	v. Trips (Porsche)	Bonnier (Porsche)
3 m. 10.2 s.	3 m. 10. s.	3 m. 9.6 s.	3 m. 8. s.
Barth (Porsche)		Herrmann (Porsche)	
3 m. 13.5 s.		3 m. 10.8 s.	
Trintignant (Cooper)	Ireland (Lotus)	McLaren (Cooper)	Gurney (Lotus)
3 m. 15.3 s.	3 m. 14.2 s.	3 m. 14.0 s.	3 m. 13.9 s.
Marsh (Cooper)		Lawton (Cooper)	
3 m. 19 s.		3 m. 18.7 s.	
3 m. 19 s.	3 m. 18.7 s.	3 m. 17.8 s.	
Beaufort (Cooper)	Laureau (Cooper)	Gendebien (Cooper)	Seidel (Cooper)
3 m. 22.1 s.	3 m. 22.1 s.	3 m. 19.4 s.	3 m. 19.4 s.
Taylor (Laystall)		Schlesser (Cooper)	
3 m. 28 s.		3 m. 23.5 s.	
		3 m. 22.4 s.	

So far as the press were concerned, there were a variety of answers to the logical question: “How does one cover a race which one cannot see?” The photographers were even worse off. Light conditions were such as to make photography almost impossible, while Francis Penn put on so many waterproofs that he could scarcely move—and was still soaked to the skin within a few minutes!

However, although the rain was lashing down with tropical force, there were signs of a lift in the fog. The start was delayed while drivers had a look at conditions; de Beaufort drove out of the paddock carrying one of those huge umbrellas that are found outside restaurants over himself and his car! The start was further delayed while water was swept off the course down at Mullenbach, its lowest point, and by 2.15 p.m. the race had still not started—it should have commenced at 1.30 p.m.!

DIVING under the bridge to join the short circuit are Bonnier and von Trips, in second place. The dark patch ahead of Bonnier is a pool of water pouring across the track.



TEMPORARILY in the lead, von Trips's Porsche is almost airborne on the bumpy circuit. Bonnier is just visible past the wall on the left.

minutes behind the World Champion, was still held by Graham Hill, followed closely by Herrmann and Barth. The order of the first six was not to change again throughout the race. Seventh was Innes Ireland, ahead of Bruce McLaren and Tony Marsh, who had passed Dan Gurney. Seidel, in 11th position, had already been lapped, and on lap 11 Jo Schlesler lost a couple of laps at the pits, plugs being changed in an attempt to eradicate a misfire.

By now the fog was closing down again, and already the Dunlop Tower had disappeared from view from a point less than 100 yards away. After 16 laps—half-distance—Innes Ireland had been lapped, leaving only the first six cars on the same lap as the leader, Bonnier. The order of these first six remained the same, but Bonnier was drawing away from von Trips, now leading him by 4½ seconds. In turn, von Trips now led Jack Brabham by something like half-a-minute. Graham Hill, Hans Herrmann and Edgar Barth, in fourth, fifth and sixth places, still circulated almost as one. The order of the rest of the field was: Ireland (seventh), then McLaren, Gurney, Marsh, Seidel (two laps behind the leader), Bianchi, de Beaufort, Henry Taylor and Jo Schlesler (three laps behind).

On lap 19 de Beaufort and Henry Taylor came past with no sign of Lucien Bianchi, who subsequently toured into the pits to retire, leaving 15 runners. Von Trips was closing up again on Bonnier, only to drop back again when on the leader's tail, apparently in obedience to a curious red board which von Hanstein hung out to him. The fog was now very thick, and visibility was down to, perhaps, 20 yards—and still the leaders were approaching the north turn at well over 100 m.p.h.!

Now came another note of excitement. Graham Hill, in opening up a wider gap than before over Hans Herrmann, was noticed to be catching Jack Brabham.

But the fog was now definitely lifting, although the rain still teemed down. The crowd began to get restless, and whistles and cat-calls rang through the sodden air as the drivers sat hunched in their cars waiting for something to happen. And at 2.30—an hour late—engines were started, with the fog almost completely cleared. With 30 seconds to go the grid was still full of people, the chaos was sorted out, the flag went down and the race was on.

Bonnier, Brabham and von Trips led off the grid, while Jack Lewis's car refused to start, eventually getting away half-a-lap in arrears. At Mullenbach, the field had sorted itself out and already the three leaders—Bonnier, von Trips and Jack Brabham—were well ahead of the rest of the field, led by Dan Gurney (Lotus), Hans Herrmann (Porsche) and Edgar Barth (Porsche).

Jo Bonnier completed his standing lap in 3 mins. 53 secs.—this on a track which in places was inches deep in water—and already a gap of nearly 15 seconds had opened up behind Jack Brabham, holding his calculated third place. In fourth place was Dan Gurney, while Graham Hill had moved up into fifth place ahead of Barth, McLaren, Trintignant, Ireland, Lawton, Tony Marsh, Gendebien, Laureau, Schlesler, Bianchi, Seidel, de Beaufort, and Henry Taylor. Trailing the field after his bad start came Jack Lewis, to pull straight into the pits after being black flagged for being pushed over the starting line.

On lap two the first three held their positions, but into fourth place came Graham Hill, followed by Herrmann and Barth, while Gurney had dropped to eighth place behind McLaren. Lawton dropped back without losing a place, although Tony Marsh was getting close. The New Zealander's engine sounded dreadful, and on the fourth lap he came into the pits, taking one look at the engine of his Cooper and pushing it away almost immediately to the dead car park.

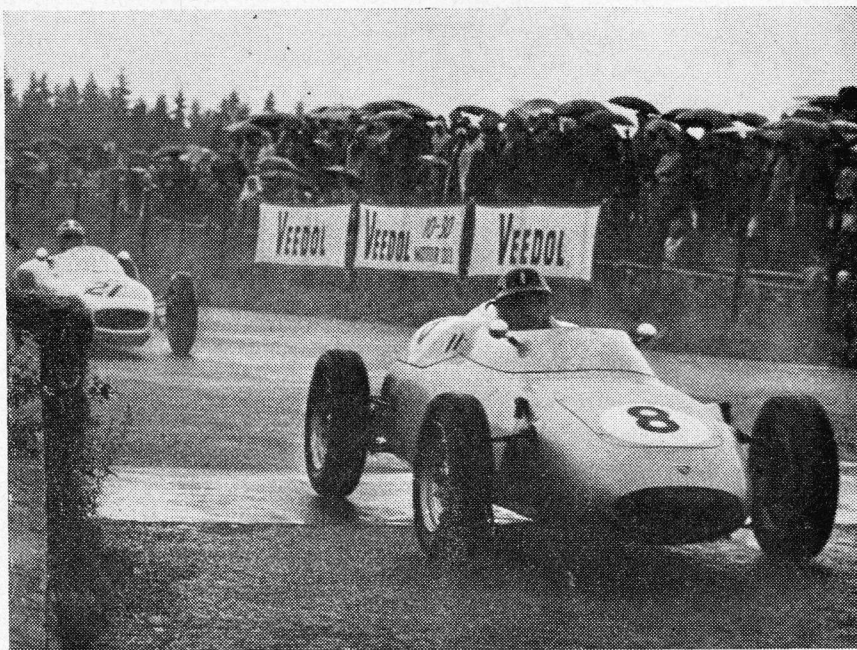
After five laps Bonnier still led von Trips and Jack Brabham, while the gap between Jack and fourth man Hill had

opened up to over 50 secs. After Graham came Herrmann and Barth, and then another long gap of nearly half a minute before Bruce McLaren. Trintignant, who had been pursuing Bruce relentlessly, dropped back behind Ireland, Gurney and Tony Marsh, who was catching the American. As Trint drew into the pits, so did Olivier Gendebien, and both cars retired. Of the 20 starters, 16 cars were still running. Henry Taylor, at the back of the field, chased and passed de Beaufort. The rain had now stopped temporarily, and, indeed, the weather looked comparatively bright. But it was not to last.

On lap eight the lead changed hands, to provide a spark of interest in what was, in all honesty, a very dull race. In such appalling conditions it could scarcely have been otherwise. But von Trips managed to get past Bonnier for the lead, only for the Swede to retake him on the 10th lap.

After 10 laps the order was Bonnier, von Trips and Jack Brabham, the latter dropping back to some 15 seconds behind von Trips. Fourth place, over 1½

STERN CHASE: Graham Hill, with a green nose-band on his Porsche, laps Dan Gurney (Lotus) during his long but fruitless pursuit of Jack Brabham. Graham finished fourth, 6 secs. behind the Cooper.



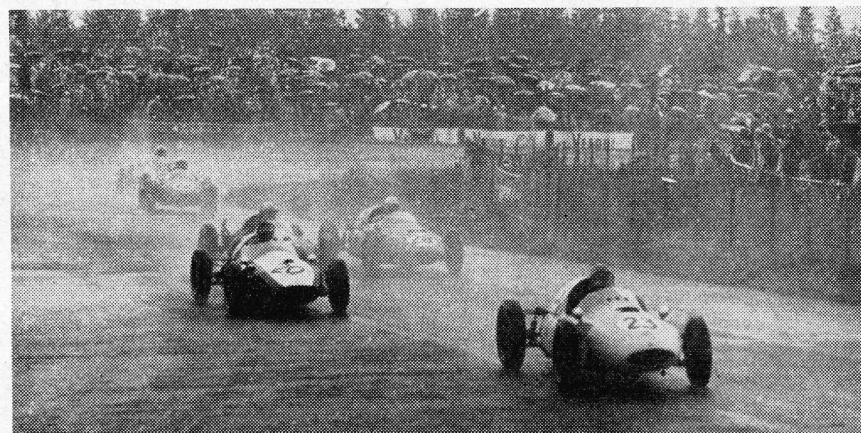
THIRD PLACE—ensuring a retained lead (jointly with Porsche) in the Constructors' Championship—was taken by Jack Brabham, who held off Graham Hill's Porsche despite an overheating engine.

At 20 laps the time interval between them was still over 1½ minutes; after 24 laps had been completed the gap had closed to 56 seconds, and the World Champion was being given frequent signals from a slightly agitated pit staff, which included Ron Flockhart. The third place was vital to Coopers' lead in the Constructors' Championship, and, being thoroughly well aware of the fact that he had no hope of winning the race, Jack was playing safe and sticking to the important third spot.

But Graham Hill was catching him at an alarming rate: after 26 laps the gap was down to 48 seconds. With six laps to go, if Graham continued to catch the Cooper at the rate of eight seconds a lap those vital points could go by the wayside. Conditions for such a duel were almost indescribably bad. From the press stand the pits were all but invisible, while the rain fell steadily on an already saturated track.

Among the rest of the field, Dan Gurney was closing up on Bruce McLaren for eighth place behind Innes Ireland. Henry Taylor had settled his duel with de Beaufort by passing and drawing away from the Dutchman's orange Cooper. Innes Ireland himself was very unhappy, his engine beginning to sound very ragged indeed.

After 29 laps—three laps to go—the gap between Brabham and Hill was down to 30 seconds. Dan Gurney passed Bruce McLaren, and, in second place, von Trips began to drop back again until Bonnier led him by some four seconds—which meant that each car was totally invisible to the other. Fairly vigorous "come on" signs were being given to the World Champion by Ron Flockhart, but Hill still decreased the gap, now gaining hand over fist to pick up 11 seconds on the 30th lap. This reduced the interval to 19 seconds; with two laps to go this would have given Graham third place by three seconds if he sustained it.



But now Jack began to show the sort of skill which made him World Champion. Despite the soaking track, the non-existent visibility and, not least, a state of extreme physical discomfort—it must have been indescribably ghastly out there—he put a stop to the Porsche's activities with perfect timing. On lap 31 Graham gained only six seconds; with amazing regularity under the circumstances Jack kept him at bay again on

LEADING a bunch in the early stages is Bianchi, ahead of Seidel and Schlesler, all in Coopers.

the last lap—another six seconds was removed—and no more.

And that was the end of the 1960 Grosser Preis von Deutschland. The race can never have been run under such terrible weather conditions, and full credit is due to the drivers—and to Jo Bonnier especially—for their performances. Jack Brabham kept his third place, but Porsches took the remaining five of the first six places, and both marques now stand with 26 points in the Formula 2 Championship.

Results

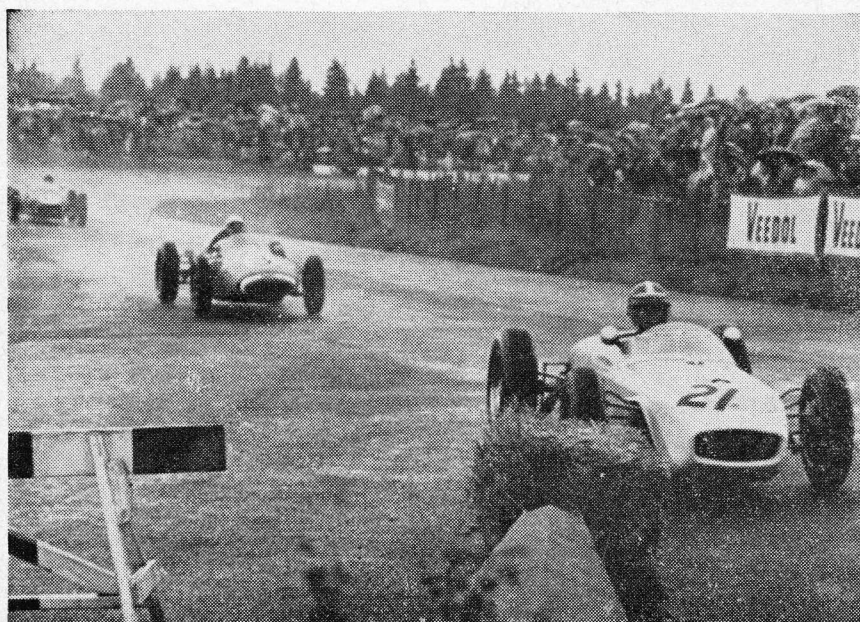
1, Joakim Bonnier (Porsche), 32 laps, 1 h. 55 m. 12.1 s., 129.2 k.p.h. (80.23 m.p.h.); 2, Wolfgang von Trips (Porsche), 1 h. 55 m. 13.4 s.; 3, **Jack Brabham** (Cooper), 1 h. 57 m. 15.1 s.; 4, **Graham Hill** (Porsche), 1 h. 57 m. 21.2 s.; 5, Hans Herrmann (Porsche), 1 h. 57 m. 29.2 s.; 6, Edgar Barth (Porsche), 1 h. 57 m. 32.3 s.; 7, **Innes Ireland** (Lotus), 31 laps; 8, Dan Gurney (Lotus); 9, **Bruce McLaren** (Cooper); 10, **Tony Marsh** (Cooper), 30 laps; 11, Wolfgang Seidel (Cooper); 12, Gerard Laureau (Cooper). **Fastest lap:** Bonnier, 3 m. 29.9 s., 132.9 k.p.h.

Fastest speeds recorded on the main straight during training for the German G.P. by "Gatsometer" were as follows:

Bonnier (Porsche), 222 k.p.h.; Ireland (Lotus), 222; Barth (Porsche), 217; Gendebien (Cooper), 214; de Beaufort (Cooper), 212; Laureau (Cooper), 212; Schlesler (Cooper), 209; Trintignant (Cooper), 209; Gurney (Lotus), 209; Lewis (Cooper), 209; Lawton (Cooper), 205; Gregory (Cooper-Maserati), 205; Brabham (Cooper), 202; Bianchi (Cooper), 200; Herrmann (Porsche), 198; Taylor (Laystall), 198; von Trips (Porsche), 196.

To convert to m.p.h., multiply by 0.6214.

AHEAD of Maurice Trintignant (Cooper) is Dan Gurney (Lotus), with Innes Ireland (Lotus) behind "Petoulet".



AUTOSPORT, AUGUST 5, 1960

PILGRIM'S DROP: World Champion Jack Brabham leads Jim Clark (Lotus), Roy Salvadori (Cooper), Graham Hill (B.R.M.) and Bruce McLaren (Cooper) after the start of the Silver City trophy race.

traffic jams developed on the adjoining roads, particularly on the main A20 highway to Maidstone.

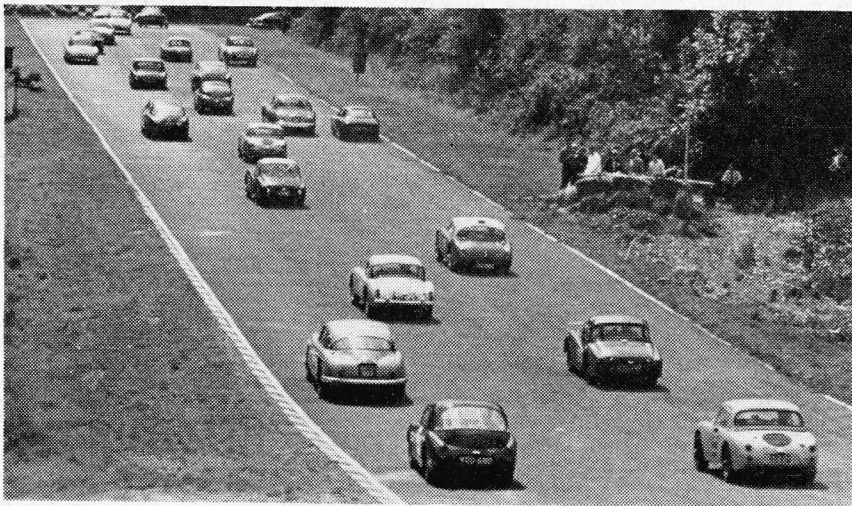
Equipe Endeavour had a one-two in the Grand Touring race, with Jack Sears (Aston Martin DB4GT) winning from Mike Parkes (Lotus Elite), with Tommy Bridger fourth in Dick Jacobs's M.G. Twin-Cam. Sensation was the Ford-engined, all-wood Marcos, driven by Bill Moss, which completely dominated its class. Roy Salvadori (Cooper Monaco) won the sports car race at 78.23 m.p.h. on a soaking wet course from Peter Ashdown in the Lola-Climax "1100". To Jim Clark (Lotus-Ford) went the Formula Junior event at 80.64 m.p.h., with

Jack Brabham's Brands

**World Champion Wins Silver City Trophy Meeting at 92.86 m.p.h.
Record Crowd Watches Exciting Bank Holiday Racing on New Circuit**

BY GREGOR GRANT

Photography by George Phillips



Ashdown's Lola-Ford runner-up. Roy Salvadori (3.8 Jaguar) took the saloon car race from Jack Sears's similar car. An extraordinary performance by Jimmy Blumer in a Mini-Minor had the most enthusiastic reception of the day, especially when he cheekily took Jeff Uren's Zephyr on the last lap.

* * *
SUGGESTIONS of 100 m.p.h. laps were speedily scotched when training times were posted. Fastest was Jim Clark with 1 min. 39.4 secs., 95.98 m.p.h.—and the Scot was really trying. Next in order were Jack Brabham (Cooper-Climax), 1 min. 39.6 secs., Innes Ireland (Lotus), 1 min. 39.8 secs., and Graham Hill (B.R.M.), 1 min. 40.2 secs. Hill had an incident during Wednesday's special training session, finishing up by

TRAFFIC JAM: As Jack Sears disappears round Druids' Bend the rest of the field follows up the hill.

It was Jack Brabham all the way in the 50-lap Silver City Trophy race for Formula 1 cars on the new 2.65-mile Brands Hatch circuit on August Bank Holiday. Driving his Cooper-Climax, the World Champion led from start to finish, after a spirited challenge by Jim Clark (Lotus), which ended on lap 22 when the Scotsman's gearbox failed. He and Brabham shared the new lap record of 1 min. 40.6 secs., 94.82 m.p.h. Graham Hill (B.R.M.) took up the chase, but although he reduced the leeway considerably, Brabham sailed home comfortably to win at 92.86 m.p.h.

Into third place came Bruce McLaren (Cooper-Climax), followed by Phil Hill who put up an excellent showing with a front-engined Ferrari, and then Henry Taylor in a Yeoman Credit Cooper-Climax.

The crowd was enormous, and would have been even greater had not huge

STRIKING VIEW of the new circuit at Dingle Dell, with part of the field of Formula 1 machinery pressing on towards Stirling's Bend.



clouting the bank and considerably bending the car.

John Cooper was a wee bit worried whether or not Brabham was going to make it in time for the F1 race, after driving at Nürburgring. The Junior race was well under way when the little Cessna aircraft dodged out of the clouds with pilot Flockhart managing to land in an adjacent field—so J.C. breathed again.

By the time the 23 Formula 1 contenders had congregated on the starting line, the heavy rain had stopped, and the track was dry except for isolated patches under the trees at Druids Corner and on parts of the new extension. Based on practice times, the grid was as follows:—

G. Hill (B.R.M.)	Ireland (Lotus)	Brabham (Cooper-C)	Clark (Lotus)
1 m. 40.2 s.	1 m. 39.8 s.	1 m. 39.6 s.	1 m. 39.4 s.

Salvadori (Cooper-C)	Surtees (Lotus)	Brooks (Cooper-C)
1 m. 41.2 s.	1 m. 40.6 s.	1 m. 40.4 s.

Wicken (Cooper-C)	Gurney (Cooper-C)	H. Taylor (Cooper-C)	McLaren (Cooper-C)
1 m. 43.8 s.	1 m. 43.4 s.	1 m. 43.4 s.	1 m. 42.6 s.

Bianchi (Cooper-C)	Ginther (Ferrari)	Halford (Cooper-C)
1 m. 46.8 s.	1 m. 46.6 s.	1 m. 44.6 s.

P. Hill (Ferrari)	Piper (Lotus)	Burgess (Cooper-Mas)	Greene (Cooper-Mas)
1 m. 47.4 s.	1 m. 47.4 s.	1 m. 47.2 s.	1 m. 47.2 s.

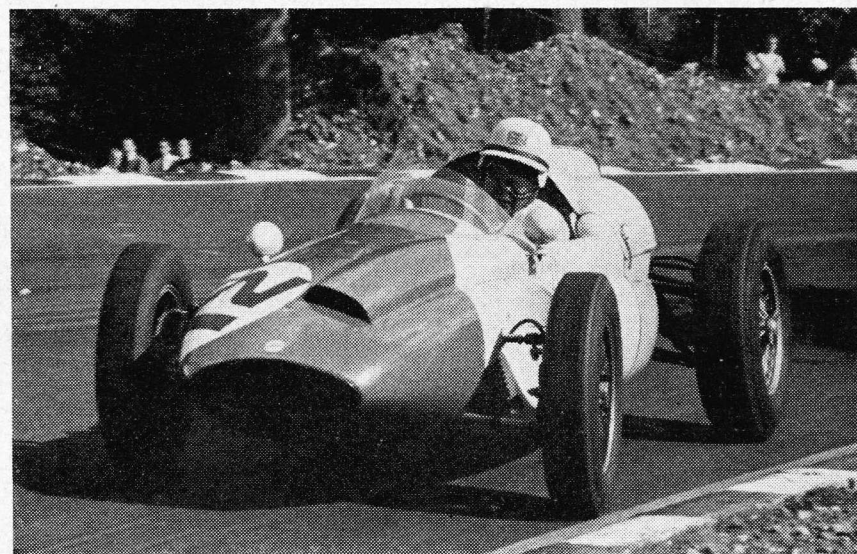
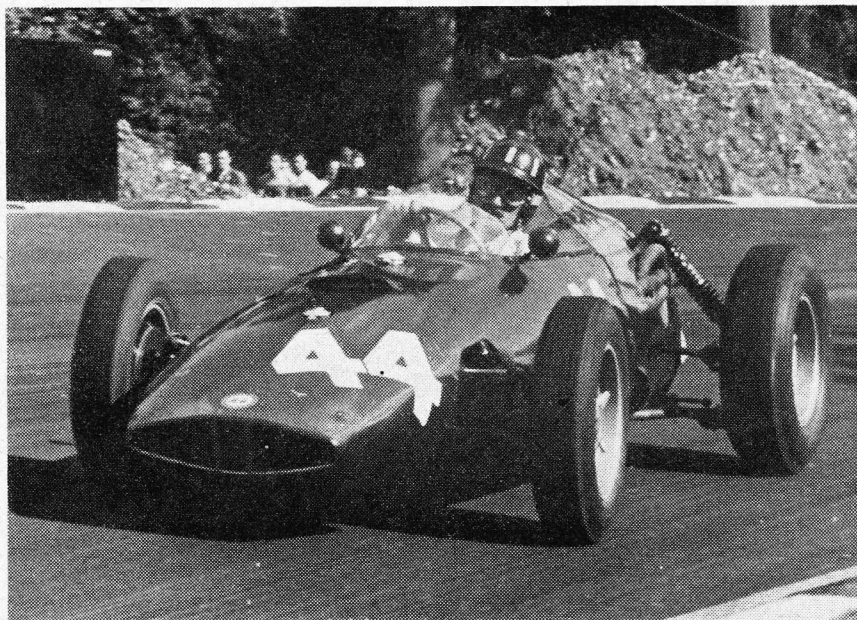
Richardson (Cooper-R.R.A.)	Scarlatti (Cooper-Fer)	Munaron (Cooper-Fer)
1 m. 57.6 s.	1 m. 50.8 s.	1 m. 50.6 s.

Naylor (J.B.W.-Mas)	Gregory (Cooper-Mas)
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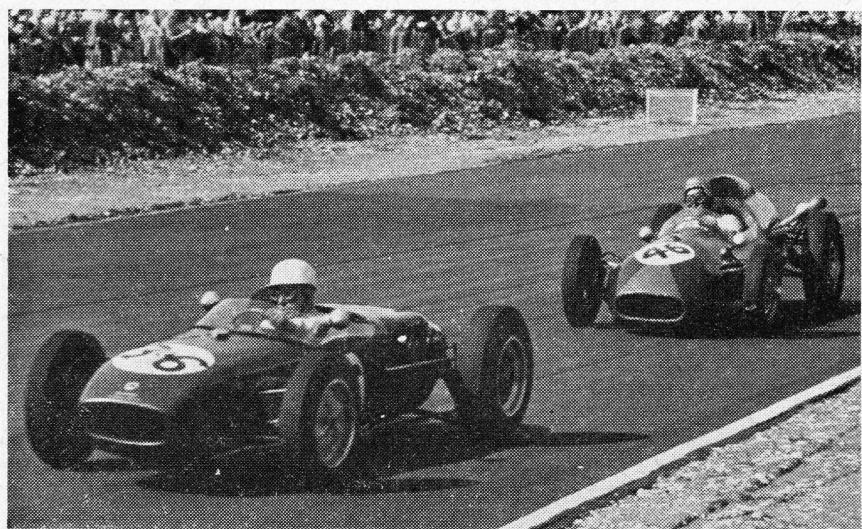
Jack Brabham made a superb start, followed into Paddock Bend by Roy Salvadori in Tommy Atkins's Cooper-Climax. Before the cars had reappeared, Scarlatti had abandoned his red Cooper-Ferrari just before the bridge at South Bank bend.

Jim Clark (Lotus) had fastened on to the Australian's Cooper-Climax, and there developed a battle royal between them, with Graham Hill (B.R.M.) in third spot, chased by Salvadori, McLaren, Piper, Phil Hill, Gurney, Halford, Henry Taylor, Ireland and Brooks in that order.

George Wicken stopped at the pits with clutch slip on his maroon Cooper-Climax, and John Surtees was also a visitor for the same reason. Ireland's Lotus was doing a "waltzing matilda" act, and the unhappy Innes called at the pits to complain. Although there was the usual lifting the bonnet pantomime, it was fairly obvious that "rain" tyres were not quite the weather for a dry



CONTRAST: Three striking shots of B.R.M., Yeoman Credit Cooper and Ferrari as they swing through Stirling's Bend. At the top of the page is Graham Hill, who finished second after a fine drive. Centre is Henry Taylor, who finished fifth, and (bottom) Phil Hill's Ferrari, which took fourth place.



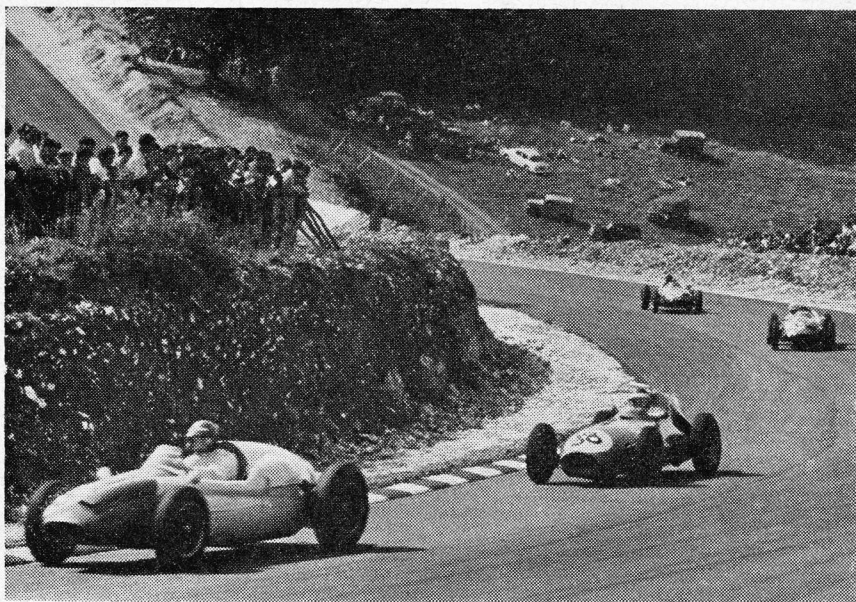
circuit. Anyway, after a few desultory laps, the Lotus was abandoned at the pits.

Meanwhile, a fierce struggle was going on in front, with both Clark and G. Hill pressing Brabham for all they were worth. Gradually the leading pair drew away from Hill, who was finding the damp patches a trifle disconcerting and wisely decided that a bit of caution was needed. Lucien Bianchi's engine blew up and the Belgian parked his Cooper-Climax on the concrete lay-by below Paddock Bend.

Clark continued to push Brabham, and, behind Graham Hill, Salvadori, McLaren and Phil Hill were having a free-for-all. Leading the Yeoman Credit onslaught was Dan Gurney, but Henry Taylor was coming up fast. David Piper (Lotus) and Bruce Halford (Cooper-Climax) became engaged in a stern duel, passing and repassing to the huge delight of the crowd. However, it was Jim Clark who was bringing the customers to their feet, making the

HAWTHORN'S BEND: Bruce Halford, in one of the Yeoman Credit Coopers, leads David Piper's Lotus into the right-hander.

PORTOBELLO STRAIGHT: John Surtees (Lotus) leads Brian Naylor (J.B.W.-Maserati).



FOR THEM AS LIKES IT! Roy Salvadori (3.8) takes to the grass at Pilgrim's Rise trying to take Jack Sears in the Equipe Endeavour car.

World Champion work all the way to hold a slender lead. Jack returned a lap in 1 min. 41.2 secs., but Clark promptly carved 0.4 sec. off this. Faster and faster they went, and Brabham chalked up a 1 min. 40.6 secs. (95.79 m.p.h.)—but still the Lotus hung on. The Scot was also in record-breaking mood, and equalled Brabham's new figures.

Graham Hill had dropped back, and with 10 laps completed lay 10 secs. or so behind Brabham. The duellists had already "doubled" Keith Greene (Cooper-Maserati) and Geoff Richardson (Cooper-R.R.A.), and on the 11th lap Brian Naylor's J.B.W.-Maserati was added to the list. Clark dropped back a trifle, just as Phil Hill swept past Salvadori. The Californian was certainly getting everything possible out of the Ferrari, leaving team-mate Ritchie Ginther far behind.

Next to be "doubled" by Brabham was Ian Burgess (Cooper-Maserati), whose new Lotus-Maserati was still unfinished at Modena, and next for the axe were Masten Gregory (Cooper-Maserati), Ginther and Surtees, who was making a come-back after his early pit stop.

Dan Gurney had a momentary excursion on to the grass behind the pits, and Tony Brooks slipped in front. However, Henry Taylor now led the Yeoman Credit brigade, but could not make up ground on McLaren, P. Hill and Salvadori.

Jim Clark put on the pressure once again and almost drew level with Brabham. It looked fairly certain that the Lotus would take the initiative, for Clark was driving brilliantly, countering every move of the wily Brabham. Then his supporters groaned; he began to have difficulty selecting his gears, and, on lap 22, coasted slowly to a standstill behind the pits.

It was a bad day for Team Lotus,
(Continued on page 202)

A FLEET OF CORVETTES: Chevrolet Corvettes took the first seven places in the big-capacity production sports cars event. Here a bunch goes through the first corner; the eventual winner was Tony Settember (58).

It has blossomed out into a "Beat the Birdcage" year in California. With genial Bob Drake handling the driving chores, the Tipo 61 Maserati either wins or fails to finish. Since no one has been able to beat this very rapid combination, fair and square, more and more competitors find themselves secretly wishing for some mechanical failure to take place in the Maser. The wish has been granted twice, but the mechanics' mechanic, Bill Rudd of Montebello, California, does wonders in keeping the complex Modena product in the pink. Santa Barbara was no exception.

Drake won the big-bore main event at Santa Barbara in a strongly contested battle, at 80.5 m.p.h., and set a new single lap record for the 2.2-mile, nine-turn circuit of 1 min. 37.0 secs.

Santa Barbara "Birdcage" Benefit

The Bob Drake-"Birdcage" Maserati Combination Wins Again and Sets a New Santa Barbara Lap Record in the Bargain

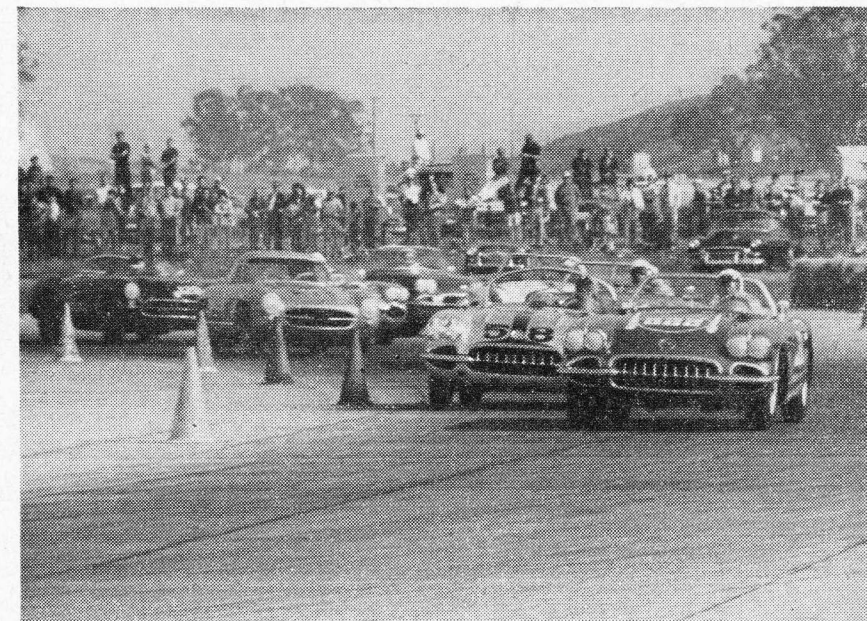
GOING into Saturday's preliminary race for the Sunday feature event, Drake was a clear favourite in spite of a first-class field of contenders in some mighty powerful cars—cars noted for their terrific sprint capabilities, if short on breath for endurance-type races. Fortunately for these fire-breathing monsters, most U.S. races are of the shorter variety.

After one lap in Saturday's eight-lapper, Drake had been out-accelerated off the grid by Bill Krause, a really first-rate driver, in a 5.5 D-Jaguar-Corvette; Ken Miles in a 5.7 Mercedes-Corvette (making a rare appearance in a big car); and Max Balchowsky's 5.5 Buick-Old Yeller Mk. II. Although these big-displacement machines out-ran Drake on the straights, he out-braked them at the ends and stole complete seconds from them in the bends. By the next to the last lap Drake was past Balchowsky and Miles and was hammering on Krause's door. He over-cooked things a bit, spun, Miles and Balchowsky screamed by and the Saturday race ended a lap later, Krause the winner, then Miles, Balchowsky and Drake, in that order.

When they lined up on the grid for Sunday's feature race, Drake was on the second row, behind Saturday's first three place finishers. Beside Drake was Dick Morgensen, a previous Santa Barbara winner, in a 3.0 Ferrari Testa Rossa. Farther back on the grid were Bob Bondurant (4.9 Ferrari-Maserati), Ak Miller (6.0 Devin-Oldsmobile), Mike Roetnor (3.0 Ferrari), Lew Spencer (4.6 Devin-Corvette), Jim Connor (4.6 Ferrari-Corvette), Jack Mathes (4.6 Aston Martin-Corvette), and a horde of additional Corvette-engined specials.

The flag dropped and the thundering heard was unleashed.

At the end of the first lap the order was Krause, Miles, Drake, Balchowsky,



Bondurant and Morgensen. On lap three Krause broke the circuit lap record of 1 min. 38.9 secs., held by Balchowsky, with a 1 min. 38.0 secs. lap. Meanwhile Drake was having it out with Miles for second spot. Miles was driving a faultless race, but the superior braking and cornering of the Tipo 61 was just too much and Drake took Miles on the outside through Turn Eight and fell into line again two

By GORDON H. MARTIN

Photography by Bill Norcross

seconds behind first-place Krause. On the tenth lap Drake had the audacity to take his 2.8 machine past Krause's 5.5-litre one, on the long back straight, of all places. On the same lap Drake set a new lap record of 1 min. 37.0 secs., which he later equalled but couldn't beat.

On the 14th lap Miles pulled into the pit with rear-end bothers and Bondurant slipped back in the pack and out of the first five. Krause did miracles with his Corvette-powered D-type Jaguar, but Drake was 10 seconds to the good when Arnie Cane dropped the chequered flag. He had averaged 80.5 m.p.h. to win the 24-lap, 44-mile race, in 32 mins. 47.0 secs.

Of the 23 cars in the race, the first five finishers in order and the number of seconds behind Drake, were: Bill Krause, 10 secs. (5.5 Jaguar-Corvette); Max Balchowsky, 24 secs. (5.5 Buick-Old Yeller Mk. II); Dick Morgensen, 52 secs. (3.0 Ferrari); Don Hulette, 63 secs. (5.6 Hulette-Corvette); and Bob Bondurant, 66 secs. (4.9 Ferrari-Maserati).

Jay Chamberlain, sometimes Lotus works driver, and Western U.S. Lotus

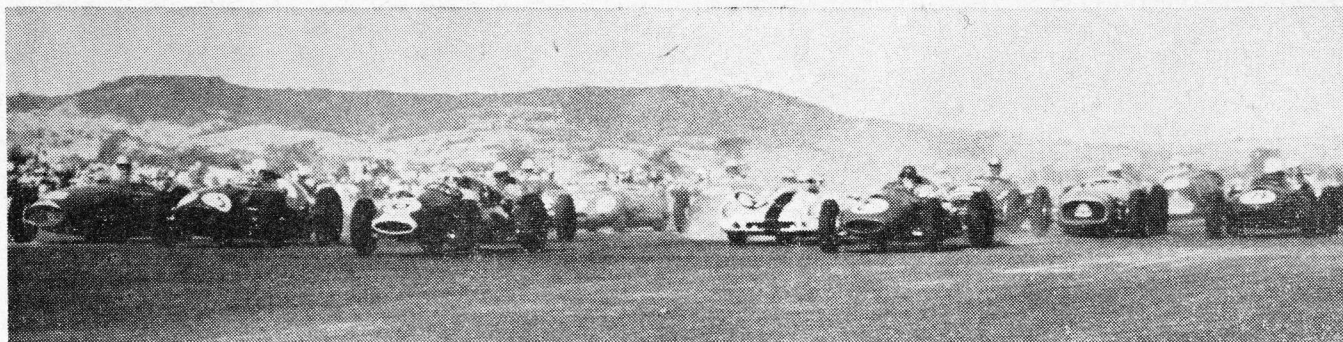
Distributor, won the non-production under 1,500 c.c. race after a superb drive. He had a hard time shaking Mitch Michelmore, President of the race-sponsoring California Sports Car Club, in a Porsche RS Spyder. Eventually the pace was too much for the Porsche clutch and Michelmore limped around the circuit, lucky to get seventh place.

Chamberlain averaged 75.5 m.p.h. for the 15-lap, 33-mile race, in 26 mins. 13 secs., aboard a 1.5 Lotus Le Mans. Don Maslin was second in a 1.1 Lotus and Art O'Connor finished third in a 1.1 Lola.

A very popular addition to the current California Sports Car Club race meets is the Grand Prix motor-cycle races. More than 40 members of the Federation of American Motorcyclists racing in all classes from 125 c.c. to 500 c.c. participated at Santa Barbara. Five different riders led the race before Don Vesco, aboard his 500 c.c. Manx Norton, got into the lead to stay there. Luis Giron, Central American Champion from Guatemala City, won the lightweight class on a 250 c.c. NSU. Luis finished third overall behind Ron Ellis's 500 c.c. Manx Norton. The winner averaged 71.5 m.p.h. for the 15-lap, 33-mile race in 27 mins. 41 secs.

The Morris Minor-powered "B.M.C. Junior", designed by Joe Huffaker and being manufactured in quantity in San Francisco by Kjell Qvale's British Motor Car Distributors, was the surprise winner of the Formula Junior race. This was the first Southern California outing for this small, fully independently suspended car. Jack Flaherty, once California Sprint Car Champion for three years running, did the driving. Stanguellinis driven by T. H. Handley, Ken Miles, Ed. Freutel and R. C. Gould finished two, three, four, five, in that order.

The B.M.C. Junior develops 86.5 horsepower at 6,000 r.p.m. and has won five of its first eight races, failed to finish for mechanical reasons twice, and finished second once after a lengthy pit stop. Flaherty's winning average at Santa Barbara was 73.0 m.p.h. for the 15-lap, 33-mile race, in 27 mins. 7 secs.



Australian Grand Prix

Hardest-fought Australian Race in 30 Years—Photo-finish After 100 Miles

TWENTY-FIVE thousand hoarse Australians watched breathless as two mid-green racing cars hurtled together across a yellow line painted half-way along a solid mile of steaming aircraft runway. Aston Martin had just failed by one-twentieth of a second to win its first Grand Prix of Australia last month.

* * *

THE 25th Australian Grand Prix,

F.I.A.-listed but so far not a Championship event, was the big race on the nation's 1960 calendar. With it went valuable points towards the Confederation of Australian Motor Sport's annual Gold Star award, unlimited prestige and a hoard of material rewards. Pre-race standing in the best-five-of-seven Gold Star contest was: Alec Mildren (Australian Capital Territory), 19 points; Jack Brabham (New South Wales—a competitor in one of two Gold Star events held till then), 12; Arnold Glass (New South Wales), 10; Bib Stillwell (Victoria), 5; Bill Patterson (Victoria), 5.

For the third time (others: 1949, 1954) sponsorship of the Grand Prix fell to Queensland, most northerly of the Eastern seaboard States. Venue chosen by the Queensland Racing Drivers' Club was Lowood, a club-owned wartime airfield carrying a 2.825-mile circuit well known for its emphasis on driver skill, for its one "dead-stop" and three slow right-angle turns, and for its wide, flat 1.136-mile straight. Despite Lowood's distance from the major southern capitals and the unheard-of starting money offered for the next day's major meeting at Phillip Island—a mere 1,000 miles away near Melbourne, Victoria—most

of the country's top-line drivers made the trip. Victorian Bib Stillwell made a real thing of it. He bought a car especially for the race (the little-used, ex-David McKay 2-litre Cooper-Climax), had a helicopter pick him up at the circuit afterwards, flew south from Brisbane airport that night and landed in Melbourne in time to make the 60-

BY DOUG BLAIN

Photography by Peter Burden and Ian Fraser

mile trip to Phillip Island and drive his faithful 2.2-litre Cooper-Climax in Monday's races there. Just to top off his weekend, Bib caught an overseas jet on Tuesday for England and a rumoured try-out with Cooper Cars.

Prominent in the paper line-up were the works Aston Martin, one of last year's heavyweight cars entrusted, on

(Above) *THE START.* Left to right: Glass (Maserati 250F), Davison (Aston Martin), Stillwell (Cooper-Climax), Matich (Lotus Seventeen), Mildren (Cooper-Maserati), Jones (Maybach), Hall (Cooper-Climax).

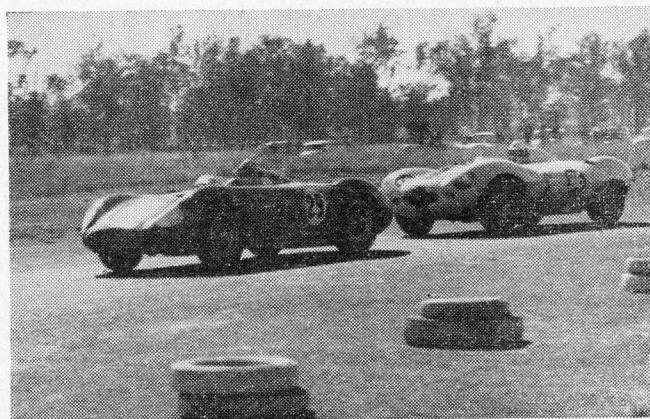
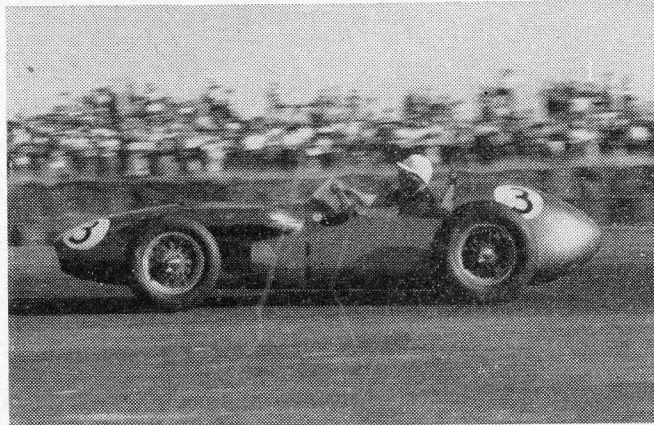
(Bottom left) *ADEQUATELY POWERED* at last. Rock-steady works Aston Martin, fitted with the 3-litre sports car engine especially for the race, went really well in the hands of veteran Lex Davison.

(Bottom right) *ANOTHER TUSSLE.* Victorian Bob Jane (Maserati 300S) holds off forceful Doug Chivers (Jaguar D-type) in the 10-lap sports car race. Chivas went on to win.

condition that he should sell it later, to three-times (but three years "retired") Australian Grand Prix winner Lex Davison; Mildren's four-cylinder 2.5-litre Modena-engined, Surbiton-geared Cooper-Maserati; Stillwell's, Noel Hall's and John Leighton's 2-litre Cooper-Climaxes; Arnold Glass's glorious Maserati 250F; the famous Maybach, now Corvette-engined and in the hands of former Maserati-man Stan Jones; and the Tornado, an equally well-known giant-killing Corvette special originated by Victorian Ted Gray but entered this time by new owner M. W. McEwin of South Australia. Sports cars entered (the G.P. is run to *Formule Libre* rules and sports cars may enter provided they do not race as sports cars in other events on the day) included the Leaton Motors 2.5-litre Lotus Seventeen and Bob Jane's ex-Moss Maserati 300S. The Maserati was later withdrawn, along with a number of historic regulars including Collerson's Rheims-winning Lago-Talbot, Lovett's ancient 4C Maserati and Davison's 3-litre monoposto Ferrari.

The Aston Martin had been fitted at the factory with a 2,992 c.c. sports car engine especially for the race.

Interest during Saturday's practice centred naturally on the newcomer and on Mildren's highly successful Cooper-Maserati. By session's end Mildren had turned a shattering 1 min. 45.9 secs.—previous lap record, 1 min. 49.0 secs. (93.3 m.p.h.). Davison, whose experience with the bulky but impeccably mannered Aston had been confined before to a few laps of Phillip Island, managed 1 min. 47.3 secs. Stillwell was



faster in the 2-litre Cooper with 1 min. 47.0 secs. After those three came Hall (1 min. 49.5 secs.) in his Cooper 2-litre, and next was Frank Matich (1 min. 51.1 secs.) with the 2½ Lotus sports car. Mildren seemed happy with his times and with his 170 m.p.h. on the straight. He had louvred the Cooper-Maserati's engine-gearbox cowl since June's Bathurst 100 meeting in search of more air for the former and less for the latter. Davison, a cheerful grazier with a youthful look in his eye, who specializes in sensational emergences from his celebrated "retirement", professed delight at the Aston Martin's performance and with the circuit (it was his first time there), but consternation at the impressive showing of the ageing but fast-rising Mr. Mildren. Matich (Lotus) was angry about lots of things. He had reason to be. Coventry Climax appeared to have sent the wrong liner seals for the "Yellow Blob". Result: much smoke and little urge.

Sensation of the day was the appearance of one Ernest Tadjell with what had once been the Formula 2 Lotus-based Sabakat Special. Instead of the Sabakat's original 1½-litre Climax engine, Mr. Tadjell had chosen to install the 8,150 c.c. air-cooled opposed-six Lycoming power unit from a crashed Cropduster aircraft. Brave Ernie piloted his hideous pink-painted monstrosity around in a surprising 2 mins. 18.9 secs. (73 m.p.h.). Lathered in sweat, despite the lateness of the hour and the crispness of the Queensland winter evening, he reported 120 m.p.h. at something less than 3,000 r.p.m. Handling? Negligible, said the critics. "She'll do," muttered Ernie through chattering teeth.

Preceding the Grand Prix was a three-lap "warmer-upper", of which Tadjell and the Lycoming-Sabakat saw but half a tour and two hair-raising turns. On the third, Castrol Corner, the garish monster slid, hit the straw bales, flipped, tossed Ernie on his back in the infield, flipped again and exploded with a loud roar. An ambulance carried Tadjell away with two broken ribs and a bent nose. His car was still burning an hour later. Up front, Mildren broke a half-shaft on the line, Davison won by 20 yards from Stillwell, and young Victorian-resident Englishman John Leighton (Cooper-Climax) was third. Later, from the ambulance, Ernest Tadjell announced his retirement from racing.

The Australian Grand Prix began dramatically with Stillwell seizing the lead from a masterly start. Fellow front-rowers Mildren (new halfshaft) and Davison pounded after him down the long straight towards Lowood's

notorious hairpin. Mildren braked the Cooper-Maserati into the lead. Stillwell clung to second in the beautifully prepared maroon Cooper. Davison, taking it easy, slotted the Aston meekly into third. After him, bunched tightly and fighting grimly for position, thundered Queenslander Glyn Scott in an older 1,660-c.c. Cooper-Climax, Stan Jones (Maybach), Leighton (Cooper 2-litre), Hall (Cooper 2-litre), Matich (Lotus), McEwin (Tornado) and Whatmore (Lotus 1,476 c.c. sports).

By lap two Mildren had carved himself a handy niche at the head of the field. Davison was snapping at Stillwell's heels for a third. Scott, remarkably, was still fourth. Leighton and Hall had begun what was to be a race-long scrap in fifth and sixth. Glass (Maserati 250F) had battled into seventh. Jones and the Maybach were back to eighth, the neat silver-painted, Mercedes-like special sounding rough.

Fourth time round Davison finally made it into second spot, and both Leighton and Hall had passed Scott, who was now busy trying to hold sixth against the snarling red Maserati of Glass. The Maybach was out with a broken oil line. The Leaton Motors' Lotus, sounding no better than it had in practice despite the team's efforts to revive it with hastily made-up sleeve shims, had gained a place or two.

On the next lap Hall passed Leighton into fourth. Both were driving like fury, Leighton rather neater than his rival. Glass was sixth in the Maserati—

Results

1, Alec Mildren (Cooper-Maserati, 2,489 c.c.), 64 m. 35.0 s.; 2, Lex Davison (Aston Martin, 2,992 c.c.), 64 m. 35.05 s.; 3, Bib Stillwell (Cooper-Climax, 1,960 c.c.); 4, John Leighton (Cooper-Climax, 1,960 c.c.); 5, Noel Hall (Cooper-Climax, 1,960 c.c.); 6, Arnold Glass (Maserati 250F, 2,493 c.c.). **Fastest lap:** Davison (Aston Martin), 1 m. 44.0 s. (97.7 m.p.h.). Old record, 1 m. 49.0 s. (93.3 m.p.h.) held by Mildren.

Major Supporting Races

Sports Car scratch race (10 laps): 1, Doug Chivas (Jaguar D-type), 19 m. 57.3 s.; 2, Bob Jane (Maserati 300S); 3, Tom Sulman (Aston Martin DB35).

Touring and Gran Turismo scratch race: 1, Bill Pit (Jaguar 3,781 c.c.), 13 m. 7 s.; 2, Des West (Holden, 2,440 c.c.); 3, M. Daniel (Austin A105, 2,639 c.c.). **G.T. Category:** 1, Leo Geoghegan (Holden, 2,595 c.c.), 6 laps.

Champions' scratch race (3 laps): 1, Lex Davison (Aston Martin), 5 m. 34.5 s.; 2, Bib Stillwell (Cooper-Maserati); 3, John Leighton (Cooper-Climax).

THE BATTLE: For lap after lap Mildren (Cooper-Maserati) and Davison (Aston Martin) circulated this way, to the huge delight of a record Lowood, Queensland, crowd. Never have two drivers tried harder.

a place he was to hold through most of the 36 laps. Mildren had four seconds on second placeman Davison (Aston Martin), who was clearing out from Stillwell in third.

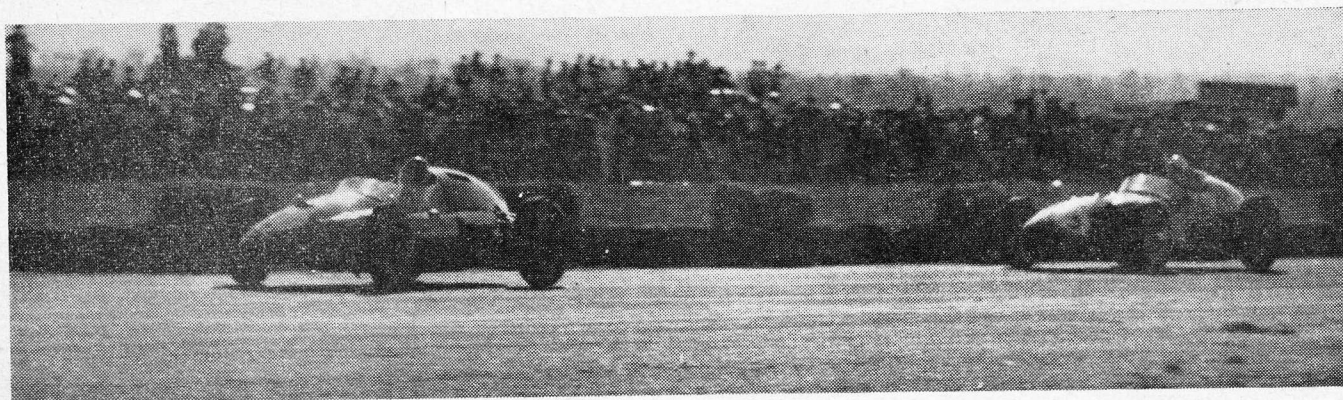
Two laps later the gap was down below one second. On the ninth tour, grinning fiendishly and looking almost relaxed as he sat back in the Aston's spacious cockpit, Lex Davison closed right up on the Cooper-Maserati. Alec Mildren, leaning forward just a little and obviously concentrating hard, stepped up his lap times to around 1 min. 46 secs. in an effort to parry the laughing Victorian's close-range challenge. Enthusiasm at the barriers was growing. Surely such a battle so early would end in failure, either human or mechanical, for either party? Hurling ever faster through the circuit's tricky, quite narrow back leg, shaving the tyres on the inside of Castrol Corner, scraping the hay at the sharp right-hander just beyond and drifting right to the dusty verge at 100 m.p.h. KLG, the leaders roared on. Each in his way looked at home. The cars, the Maserati just a little ahead on top speed, the Aston a shade more stable in the bends, sounded hard and healthy. There was nothing in it.

Lap 16 found them neck and neck on Dunlop straight at the back of the course. The drivers glanced at each other, Davison still grinning. Leaving his braking for Castrol just a whisker later than Mildren's, he twitched the Aston across in front of the rear-engined hybrid and into the lead.

From there Davison built steadily on his advantage. By lap 20 he had eight seconds up his sleeve. A walkover after all? The Cooper-Maserati's nose showed signs of a skirmish with the bales. The Aston's lap times eased. Farther back, Stillwell sat on his third place, eight seconds and then nine seconds ahead of fourth man Hall, whose hard-driven Cooper had begun to suffer from brake bothers. Leighton, who had fallen earlier to the red Maserati (Glass), was now back in fifth and ready to pounce. Lap by lap he closed on Hall, driving faultlessly, although this was only his third big meeting with the grey-green Cooper-Climax.

On the 25th lap came drama. Lex Davison, just a little over-confident and, on his own admission, "unhappy so far out in front", goofed things properly in the narrow turn before the long straight, took to the grass to avoid the bales and finally scrambled back on to the track to see Mildren zip into the lead! A lap later Davison hit the front again on the hairpin, but by Castrol Mildren had

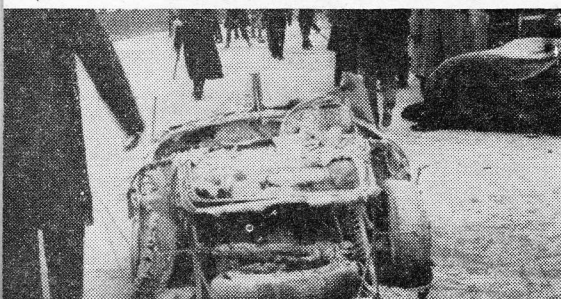
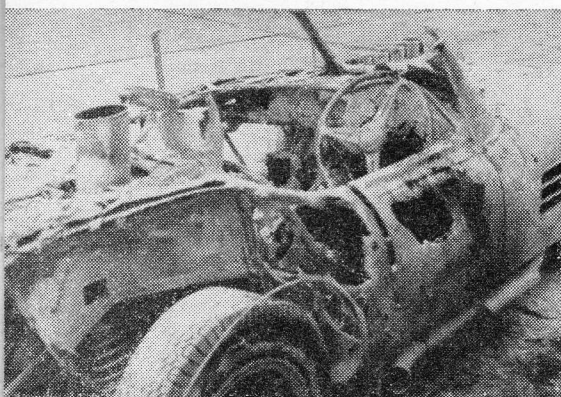
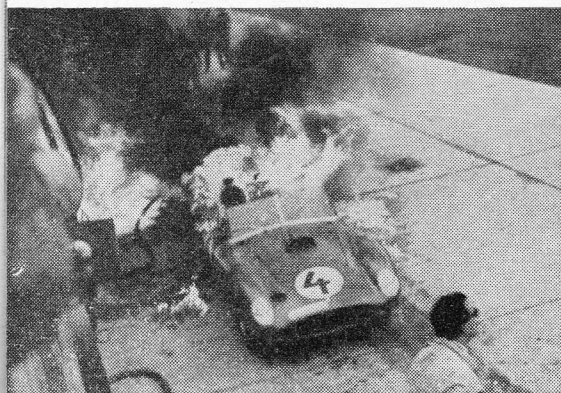
(Continued on page 207)



The Danger of Fire!

**Fully-Trained Units an Essential Part
of Modern Motor-Racing**

BY GREGOR GRANT



CARRYING as it does a load of highly inflammable liquid, a car is always a potential fire-raiser. In racing, particularly, great care is taken to avoid anything which might cause red-hot components to come into contact with petrol. Quite apart from the conflagration which may result after a crash, the greatest danger is invariably when the car is being refuelled at the pits.

Modern Grand Prix racing is normally carried out without a refuelling stop, and therefore the most suspect cars are those in long-distance sports car events. During the past few years there have been several dramatic incidents, and only by pure luck were no lives lost.

Far too often pit crews slop fuel carelessly into the tanks in their eagerness to get the car away again. Yet, in most cases, the machine arrives with cherry red exhaust and glowing brake discs. It is also not unusual to find a driver cutting the engine, and just as the petrol-filler nozzle is produced, an explosion takes

WOOF! A sudden spark, and Scarlatti's Ferrari at Nürburgring is quickly engulfed in flames. No one is there to fight the fierce fire until the entire concrete is alight. Prompt action by Stirling Moss and others saves Scarlatti from serious burns. Eventually fire-fighters get the blaze under control, but the Ferrari is completely destroyed. A permanent pits fireman might have prevented the complete destruction of the car.

(Photographs by Syd Henson)

place in the silencer. Red-hot particles of carbon are immediately ejected, and immediately there are all the ingredients for a fire!

Even fully-trained crews can be caught unawares, as is proved by the two Aston Martin conflagrations at Goodwood, one during the "Nine Hours", and the other in the T.T. The most recent was the Ferrari incident in the Nürburgring "1,000 Kilometres", when Scarlatti was most fortunate to escape with very slight burns.

Naturally it is virtually impossible to ring a circuit completely with fire-fighters. At the best, these can be stationed only at strategic points. Even so, there have been cases of sheer neglect entirely due to faulty equipment—or rather extinguishers which have not been properly checked as to their efficiency. In these cases, the officer in

charge of the fire-fighting units must accept full responsibility.

I realize that most organizers do their utmost to see that fire precautions are fully observed. Yet, far too often, one sees a car come into the pits and immediately be surrounded by hordes of people. If anything should happen, what chance have fire-fighting squads of dealing promptly with a sudden outbreak?

Several prominent drivers would like to see an extinguisher-armed fireman as a permanent member of the pit staff. It is all very well to hand an extinguisher to a mechanic, but there is no substitute for the trained operator. He will not panic, and knows how to handle the equipment.

Despite the emphasis on fire precautions at Le Mans, the thought of what could happen in these closely packed pits, with hundreds of people on top, is rather frightening. Thousands of gallons of high-octane fuel are piped to each of the operative pits, and although we are assured that the supply can be immediately and independently cut off to each distributor, there must always be danger of a terrible blaze.

The answer, of course, lies in the realization that 100 per cent. efficient fire-fighting units are a very necessary part of organized motor racing. A casual attitude towards the perils of fire should not, at any cost, be tolerated. In Great Britain certain promoters tend to regard the fire services as supernumeraries, and it would be a dreadful thing if only a major disaster could awake them to their responsibilities to drivers and the public.

(Right) GRIM-LOOKING bonfire is all that remained of Ern Taddell's monstrous Lotus-Lycoming hybrid after he flipped it in the Australian Grand Prix. The fire was still burning an hour after the incident occurred.



BP WINS AGAIN!

GERMAN GRAND PRIX

- 1st Porsche Joachim Bonnier**
- 2nd Porsche Wolfgang von Trips**
- 4th Porsche Graham Hill**
- 5th Porsche Hans Herrmann**
- 6th Porsche Edgar Barth**

All using BP Energol and BP Super

Porsche won the Formula II Manufacturers' Championship

(Subject to official confirmation)

Use BP Products in your car



DRIVE IN WHERE YOU SEE THE BP SIGN





BRANDS HATCH—

The Rest of the Programme

BY MICHAEL DURNIN

RACING started with the Wrotham Trophy race, a 10-lap event for Grand Touring cars. This was won by Jack Sears, in the admirably driven Equipe Endeavour Aston Martin DB4 G.T., who led from start to finish to win with ease at an average speed of 77.56 m.p.h., setting a fastest lap of 78.97 m.p.h. as he went. Second place overall went to M. J. Parkes driving Sir Gawain Baillie's Lotus Elite—another Endeavour entry—who, although he could not approach the immensely fast Aston, was well ahead of his opponents in the 1,001 to 1,600 c.c. class. Bill Moss, in the astonishing Marcos G.T., completely dominated the up to 1,000 c.c. class and finished eighth overall, disposing of many more potent cars in the process. W. McCowen's very potent Scuderia light blue A.C.-Bristol pulled off a fine win in the 1,601 to 2,600 c.c. class, beating Chris Lawrence's well-known Morgan by almost 7 secs. An-

other excellent performer was Tom Bridger in Dick Jacobs's M.G. Twin-Cam, who took fourth place just behind Gibson's fast XK 120.

Next on the programme was the 20-lap Raffles Club Trophy race for sports cars of unlimited capacity. This provided a start-to-finish victory for Roy Salvadori in John Coombs's 2½-litre Cooper-Climax. He was followed all the way in second place by Peter Ashdown in the fabulous 1,100 c.c. Lola. This event was run in heavy rain on a soaking wet circuit.

At the end of the first lap the two leaders were followed by the two Taylor and Crawley 2-litre Lotus Fifteens, driven by Innes Ireland and Doug Graham, who were being harried by Chuck Dietrich's 1,100 c.c. Elva. By the third lap Jimmy Blumer's Cooper Monaco, Bruce Halford's 4.2 DBR2 Aston Martin, Brian Naylor's Cooper-Maserati and R. F. Pierpoint's 1½-litre

HIGH SPEED—Jack Sears in his winning Aston Martin DB4 G.T. **BELOW:** The start of the Formula Junior race, with Trevor Taylor (53), Chuck Dietrich (51) and Ian Walker (60) in front at Paddock Bend.

Lotus Fifteen had passed the Elva. On the sixth lap 1.7 secs. separated Salvadori and Ashdown. Blumer and Naylor had passed Graham, who was being hard pressed by Halford, while David Piper (Lotus), hot on Halford's heels, and Dietrich were scrapping for eighth place. On the ninth lap the leaders began to lap the tail-enders and Salvadori began to get away from Ashdown, while Blumer slipped past Ireland on Clearways. A monumental battle had sprung up between Piper and Halford, with Piper squeezing past the big Aston on Kidney Bend, and Halford repassing out of Dingle Dell Corner. In 10th place, A. B. Rees's Lola was being very hard pushed to keep ahead of Keith Greene's Gilby, and this duel continued unabated until the end, eventually settling itself in favour of Rees.

Salvadori drew well ahead on the 12th
(Continued on page 207)

The Formula 1 Race—continued

although Surtees was battling round with a misfiring engine at a fair speed, he was well down the field and had, of course, been "doubled" by the leaders. With Clark out, Brabham had a lead of over 30 secs. from Graham Hill. Tony Brooks, who had never really been in the picture at all, packed up with overheating troubles, leaving Taylor in sixth place to carry the Yeoman Credit banner. The Piper-Halford dust-up continued unabated, and now Surtees had Gurney in his sights.

By half-distance (25 laps), only Brabham, G. Hill, McLaren, P. Hill, Salvadori and Taylor were on the same lap. Graham Hill began to close up on Brabham, imperceptibly at first, but by 30 laps had got into the groove, just as Phil Hill lapped the other Ferrari.

On lap 34 Gregory's gearbox broke and he parked his Cooper-Maserati on the grass. With 10 laps to go, Graham Hill had cut Brabham's lead to 15.8 secs., but John Cooper wasn't in the slightest bit worried. Surtees had managed to take Gurney, and had worked himself up into seventh place.

Salvadori, about to "double" Piper, found the older-type Lotus broadside in front of him at the bottom bend from Druids. There was an almighty crash, and the two cars locked together and slid into the side of the road; happily neither driver was injured. Forty-four laps and Graham Hill was just 10 secs. behind the leader, and Henry Taylor had been overtaken to put him a lap in arrears of Brabham, in fifth position.

Down came Brabham's lead, but it was unlikely that the dashing Graham would manage to catch the World Champion before the end. Anyway, it was a thrilling finish to an excellent race when Brabham took the chequered flag, just 4.4 secs. ahead of the B.R.M. Round they went on their lap of honour, to the accompaniment of thousands of motor horns and loud cheers from the 60,000 or so spectators, who had very definitely enjoyed G.P. style racing on the new track. Waiting at the finish to congratulate the winner was Stirling Moss, obviously wishing that he, too, could have been in the race!



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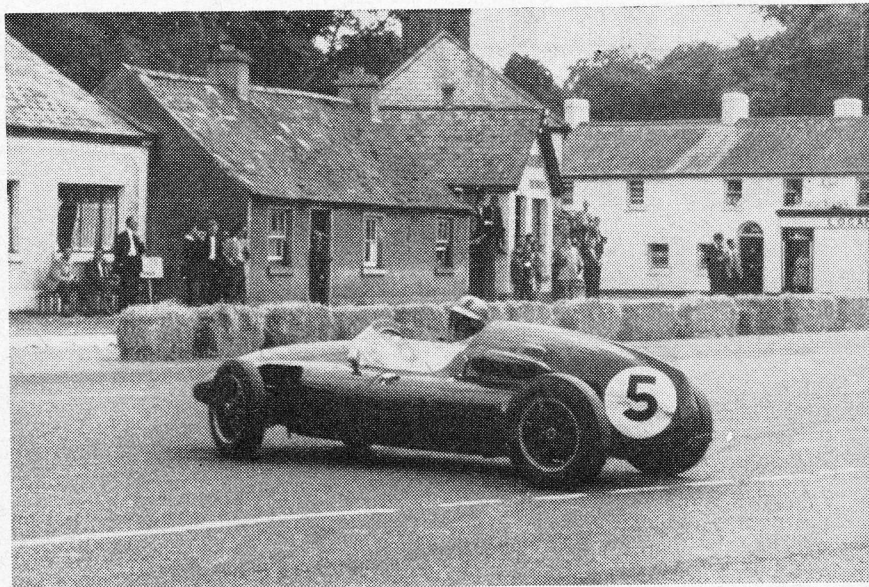
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HEARTS STOPPED momentarily in Dunboyne Village as third man home, Stanley Hart made a "gilhooley" in the main street. Hart held his Cooper-Climax well, and in this photo he is just about to regain control. He should be going left.

Dunboyne—continued

Cooper-Climaxes driven by Gerry Ashmore, Stan Hart, John Campbell-Jones and Jimmy Twisk. Poor Twisk pulled into the pits with the beautifully turned out black and orange Tulip Stable Cooper, after the first lap. His car never ran properly in practice and even after an all-night session the misfiring could not be cured and the Dutchman retired after a few miserable laps. The first few laps were positively frightening as the three Coopers, led by Ashmore, tore through the village, more often than not on full opposite lock. Ashmore and Campbell-Jones pulled away from Hart, who did his second lap at 94.50 m.p.h. Ashmore pushed this up to 95.00 m.p.h., but Naylor did a sizzling 96.27 m.p.h. on his 10th lap. Poor Naylor was out of the race shortly afterwards. He heard strange noises as he approached the Sheaf of Wheat Hairpin. Naylor cut the ignition, but not before a con rod broke, tore a hole in the crankcase, and damaged the water jacket. The free piston raced up to the top where it became entangled in the valves, and warped the cylinder head. An expensive afternoon, but his reward was the Mervyn White Trophy for fastest lap, plus £25, and a crate of Martell brandy!

While the Cooper boys were providing the thrills, Joe Flynn was driving the race of his life, holding first place in the 1½-litre Gordini, from John Derisley's Lotus-Ford. On the 15th lap, Don Wilson, of Birmingham, in his 1,489 c.c. Toucan-M.G., passed Flynn into the lead. A few laps later Wilson retired and Flynn went back into the lead once again. Ashmore was now pulling away slightly from Campbell-Jones who had a "shunt mark" on the nose of his Cooper, and Hart was right on Campbell-Jones's tail. Campbell-Jones had quite a slide in the village, and Hart had an even better one. On lap 26, Ashmore went into the lead. With almost half a minute to spare, Ashmore steadied up, and all eyes



were now on the pursuit of Flynn by the two other Cooper drivers. With two laps to go, Campbell-Jones took Flynn on the outside of the left-hander in the village. Hart was perhaps a little short of room, and he shot down the escape

Results

Leinster Trophy: G. Ashmore (1475 Cooper), 1 h. 18 m. 17 s., 92.56 m.p.h.; 2, J. Campbell-Jones (1475 Cooper); 3, S. Hart (1475 Cooper); 4, J. J. Flynn (1488 Gordini); 5, G. Kinnane (499 G.R.M.); 6, J. Derisley (1172 Lotus-Ford).

Fastest Lap: J. B. Naylor (2489 J.B.W.-Maserati), 96.27 m.p.h. (New Record.)

Fastest Finisher: G. Ashmore, 92.56 m.p.h.

Holmpatrick Trophy: 1, W. D. Lacy (1991 Triumph), 46 m. 50.6 s., 79.39 m.p.h.; 2, D. R. Hunter (1588 M.G.); 3, P. D. Kramm (948 Sprite); 4, K. Diffley (1588 M.G.); 5, P. B. Hopkirk (948 Sprite); 6, M. MacNaughton (1991 Triumph).

Fastest Lap: W. D. Lacy, 81.60 m.p.h.

Fastest Finisher: Lacy, 79.39 m.p.h.

Goodyear Trophy (Scratch): Ashmore, Campbell-Jones, Hart.

Mervyn White Trophy (Fastest Lap): Naylor.

Smithfield Trophy (Best Irish Finisher): J. J. Flynn.

Frank O'Reilly Trophy (Best Leinster Club Member): G. Kinnane.

road, around the big tree and the straw bales, and was after the pair of them in a twinkling. Gerry Ashmore completed the 120 miles in 1 hour 18 minutes 17 seconds, an average of 92.56 m.p.h. Campbell-Jones and Hart made it a One-Two-Three victory for Coopers. Campbell-Jones was 0.2 sec. in front of Hart, and they were both credited with the same finishing average of 91.93 m.p.h. Joe Flynn was a gallant fourth, followed by Gerry Kinnane in the little 499 c.c. Norton-powered G.R.M., Derisley (Lotus-Ford), Crossle (Crossle-Ford), Chris Summers (F.J. Lotus-Ford), Templeton (F.J. Lotus-Ford), Anstice-Brown (Halselec), Raphael (Lister-Bristol), and Tom Hayden of Dublin in his Lola was 12th. Eleven cars retired.

After two great meetings in a row, at Kirkistown and Dunboyne, Irish enthusiasts look forward to the last round of the Irish "Temporada", the Irish Motor Racing Club's Phoenix Park meeting.

WITH most of the competitive motoring over little-used roads in the Highlands of Scotland, the 1960 R.A.C. Rally of Great Britain in November should attract a strong foreign entry—particularly as navigation will be kept to an absolute minimum.

ITALIAN Grand Prix at Monza on 4th September will, after all, be staged on the composite track-cum-road circuit.

PRIOR to the AUTOSPORT Three Hours Race at Snetterton on 17th September, there will be a full-scale Formula 1 race for the Lombank Trophy.

MARCOS G.T., that famous wooden device of Frank Costin and Jem Marsh, has won all of its nine races, mostly driven by Bill Moss.

ASTON MARTIN Formula 1 cars will not be raced again this season.

BILL LACY has one front wheel slightly airborne, as he leads Squadron Leader MacKenzie's Alexander-Turner into Dunboyne Village during the Holmpatrick Trophy race. Lacy won at an average of 79.39 m.p.h. and set the fastest lap at 81.60 m.p.h.



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J. BLUMER (COOPER-CLIMAX)

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Club News

By MICHAEL DURNIN

PETERBOROUGH M.C. are to have a restricted race meeting at Silverstone on 17th September. As there are no less than 13 events for all sorts of vehicles everyone should find something to suit. The event is open to members of B.A.R.C., Bentley D.C., B.R.S.C.C., Bugatti O.C., Nottingham S.C.C., 750 M.C. and V.S.C.C. Regs are available from V. E. Beck, 34A Priestgate, Peterborough, and all entries must be received by 5th September. . . . **Chiltern C.C., Oxford M.C., Singer O.C. and Southsea M.C.** are to co-promote a hill-climb at Harleyford on 18th September. The event is open to member clubs of the Central Southern Association and regs are available from Mrs. E. P. Ellis, 23 Elmers Drive, Teddington, Middlesex, who must have all entries by 13th September. . . . **M.G.C.C. (S-E.)** are to have a speed trial at Brands Hatch on 4th September. The event, which will cater for everything except racing cars, is open to members of Aston Martin O.C., Harrow C.C., Hants and Berks M.C., Sevenoaks and D.M.C., London M.C., Circle C.C., B.A.R.C., Thames Estuary A.C., West Essex C.C. and Romford E.C.C. Secretary of the event is G. Cobban, 6-10 Birkbeck Road, Ilford, Essex, and entries close 30th August. . . . **Thames Estuary A.C.** are to have a sprint meeting at North Weald on 21st August. Open to B.A.R.C., B.R.S.C.C., London M.C., Romford E.C.C., Jaguar D.C., 750 M.C., Club Lotus and Maidstone and Mid-Kent M.C. the event will have classes for all cars. Regs are available from S. L. Offord, c/o 65 St. Andrews Road, Shoeburyness, Essex, to whom all entries must be sent by 15th August. . . . **Southsea M.C.** are to run their annual Cannon Cup Rally on 28th August. Regs for this closed event are available from B. R. Sheppard, 9 Mulberry Avenue, East Cosham, Portsmouth.

WISCOMBE HILL-CLIMB

FIRST runs started promptly at 2 p.m. with a gaggle of Mini-Minor/Austin 7s, and a Renault. However, the class was firmly dominated by Ken Piper in the now familiar yellow Messerschmidt. His second run time of 45.70 secs. was some 3 secs. faster than the next man, J. A. Stringer, who made up for the speed differential on the straights by some pretty heart-stopping cornering.

The second class went to that tuning wizard of B.M.C. engines, Daniel Richmond, whose Austin 7 emitted a very fierce note and motored to the effect of 45.23 secs. on his second tour. The larger saloon class went to Amie Lefevre, who handled a Rapier with verve in 47.10 secs.

A veritable host of Healey Sprites appeared next, the fastest being Lt. M. Sumner, who did 44.50 secs. on his first run, but tangled with the bank on the first bend on his second trip. R. M. Hartwell drove a 750 Austin Special and had a very fine tail-wag at the Gateway. J. Fursdon's Lotus stopped suddenly with a throttle control breakage, but made up for things later on with 42.40 secs. The class went to Daniel Rich-



CLUB RACING: D. M. Prophet's Elva Courier and A. Oakes-Richards's T.V.R. fight it out ahead of R. B. Ide (M.G.A.), Dick Stoop (Porsche Carrera) and H. R. Vincent (Sprite) at the recent Nottingham S.C.C. Mallory Park race meeting. A report of this meeting will appear next week.

mond, with another Lotus, travelling so fast on the straights that he was able to take the Esses in what appeared to be comparative comfort. Result, 41.38 secs. on his fastest run.

Peter Banbury made a rare mistake on his second run, taking to the bank with the Elva. Out and out fastest man in class six was T. M. Horton with his Lotus 17, which did 41.26 secs. and 41.43 secs. respectively and was beautifully steady through the Esses, which under very hot sun had become a bit slippery under wheel. In the next class, G.T. cars, Broad's silver Lotus-M.G. went up in 42.84 secs., with Tom Pascoe's silent white Porsche following in 44.62 secs.

secs. Donald Monroe essayed an upward change halfway through the Esses and, somewhat to his surprise, ended up snugly in the undergrowth some four feet above road level, without serious damage. B. D. Barnes nearly went off on the opposite side, a manoeuvre which lost him a couple of seconds on his TR2. Peter Farquharson's very fierce J2X Allard had rather too much urge for the slippery surface and was narrowly beaten by W. B. Croot on the V8 Grenfell with 43.92 secs. against 44.11 secs. It might be added, however, that Mr. Croot's progress through the Esses, though perhaps faster than the Allard, caused marshals to hastily seek a safer retreat! Harry Rose's magnificent 4½ Bentley was hardly a hill-climb car, but did very well to record 49.56 secs. and was a sight for Vintage eyes. Also "Vintagent" was the delightful 1,500 c.c. Bug. of Major Lambton, which snaked, slid and waded its front wheels on the bends, with a couple of runs in the 48 secs. mark. Another who snaked and slithered in fine style, reminiscent of Shelsley days, was "Doc" Taylor. The Caesar Special did a fine 42.59 secs. and qualified for the highly interesting award for the best pre-war car. This took the form of a vast piston, suitably mounted and highly polished, presented by West Hants member J. Cracknell, who drove a 1½-litre Riley. Patsy Burt went nicely on her first run with 43.04 secs., but made a mistake at the hairpin on her second which ended up with the Cooper hard against the bank.

Wally Cuff, having taken the 500 racing class with a snappy 41.60 secs., took out the Cooper 1100 and climbed in his usual forceful style, getting down to 40.30 secs., which netted him F.T.D. by just on 1 sec. from Horton's class-winning Lotus.

A. HOLLISTER.

Coming Attractions

- 6th August. Hants and Berks M.C. Hill-Climb, Great Aulcum, near Reading, Berks
- Royal Scottish A.C. Veteran Car Rally, Start, Blythswood Square, Glasgow, 10.30 a.m.
- B.R.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.
- Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.
- 7th August. Southleigh M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon. Start, 2 p.m.
- 13th August. 750 M.C. Race Meeting, Silverstone, near Towcester, Northants.
- B.A.R.C. Race Meeting, Mallory Park, near Hinckley, Leicestershire.
- B.A.R.C. and East Yorks M.C. and Y.S.C.C. Sprint, Hudson Road Mills, Leeds. Start, 1 p.m.
- 13th-14th August. Bolton-le-Moors C.C. Bolton National Rally.
- 14th August. Portuguese Grand Prix.

A. Barraclough did a good 45.30 secs. with his attractive H.R.G. J. M. A. Kamke's 1½-litre Invicta had some startling front axle judder on braking and R. H. Pym spun very smartly on the Esses with Major Chichester's M.G.A. coupé without undue damage.

Among the faster boys John Banbury had a tremendous moment going into the Esses on his second run, arriving at full right lock and going through in a breathtaking fashion (43.25 secs.). John Buncombe's Ace-Bristol had a lovely exhaust note and took the class with 42.43

WE appear to have confused the South Wales A.C. and the M.G.C.C. (S.W.) in a recent hill-climb report. Apologies to all concerned! The error crept in amid the great volume of short reports which reach our office each week.

Brands Hatch—continued

lap, Ashdown having lost quite a lot of ground in "doubling" some of the back markers who, while slower than his Lola through the twists, were able to hold it off on acceleration down the straight. Blumer, in third place, was slightly ahead of Ireland, while Naylor's Cooper-Maserati was only just managing to stay ahead of Graham's Lotus. During the next few laps there were few significant changes, and on the 18th Salvadori, followed by Ashdown, came through to lap Chuck Dietrich in front of the pits; Blumer in third place was being hard pressed by Ireland and David Hitches's Lola, which had come up fast into fifth, was only just managing to hold off Naylor's Cooper-Maserati which was displaying a tendency to snake on the corners. Then, coming out of Bottom Bend on the 19th lap, Ireland's Lotus broke its gearbox and was retired on to the grass, robbed of a fourth place almost within sight of the finish. That was the last upset of the race and the others went on to finish an event that, while an outright victory for Salvadori's Cooper-Climax, was mainly notable for the "giant-killing act" of the Lolas of Ashdown and Hitches—an act to which we have now become accustomed.

No fewer than 10 cars failed to finish the third event, a 20-lap Formula Junior race for the John Davy Trophy. The front row of the grid was shared by the three team Lotus-Fords of Jim Clark, Trevor Taylor and Peter Arundell and the single Cooper-Austin of John Surtees. Clark made a magnificent start, but Surtees, after a split-second hesitation, overhauled him on acceleration only to spin off on Paddock Bend, letting Clark well away with Trevor Taylor in second place. Clark was well in the lead at the end of the first lap, followed by Chuck Dietrich (Elva) (who had come up on the back leg of the circuit) with Peter Arundell, Trevor Taylor, Henry Taylor (Cooper) and Ian Walker (Lotus) bringing up the next four places. Surtees, back in the race, was in 20th position. On the second lap Henry Taylor had passed Trevor Taylor into fourth place and Ashdown slipped past Walker, while Surtees had come up to 15th spot. On the fourth lap Clark began to draw away from Dietrich, Henry Taylor slid wide on to the grass to avoid Trevor Taylor's Lotus, which had broad-sided in front of him at South Bank Bend. The latter retired a minute or so later, when a con-rod broke at Clearways. Surtees moved up to 13th place. Dietrich, the only man within striking distance of Clark, spun off at

Clearways on the sixth lap and damaged his car too severely to continue (although he escaped without injury) and Tony Maggs had a grass-cutting excursion at Paddock but got back on to the track and continued. Clark continued to draw away and on the ninth lap was 2 secs. ahead of Peter Ashdown's Lola, which had passed Peter Arundell on the sixth lap. C. Johnson, who was driving his Lotus-Ford very steadily, was in fourth place, and the meteoric Surtees had moved up to fifth. After his spin, Henry Taylor began to move up through the field but he could not make up the distance he had dropped although both he and Surtees managed to pass Johnson's Lotus. There were no other changes and at the end of the 20 laps Jim Clark was just over 3 secs. ahead of Ashdown, who, in his turn, was 20 secs. in front of Arundell and 35 secs. ahead of fourth-place man John Surtees, whose magnificent recovery had been one of the features of the race.

Four 3.8-litre Jaguars occupied the front row of the grid at the start of the 10-lap Kingsdown Trophy race for touring cars. Two of them, in the hands of Jack Sears and Sir Gawaine Baillie, leapt into the lead with a third (Roy Salvadori's) between them and level with their rear wheels. Graham Hill (3.8 Jaguar) made a poor start with clutch slip. Sears was first out of Paddock Bend, followed by Salvadori with Bill Aston's 3.4 coming up fast. Salvadori passed Sears coming out of Bottom Bend, but Sears regained the lead on Hawthorn Hill. Sir Gawain Baillie, Bill Aston and Graham Hill (Jaguar 3.8) were scrapping for third place but on the fourth lap Baillie and Hill began to draw away from the smaller-engined car, while Les Leston (Volvo) and the incredibly fast A40 of "Doc" Shepherd (leaders of the smaller classes) began to threaten Aston. Salvadori regained the lead on the fifth lap, scraping Sears's car on the way past, and Aston opened out the distance between himself and Leston. Baillie spun off at Clearways and rejoined the race, while V. H. Parness passed Shepherd on acceleration and began to chase Leston. Baillie was back in fifth place by the sixth lap and farther back in the field the flying little B.M.C. Minis of M. H. Clare and Jimmy Blumer were harrying Jeff Uren's Ford Zephyr, trying to pass it on every corner and losing little on the straight. On the eighth lap Blumer's tiny Austin actually got past Uren on Hawthorn Bend and Graham Hill attempted to pass Jack Sears on the grass coming out of Bottom Bend, spun and hit the bank,

which effectively spoiled his chances. Although the Jaguar was considerably bent, Hill escaped with a shaking. Salvadori, Sears and Baillie were out on their own and the speed of Parness's car was keeping it clear of "Doc" Shepherd's A40 which was being pushed by Aston's Jaguar, but the "David and Goliath" battle between Uren's Zephyr and Blumer's Mini had the crowd roaring as the little car almost cornered on its door handles in an attempt to keep ahead of the Zephyr which was being followed closely by M. Clare's Mini. Uren got past Blumer at Clearways but on the last lap the Austin whipped past again at Druid's and managed to stay there until the end—a great finish which caused more excitement among the crowd than even the Formula 1 event.

Full results of this meeting appear on page 187.

Australian G.P.—continued

scrambled back again. Locked together, and 10 laps to go. Every man in the crowd was on his feet. Spurts of dust, of hay and of gravel rose from the wheels of the two battling cars as their drivers, every stop pulled, strove for the lead in the most exciting motor race Australia has yet seen. To the locals this was as good as Rheims' epic Fangio-Hawthorn duel of 1953. To anybody it was grand motor racing.

On the very last lap it came, at fierce left-hand Castrol Corner. Davison left his braking to the last instant but Mildren just managed to cling to the front for the turn. Darting across the track, Davison squeezed the big car through on the inside a bare yard or so from the following right-hand swerve, raising a sharp puff of dust. The P.A. commentator, hitherto unruffled, let his voice rise off the frequency scale.

It was not the end. Alec Mildren, the Canberra Holden dealer who has forced himself in his middle age to perform feats that few Australians have ever accomplished, forced his car's nose off-line in the very last (and narrowest) corner of them all, leaned forward in his seat, flattened his foot—and waited. The Cooper-Maserati leapt out alongside startled Lex Davison, steadied, and then began to inch ahead. Down the last few hundred yards of the course the cars streaked, locked together. A thousand people right opposite the finish saw what happened; frenzied, they watched Alec Mildren win by an official 1/20th-sec. from Davison in the Aston Martin. Twenty-four thousand others, pressed thick around speaker stands right across the course, heard the victory announced.

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HEALEY Sprite. Turbo Fin alloy brake drums, £4 19s. 6d. each. Anti-roll bars, £7 15s., plus fitting.—Emeryson Cars, Ltd. Telephone: Ripley 2169 (Surrey).

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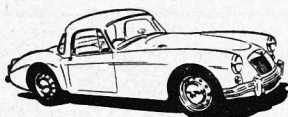
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Classified Advertisements—continued

M.G.—continued

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1960 M.G. Twin-Cam. Red hard top, oil cooler, close ratio gearbox, wooden steering wheel, many other extras. £900 o.n.o.—Ring Aylesbury 2787 (day), 2312 (evenings).

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1953 (JUNE) M.G. TD. Sports two-seater. Any examination or trial. £350.—Peter Weaver (Automobiles), High Street, Melton Mowbray. Telephone: 2533.

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BASIL ROY, LTD., main London Distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.1. LANgham 7733.

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NSU

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One owner, fitted overdrive, heater, screen washers.
11,000 miles only. £1,175.
BOLTON OF LEEDS, LTD.
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1956 PORSCHE 1600. Hardtop, radio, heater, etc. £775. Terms. Exchanges.—Royal Motors, 17 Acre Lane, Brixton, S.W.2. BRIXton 6872/3.

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500 c.c. COOPER-J.A.P. Mark IV. Blue. Spares, including sprockets and long-range fuel and oil tank. Incredibly fast J.A.P. engine. Present Prescott 500 c.c. record-holder. Ex-Stirling Moss car. £220.—Phone: Streety (Staffs) 7266 (home).

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1960 RENAULT DAUPHINE Gordini finished in Sevine Green, 10,000 miles only, in immaculate order inside and out, taxed year. Sold with our usual warranty. £725.—Garnets (Nottm.), Ltd., Renault Distributors, Lenton Lane, Dunkirk, Nottm. Tel.: 72173.

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1172 SPECIAL, very often mistaken for a Lotus because it has many MK-6 body parts. Is built lower than MK-6. Has space frame, Lotus suspension, nearly new 15 ins. racing tyres, new 100E engine tilted 20 deg., two 1½ in. SUs, oil radiator, Aquaplane head and flywheel, tachometer, R/P steering, C/R gears, 4.7 C/P, many other mods. Four spare 15 ins. wheels and tyres. Excellent trailer with wire knock-on wheels that car can be loaded on to by one person. I think this car better than MK-6. Must sell, am returning to U.S.A. The lot **£350**. CAPT. HOYT, Brent Hall, Finchfield, Essex. Evenings and week-ends: Gt. Bardfield 217.

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NEW FORD 1172, Ashley body, complete except for steering column. Must sell. Telephone: BUCKhurst 9044 (Essex area).

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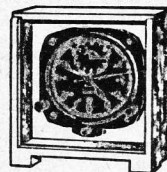
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INTER-CLUB PRESCOTT HILL-CLIMB

24th July, 1960

SUNDAY, 24th July, saw the last in the series of the Bugatti Club's Inter-Club hill-climbs at Prescott. Next year the Club intends to hold, in its place, an event for drivers who have not won an award in a hill-climb for five years.

So this year saw a well-supported meeting, with many well-known names on the list. Perfect weather prevailed throughout, and there were no untoward incidents, with the exception of the timing gear, which decided to develop a difficult fault halfway through (something rare, we hasten to add, for a Prescott meeting!).

The morning's activities commenced with individual runs, split up among five classes. We noticed that, in Class 1, Bob Jennings's Dauphine was competing against Peter Gaskell's ex-Marsh Cooper 1100! However, everyone had a go, and the spectators had plenty to interest them. Class honours went to Peter Gaskell, with a stirring run in 55.02, which, incidentally, rated as F.T.D. The Downton-ized Lotus of Daniel Richmond did 58.37, with a smooth and unflurried trip. G. H. Breakell's black Lotus was extremely rapid, snarling up in 55.70. The BMWs of R. A. Hutchings and F. W. W. Banks were very rapid through the lower slopes. J. V. Livingston's TR2 was firmly driven in 62.30. A tremendous blast of sound heralded the approach of Reg Phillips, fairly streaking into the new extension, and skating through the Esses like a rocket. Unfortunately, Reg appeared to have a little trouble on the starting line, and his time of 63.47 was not an indication of his prowess higher up. All the Morgan team were within one second of each other, between 60.81 and 61.83, fast and consistent, with Peter Morgan fastest. T. J. Williams drove a big green J2 Allard with tremendous verve, in 60.38, fairly hurling the car through the new loop and away round Pardon. Phillip Scragg drove a lovely scarlet 3.8 Jaguar saloon, fairly streaking through the Esses and getting down to a pretty startling 61.42, which made him just about the fastest saloon of the day. J. Clark's blown Cooper-Climax was impressive, both in sound and vision, with 57.31. There were plenty of fireworks when J. P. Chapman's blown Mercury went up in 59.06, with a ferocious herd of wild horses being unleashed under the bonnet, while D. A. Harrison's somewhat modified Vintage Frazer-Nash fairly belted up, wagging its tail to fine effect, in 59.21. Vintagents got plenty of value, with K. Moore's Norris Special being the fastest in 60.54, and a fine selection of Lagondas, Invictas, Frazer-Nashes, including John Shutler's famous Invicta Saloon, which got down to 66.27, grounding the low tail on a couple of occasions.

The main attraction of the day's sport came in the afternoon, with the Team event. No individual times were taken, the watches starting when car No. 1 had left the line, and only stopping when the third man had crossed the finish. This meant that second and third men had to watch their starts with more than the usual concentration. Gross total times, adjusted by handicaps announced just before the event commenced, decided the day. It wasn't long before B.A.R.C.

were showing their paces, with some smart runs by the Austin Seven of Max Trimble. Bolton-le-Moors got down to 193.99, with another searing run by G. H. Breakell's Lotus. Liverpool were well supported by Moore's Norris, P. Kelly's Longbacon, which was very rapid, and M. T. Hughes's Morgan. The Morgan team made a very determined effort and went into the lead, Lionel Mayman making a particularly forceful trip, with a total gross time of 183.90. Sheffield and Hallamshire hopes went right down the drain when Reg Phillips had the cruel luck to have gearbox failure just before the Old Orchard corner, coming to a most regretted standstill and causing the team's retirement.

Sunbac were now challenging strongly, Peter Hughes braking furiously for Pardon, and the lovely blue Elva of J. R. Pearce having a stirring note which echoed throughout the valley.

Sporting Owner Drivers were right on their tails with 208.91, however, and took the lead with a fractional margin. Nobody else got near these times on the first runs, and the second half was awaited with great interest.

Just as Mr. Williams had completed a high-powered run for Allard Owners' Club, the timing gear went on strike, leaving P. L. Farquharson stranded on the line with "Butch".

When the clocks restarted B.A.R.C. were in a strong position again, with a consistent total of 205.03 as against 205.83 on their first. N. E. Langstone's Lotus was misfiring, and appeared to be losing water on occasions, and, thanks to this malady, dropped Evesham's chances by 10 secs. Among those clubs who were not in the running, Peter Gaskell made a magnificent run, L. S. Michael's beautiful Lagonda packed up on Pardon and was accused of spinning, a statement which was hastily retracted when Mr. Michael returned to the foot of the hill! Bolton-le-Moors took a short-lived lead, only to have it snatched from them again by the Morgans, who cut their times down to 182.13. Not to be dismayed, however, the Sporting Car Owner Drivers replied with 209.36, the Sprites of Messrs. Wilson Spratt, Goodwin and Piggott making three perfect runs. Sunbac dropped .69 on their first times. Nobody else could improve enough to make any impression on the leaders, and the final result went to S.O.D.C., though the first three placings, via handicaps, were less than a second apart, close enough to please the most hardened type, after an afternoon of "Perfect Prescott".

A. HOLLISTER.

MIKE HATTON DOES IT AGAIN AT TRENGWAINTON!

DRIVING his ex-Michael Christie Cooper 1100 with great verve Mike Hatton came within .07 of a second of equalling his own hill record. He put up the fastest time of the day in the open championship in 23.34 secs. This was quite remarkable, as the starting area was quite slippery due to early morning rain. However, he had quite a scrap with Wally Cuff in his "Hell's Hammers Cooper", who drove with far more restraint than is his wont, and consequently improved considerably on his previous assaults on this hill. His time of 23.79 secs. was easily his best effort here, and gave him second fastest time of the day. Tom Norton was again dogged by his Trengwainton jinx, for after his

meteoric climb of 24.12 secs. in the Centric-blown Cooper-J.A.P. he ran out of road on his second ascent. This car is really potent but very nearly unmanageable on this tricky hill, but full marks to Norton for the capable way he negotiated it through the many hazards. This popular sportsman deserves a better fate than he has had of late, but he has the consolation of always being a crowd pleaser wherever he competes.

It was the same story over again in the over 500 c.c. racing car class for Hatton again managed to keep his nose in front with a time of 23.54 secs. This time, however, Norton did manage to edge out Cuff for the minor award, beating him by a fifth of a second. Another notable achievement was that of S. J. Broad, whose Lotus was only fractionally slower than the "big boys". His time of 25.06 secs. compares very favourably with the racing cars, and only a rather wild slide on the hairpin on his second run robbed him of an even better time. Ash Cleave, an ever-present at this meeting also put up a notable performance in 26.04 secs., his fastest ever up this hill. Where he gets his terrific "urge" from out of his Morris Special has always been a complete mystery to all and sundry, but every meeting it seems to go faster. Competing in his first event A. D. Kilburn in a special-bodied Healey Sprite was exceptionally neat, and his time of 27.07 secs. was sufficiently fast to gain him the premier award in the 1,000 c.c. sports car class. He was closely followed by N. P. Hatton in the conventional type of Sprite, whose best time in this class was 27.31 secs.

In the up to 2,000 c.c. sports car class, M. H. Morris was very fast in his Frazer-Nash, and he improved his times on every climb. J. T. Skinner, driving a potent Dellow which lifted its rear wheels rather alarmingly on the hairpin, had just enough in hand to hold off Dennis Scobey in his Triumph. Scobey is another old-timer who never misses a meeting, and his driving on this hill is a model to all young competitors who are just taking up the sport. His judicious use of the "loud pedal" still gets him up rapidly although his present chariot is hardly geared correctly for this tortuous climb.

Another to impress was G. Nicholas in an immaculately turned out Lotus Elite, the first time this marque has been seen at this meeting. It made several no-fuss climbs, and was notably quiet. This makes quite a change in this age of straight-through pipes, and his time of 27.31 secs. compares very favourably with larger and more versatile machinery. David Kempthorne-Ley handled his heavy Jaguar with consummate ease, and his private battle with father Tom in a Dellow, always went his way. Amongst a large assortment of smaller machinery, none went better than V. N. Hood's baby Austin. His time of 27.57 secs. is easily the fastest put up in the small sports car class, and this time a few years ago would have broken the then existing record.

Altogether a very enjoyable meeting, and as Mike Hatton told me in the paddock, quite one of the most popular events he attends. A word of praise, too, for the organizers. Once again everything went off most smoothly, with no irksome delays, and a really first-class commentary by Gordon Dobbs.

JOHN MARTIN LEWIS.

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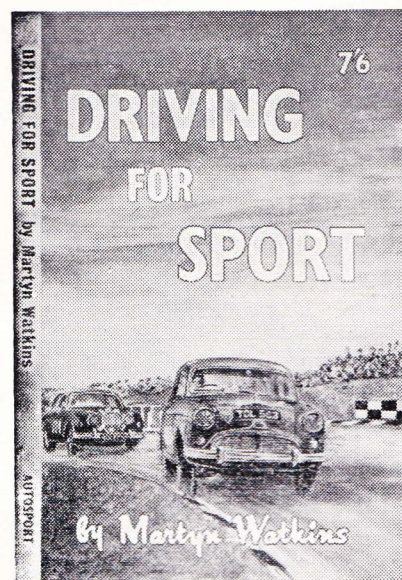
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