AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

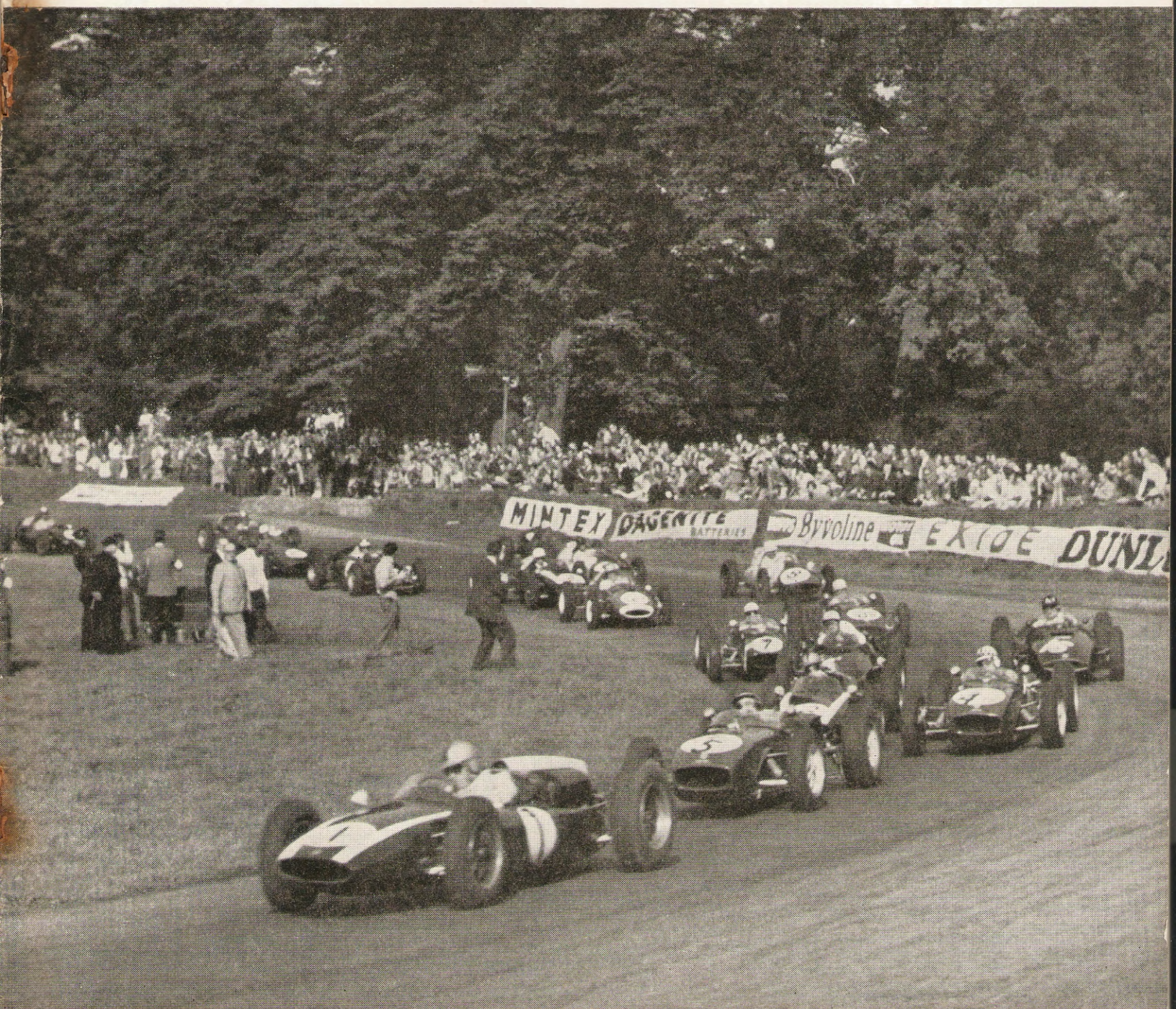
SEPTEMBER 30, 1960

1/6

EVERY FRIDAY

Vol. 21 No. 14

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



IN THIS ISSUE

JOHN BOLSTER TESTS THE FIAT 2100 : BRITISH EMPIRE TROPHY MEETING PREVIEW

OULTON PARK GOLD CUP RACE—FULL REPORT AND PICTURES : THE KNOTT CUP TRIAL

Right from the start

GIRLING
DISC BRAKES
on winning cars at
OULTON PARK



INTERNATIONAL GOLD CUP RACE
FORMULA I

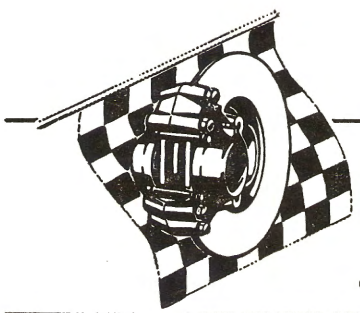
1st LOTUS
2nd COOPER
4th COOPER

(Subject to official confirmation)

and
GIRLING SUCCESSES
in the
ROME-LIEGE-ROME RALLY

1ST

AUSTIN-HEALEY 3000
(Drivers : Miss Pat Moss & Miss A. Wisdom)
OUTRIGHT WINNERS
CLASS WINNERS
AND COUPE DES DAMES
FITTED WITH GIRLING DISC BRAKES



GIRLING DISC OR DRUM—
THE BEST BRAKES IN THE WORLD

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

BP WINS AGAIN!

INTERNATIONAL GOLD CUP — OULTON PARK

1st LOTUS **Stirling Moss** (93.85 m.p.h.)

3rd B.R.M. Graham Hill

(Subject to official confirmation)

BOTH USING BP FUEL and BP ENERGOL MOTOR OIL

TOUR DE FRANCE

1st Touring Car Class (Outright winner)

1st Index of Performance (Touring and G.T. classes)

(Subject to official confirmation)

USING BP SUPER AND BP ENERGOL

Use BP Products in your car



BP

DRIVE IN WHERE YOU SEE THE BP SIGN

For the 2nd year in succession

Privately owned and entered Jaguars

victorious in

Toughest Rally of them all!

•

IXth Tour de France

JAGUAR

Outright Winner

OF

Touring Car Category

1st *B. CONSTEN — J. RENDEL*
(3·8 Litre Mark 2 Jaguar Saloon)

2nd *SIR GAWAINE BAILLIE — P. JOPP*
(3·8 Litre Mark 2 Jaguar Saloon)

Throughout this 9-day event Jaguar dominated every stage, winning all 7 races held on the circuits of Nurburgring (1st and 3rd), Spa (1st, 2nd, 3rd), Montlhery (1st, 2nd, 3rd), Rouen (1st, 2nd), Le Mans (1st, 2nd and 3rd), Claremont Ferrand (1st, 2nd) and Pau (1st, 2nd). Jaguar also achieved fastest lap on each circuit and fastest time in all 7 hill climb tests.

(Subject to official confirmation)

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 21 No. 14 **September 30, 1960**

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EDITORIAL

A SUPERB MEETING

THAT the British public really loves Grand Prix-style racing was proved beyond doubt at last Saturday's Oulton Park International Gold Cup meeting. Organized by the Mid-Cheshire M.C., both Formula 1 and Junior events provided the sort of motor-racing which will encourage more and more spectators. Stirling Moss's victory was a popular one, but that remarkable drive of Innes Ireland's provoked a storm of cheering from the crowd. The Moss versus Brabham duel gave everyone their money's worth of excitement, and it was good to see B.R.M.'s new car doing so well in the hands of Graham Hill. Seldom in this country have there been such scenes of enthusiasm, when the crowd invaded the circuit to pay tribute to Stirling. However, this sort of thing should not be encouraged: although the race was over, a car might have restarted out on the circuit, and the driver made for the finish line, ignorant of the masses of people in front of the pits!

NEW BRITISH RACING TEAM

THE alliance of the British Racing Partnership, Ltd., United Dominions Trust and Laystall Engineering, Ltd., may lead to a team with the widest scope of operations so far envisaged in this country. Team will comprise three Lotus "Monte Carlo" sports-racing cars, to take 2½-, 2- and 1½-litre engines; three Grand Prix machines, so far unspecified, and a G.T. vehicle. A full programme of World Championship events is planned, with any suitable races to the Inter-Continental formula. Already Henry Taylor has been signed for 1961: Stirling Moss will drive one of the Lotus sports cars for the remainder of 1960, and for the 1961 season. Controlling body consists of Alfred Moss (chairman), Ken Gregory (managing director and team manager), Bob Gibson-Jarvie and Stirling Moss who have become members of B.R.P. The full resources of Laystall will be available to the new team.

RALLY OF GREAT BRITAIN

ENTRIES close on 10th October for the R.A.C. International Rally of Great Britain, which, by concentrating the main competitive side on little-used roads in the Highlands of Scotland, should arrive at the nearest approach to the great Continental events. It is to be hoped that even more competitors will enter from abroad, to make the British classic more Internationally representative than any of its predecessors.

OUR COVER PICTURE

TRAFFIC JAM: First lap, first corner of the thrilling Gold Cup Formula 1 race at Oulton Park on Saturday. In front is Jack Brabham (Cooper-Climax) followed by the Lotuses of Jim Clark and Innes Ireland and the rest of the field taking part in the last 2½-litre Formula 1 race in Britain.



Wins again at

INTERNATIONAL GOLD CUP MEETING
OULTON PARK, SEPT. 24

FORMULA JUNIOR RACE

1st Jim Clark ..... LOTUS-FORD*

2nd Trevor Taylor ..... LOTUS-FORD*

Also new lap record at 89.38 m.p.h.

3rd Mike McKee ..... LOTUS-FORD*

4th Peter Arundell ..... LOTUS-FORD*

5th Chris Summers ..... LOTUS-FORD

6th Bob Hicks ..... CARAVELLE-FORD*

**Also using Esso Extra Motor Oil*

(Subject to official confirmation)

***All using* ESSO GOLDEN**

the same superb petrol you can buy from your Local Esso Dealer

A.F.N., LTD., announce that Porsche cars will remain unchanged for 1961.

SPEEDWELL PERFORMANCE CONVERSIONS have extended their range of Supertone silencers to Triumph Herald, Sunbeam Alpine and Ford 105E—and are now in production. To match the special silencers a range of full flow exhaust manifolds has been designed and is now available for all B.M.C. cars as well as Herald, Ford 105E, Hillman, etc.

BRITISH EMPIRE TROPHY MEETING

A FULL programme and an excellent entry has been obtained for Saturday's B.R.D.C. British Empire Trophy meeting, which takes place this year on the full Silverstone Grand Prix circuit. There are events for sports cars, production touring cars, grand touring cars, historic racing cars and Formula Junior, the latter event being the Trophy race itself.

Entries for the Trophy race include the Lolas of Dennis Taylor, Jack Lewis, Hugh Dibley and D. Baker; Coopers, driven by Henry Taylor, John Love, Bob Gerard, D. Rickman, J. Rhodes and L. M. Woodley. Lotus Juniors are there in strength, with Trevor Taylor and Peter Arundell in Team Lotus cars, while other well-known pilots in Cheshunt machines include Chris Summers, Mike McKee, Ian Walker, Tim Parnell, Len Gibbs, Steve Ouvaroff, Chris Andrews, Colin Johnson and Mike Bond. Geoff Duke has a Gemini; four Elvas have been entered, including those of Chris Meek and Chuck Dietrich, while other makes represented are the Deep Sanderson of Bob Staples, Ted Whiteaway's Condor, Arthur Mallock's U.2, Bob Hicks's Caravelle and Peter Jopp's Tomahawk.

A full field of Turners, Sprites, Elites, M.G.s, Triumphs, Jaguars and the like, together with Stoop's Porsche and Baker's Aston Martin, has been entered for the G.T. race. The M.G.s include the very fast Twin-Cams of Dick Jacobs, driven by Foster and Bridger, and Ted Lund's 1,762 c.c. Le Mans car. The sports car race includes Lotuses from Breakell, Pierpoint, P. Boshier-Jones, Francis, Lyon, Parvin, Derisley, de Waldkirch and Pinckney; Lolas from Greenall, Wolfe, Mackay, Rees and Kerrison, Wickson's Elva, Keith Greene's Gilby and Saunders's Victoria in the 1,500 c.c. category. In the 1,500-3,000 c.c. bracket are the 2-litre Lotuses of A. R. Wyllie, Doug Graham and Shane Summers, the Cooper Monacos of Jimmy Blumer, Colin Escott and George Pitt and Ian Baillie's Aston Martin.

The real heavy metal includes the two 4.2-litre DBR2 Astons of Jim Diggory (driven by Bruce Halford) and Bill Aston, John Bekaert's Lister-Jaguar, and Mike Salmon's "D"-type.

Not the least exciting event of the day will be the historic racing car event, the entry for which includes eight E.R.A.s, four Bugattis, three Alfa Romeos, three Bentleys and so on, to make a total of 22 cars.

Over 20 cars, ranging from Peter Pilsworth, in Stirling Moss's 583 c.c. NSU Prinz, to the 3.8 Jaguars of Jack Sears and Sir Gawaine Baillie, are due to run in the touring car race.

Racing starts at 10.45 a.m.

SPORTS NEWS

NEW model announcement: To Sylvia and Cliff Davis a 1960 daughter.

DUNLOPS put on a magnificent reception for their guests in their marquee at Oulton Park.

JACK BRABHAM and Bruce McLaren may shortly do several laps of Indianapolis in their F1 Cooper-Climaxes.

STIRLING MOSS is driving Reg Parnell's F2 Lotus-Climax in the Modena G.P. on Sunday.

PETER EMERY'S new Alfin Junior has front-drive, VW transmission and a B.M.C. engine. First one built is going to U.S.A. within the next fortnight.

RACE commentary at Oulton Park by Anthony Marsh, Dennis Cox and Stuart Hall was one of the most informative heard this season on any circuit.

NORTHERN enthusiasts will deeply regret to learn of the sudden death of Mrs. Vivienne Howarth, wife of Norman Howarth, well known for his motor-racing films. She was 43, and leaves four children.

AUTO SPORT LIMITED

It must be pointed out that the Kent organization styling itself Auto Sport Limited, which staged last Sunday's stock-car meeting near Dover, has no connection whatsoever with the publishers and proprietors of "Autosport". This magazine has never associated itself in any way with stock-car racing.

ANXIOUS to locate a "C"-type Montlhéry M.G. Midget is R. P. Stowers, of "Yondover", Glynde Avenue, Hampden Park, Eastbourne, Sussex. The car, registration number PJ 6183, belonged to his father for many years.

JOE BONNIER driving a Sunbeam Rapier for the first time took second place in his class at Stockholm in a 12-hour reliability race recently. Bonnier, who made fastest lap, had led until a miscalculation in the pits caused him to run out of fuel.

PRINCIPAL opposition to Juan Manuel Bordeu at a recent northern Europe meeting came from the Finnish drivers Curt Lincoln, who finished second in a Cooper, and Rauno Asltonen (Lola), who was third. The Swedish driver Eric Karlsson finished fifth.

ASTON MARTIN LAGONDA, LTD., will have three exhibits on the stand of Garage Mirabeau, 71 Avenue de Versailles, Paris, at the Paris Salon, from 6th-16th October. One Aston Martin DB4 will be finished in Dubonnet with black upholstery and the other finished in black pearl with fawn upholstery. The Aston Martin DB4 G.T. will be finished in elusive blue with fawn upholstery.

DRIVING Rob Walker's Porsche, Stirling Moss won the Zeltweg Formula 2 Grand Prix in Austria recently.

APPARENTLY our results of the production car race at Rufforth were incorrect, and we are informed that second place in the 1,600 c.c. class should have been credited to N. L. Hodkin (A35), who finished in fourth place overall.

B.M.C. entries for the German Rally will include Pat Moss/Ann Wisdom, David Seigle-Morris/Stuart Turner, and Donald Morley/Barry Hercock all in Austin-Healey 3000s, as well as Peter Riley/Tony Ambrose (M.G. 1600) and Metzer/X (Austin-Healey 100/6).

LOLAS WIN B.R.S.C.C. SPORTS CAR CHAMPIONSHIP

FOR the second year in succession Peter Ashdown has become the B.R.S.C.C. Sports Car Champion, driving his works-entered Lola. Runner-up is Alan Rees, who also competed in a Lola.

DISCS ON FORDS

DISC brakes on the front wheels are now available as a production option for all versions of the Ford Consul, Zephyr and Zodiac. The system employed is a Ford-Girling design, with servo assistance. Extra cost of the fitting will be £29 15*s.* including tax, making the total price of, say, a disc-braked Consul £803. A disc brake conversion kit for existing Mk. II models will shortly be available at a cost of £32, plus fitting charges. John Bolster has recently been driving a disc-braked Ford and his impressions will appear in a future issue.

TRIBUTE BY BRICO

LAST week the directors of the British Piston Ring Co., Ltd., gave a complimentary dinner to the Cooper Car Co., Ltd., Coventry Climax, Ltd., and drivers Jack Brabham and Bruce McLaren. The dinner was held in the well-known Saxon Mill at Kenilworth, and was admirably chosen.

John Cooper represented his own concern and from Coventry Climax came Leonard Lee, Wally Hassan, Peter Windsor-Smith and Harry Spiers. In the chair was Mr. Oubridge, Brico's managing director; the affair itself was suggested and partly arranged by the concern's competitions expert, Cecil Wimby.

Mr. Oubridge made many astute observations on racing generally, and emphasized the great debt which British automobile engineering owed to the people for whom the dinner was given. The actual toast, "The Honoured Guests" was given by the Editor of AUTOSPORT. Mr. Lee stated that his firm would continue to support Formula racing, which brought very audible comments from Brabham, Cooper and Co., that they would want to see something over 155 b.h.p. for 1961. The World Champion said a few words and finished by merely saying "one-five-five".

In addition to the Coventry Press, Harry Munday (*The Autocar*) and Philip Turner (*The Motor*) were present. Each of the 21 people present received a gift of a solid silver ashtray, engraved with the names of Cooper, Coventry Climax and Brico.

Earlier, several of the guests, including Brabham, Cooper and McLaren, were shown round the factories of the British Piston Ring Co., and shown the production methods for Brico pistons and rings.

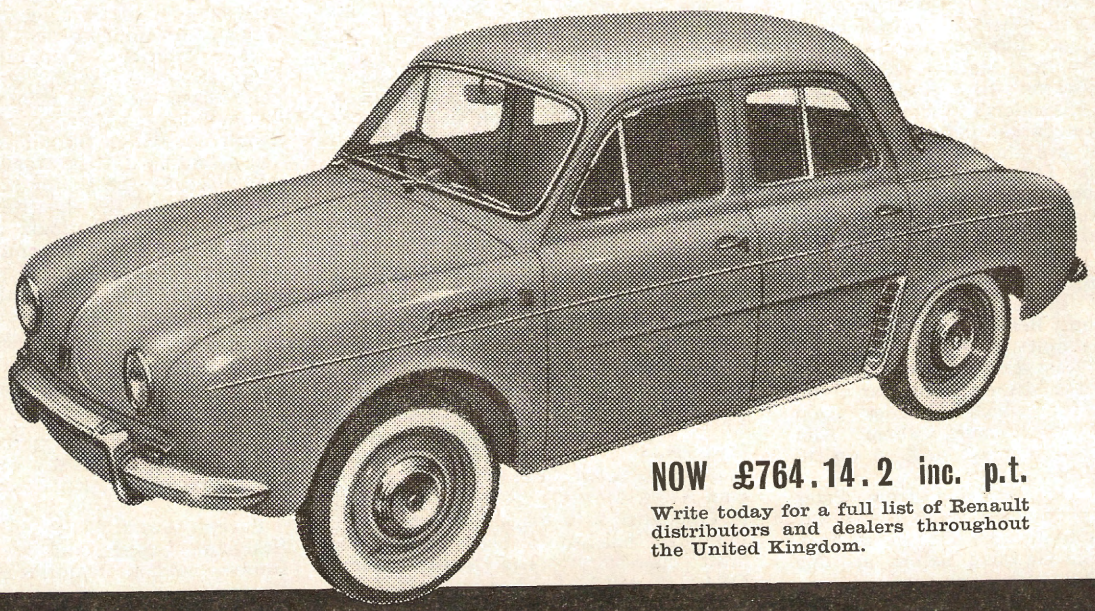
G

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now only £765

The Renault Gordini, powerful brother to the ever-popular Renault Dauphine, has now been reduced in price to £765. For this new price, the Gordini provides 4-speed gear box, still more powerful engine (40 b.h.p.), remarkable economy, extra sparkle and luxury finish. Here is a car quite outstanding in its class—a car for motoring enthusiasts everywhere. Your local Renault dealer will be only too delighted to talk about the Gordini with you and demonstrate its powers to you—especially now that it is only £765

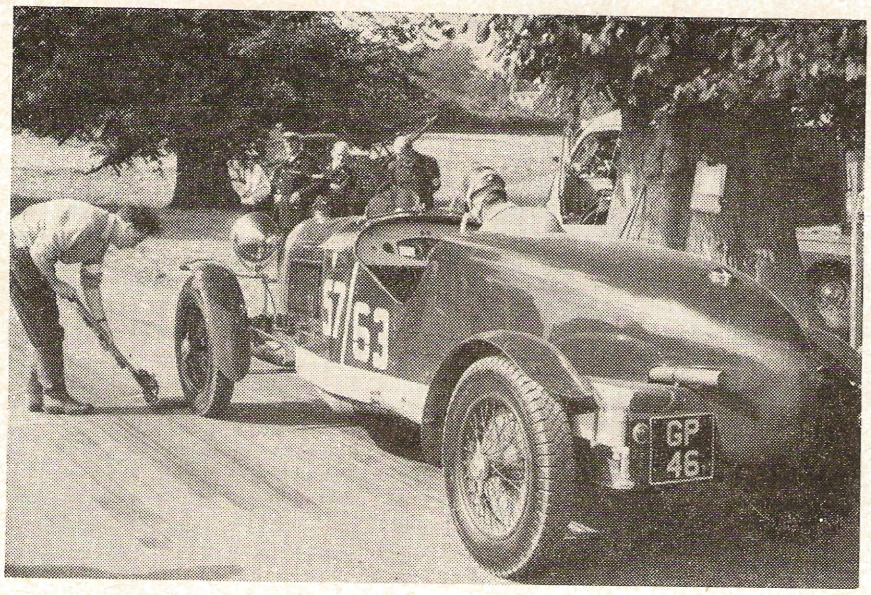
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EVERY INCH COUNTS: P. B. Bailey brings Bloomfield's Bugatti type 46 up to the line to start his first run. P. B. Bailey won the sports car event in his very quick Lotus-Climax.

Sunbac's Ragley Park Speed Hill-Climb

New Course Record to David Good of 23.9 secs.

THE record for the hill broken five times, class records broken and a rain-free day were features of Sunbac's Ragley Park hill-climb on 17th September. What a pity more spectators were not there to appreciate a good day's motor sport—and swell the funds. Presumably the "R.A.F. At Home Day" proved a more attractive proposition for the Midlanders; however, those that did attend had their share of thrills.

David Boshier-Jones's record (24.6) first fell to the fiery Fairley conducted by Reg Phillips. His time of 24.5 seconds was equalled by David Good on his second run which entitled them both to another go. The Fairley was first on the line but to everyone's dismay the blue projectile came to a halt 10 yards over the line. Apparently the engine was not at the correct temperature. David Good very sportingly said that the Fairley must have another chance, whereupon Reg Phillips tore away in a most impressive manner accompanied by a roar from the exhaust equalled only by the jets at the local air display. After a hushed pause a new record of 24 seconds was announced. Almost immediately David Good left the line in what seemed a comparatively sedate manner, but if he appeared to lose to the Fairley in acceleration he must have gained on the bends because he came up with the unbelievable time of 23.9 seconds—a new record for the hill—which will surely take some beating.

George Keylock, Mike Hatton and Jim Berry also tied with times of 25 seconds so here again a run-off was arranged. Mike Hatton in his Cooper-J.A.P. settled the run with a well-judged climb in 24 seconds which knocked a whole second off his previous best time. In spite of its size the Cooper-J.A.P. seems to be the answer for hill-climb work as both Keylock (Cooper-Climax) and Berry (E.R.A.) have much heavier machinery.

Although tie deciders provide added spice (there were more in other classes), equipment capable of timing runs to only a tenth of a second is not really up to the standard expected in this type of event today.

The rest of Class 9—*Formule Libre* racing cars—acquitted themselves well, all except three getting within the 25-27 seconds range.

G. J. Chapman's G.N.-Ariel offended the scrutineers by exposing too much of the "works". R.A.C. regulations section I, paragraph h, specify a bonnet or suggestion of one but the Ariel's "innards" were there for all to see. All was not lost, however, as he nipped home and returned with an E.R.A. which provided the crowd with lots of lovely noises and Mr. Chapman with a reward for his trouble—best time 26.6 seconds.

Class 1 provided fun for the standard production cars up to 1,000 c.c. R. D. Broad worked wonders with his Austin New 7 on his first run and returned an excellent time of 33.5 seconds. This remained unbeaten both in Classes 1 and 2 which included a couple of Rapiers.

Class 3 easily went to A. J. Lambert in his wife's 3.8 (that's what she told me!) with an excellent time of 30.9 seconds. Mrs. Lambert was also running in this class and actually beat her husband in practice!

An excellent entry came to the line in Class 4—Production cars, Grand Touring, not over 2,600 c.c. V. Hassell in his A.C. Ace-Bristol beat several other A.C.s and an Elite with a climb of 28.4 seconds. G. H. S. Ward, complete with Prescott scars on his front wing, was the fastest of the TR brigade but G. S. Morewood was one-tenth of a second faster in his Morgan Plus 4. D. Woodall in his modified Austin New 7 was faster than all except one of the Sprites but even so was slower than Broad's unmodified specimen.

Class 5—Production cars, Grand Touring, over 2,600 c.c.—was another victory for A. J. Lambert, this time in his own car! The Jaguar XK 150S sounded, and looked, very impressive as it left the line on its 28.2 second climb, M. S. Wright in his XK 120 looked very daring through the bends but the slide I saw was well held and he got to the top in 28.9 seconds. R. B. Beck in his XK 150S looked steadier and knocked a tenth of a second off and managed second place with 28.8 seconds.

In Class 6 P. B. Bailey's Lotus XI Climax went up the hill twice in 27 seconds dead, first with Mr. Bailey and then friend Bloomfield.

Class 7 provided a good win for J. Randles (25.8 seconds) in his Cooper Monaco after one untimed ascent and one spin. R. P. G. Sturgess did well in his C-type Jaguar, getting a second place with two consistent climbs of 27.2 and 27.1 seconds. The car was beautifully turned out. L. B. Mayman's Morgan Plus 4 sounded as potent as ever, his best time being 28.5 seconds, but for once a Triumph beat a Morgan when J. C. Cragg went up in 28.3 seconds.

All in all a good day's sport, thanks to the Marquis of Hertford and the stalwarts of Sunbac. Perhaps next time the spectators could be allowed a little nearer the course, thus helping to retain their support without exposing them too much to the dangers of motor racing.

J. W. A. FALLOWES.

Results

B.T.D.: D. R. Good (Cooper-J.A.P.), 23.9 s. (Course record).
Production Cars up to 1,000 c.c.: R. D. Broad (Austin 7), 33.5 s. **1,000-2,600 c.c.:** G. M. Hawkesford (Standard Vanguard), 35.8 s. **Over 2,600 c.c.:** A. J. Lambert (Jaguar 3.8), 30.9 s.
Grand Touring Cars up to 2,600 c.c.: V. Hassell (A.C. Ace-Bristol), 28.4 s. **Over 2,600 c.c.:** A. J. Lambert (Jaguar XK 150S), 28.2 s.
Sports Cars up to 1,600 c.c.: P. B. Bailey (Lotus-Climax) and W. H. Bloomfield (Lotus-Climax), 27.0 s. **Over 1,600 c.c.:** J. Randles (Cooper Monaco), 25.8 s.
Formula 3 Racing Cars: T. J. Morgan (Cooper-Norton), 26.2 s.
Formule Libre Racing Cars: D. R. Good (Cooper-J.A.P.), 23.9 s. (Course record).

LAST EVENT OF THE SEASON AT BRANDS

THE British Racing and Sports Car Club is promoting, over the short 1.24-mile Brands Hatch circuit, on 16th October, a six-race programme for Formula 2, Junior, 500 c.c., saloon, sports and grand touring cars.

The principal event of this last British meeting of the summer season will be the Lewis-Evans Trophy race—a 42-lap 53-mile race for Formula 2 1,500 c.c. single-seat racing cars. To enable potential new stars to attract recognition, entries in this race will be confined to drivers who are not members of regular Grand Prix works teams.

Providing major support for the "discovery race" will be the 15-lap John Davy Trophy event for Formula Junior cars. Among the cars taking part will be the new Gemini which has lapped, unofficially, at speeds equalling Jack Brabham's all-out circuit record.

Other events will include a 10-lap 500 c.c. race, a 15-lap sports car race, a 10-lap grand touring event and a 10-lap saloon car race for Supa-Turas.

The meeting will start at 1 p.m. and practice will take place all day on 15th October.



COMBINATION of Pininfarina-designed bodywork plus Lampredi-designed six-cylinder 2-litre engine, makes the Fiat 2100 an exceptionally good car.

JOHN BOLSTER TESTS

THE FIAT 2100

As cars develop, they tend to become more alike. There are no really bad cars nowadays, but it is becoming increasingly rare for anything outstanding to appear, and many of the current crop are good but oh so dull! It is therefore quite exciting for a professional test driver to meet something out of the ordinary, and when a really exceptional car is produced, it is a pleasure indeed to put it through its paces. Such a car is the Fiat 2100.

The Fiat 2100 is a superb car because not only the main essentials are right but all the little details too. First of all, it has a phenomenally smooth and quiet engine that has a good power output all the way up the scale and revels in the hardest driving. This is allied with a clutch which grips instantly after a fast gearchange but is never fierce. The gearbox has four ideally spaced ratios, all of them engaged through a completely crash-proof synchromesh system.

The car will carry six people, and it has a luggage boot which is literally immense, yet it seems like a baby car to drive. It is most luxuriously equipped, has very light controls, and being a Fiat it has excellent brakes, of course. It is small enough to dart in and out of traffic and on give and take roads it will overtake and lose really powerful cars with higher maximum speeds. It is more fun to drive than most sports cars, yet it is a really comfortable family saloon.

The basis of the Fiat 2100 is an all-steel saloon body of Pininfarina design. It has a short bonnet and exceptional window area, as is the modern trend, and the rear suspension, petrol tank location, and spare wheel stowage are all designed to give a large unobstructed space for the luggage boot. The rear seat is ahead of the wheel arches, and though the front seat is of bench type it has two individual adjustments for the angle of the divided seat squabs.

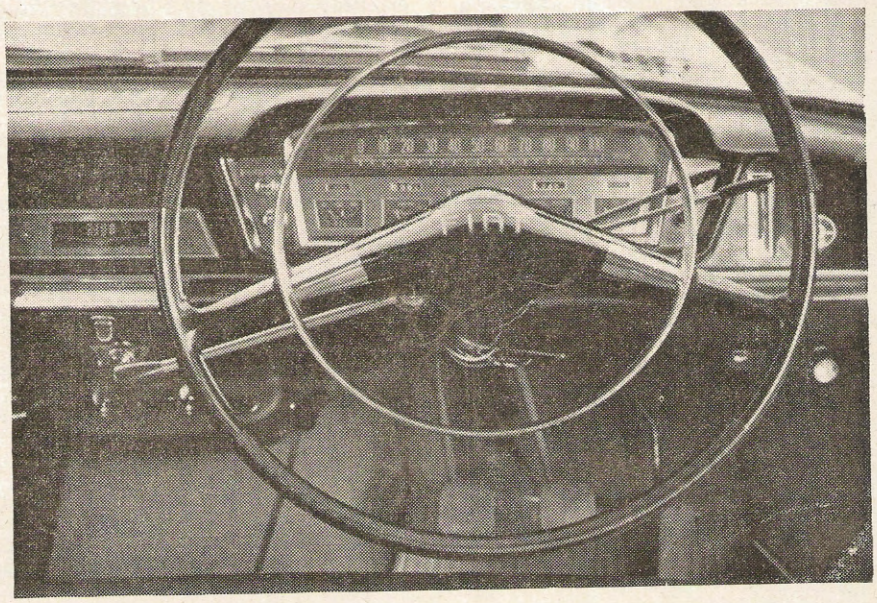
The independent front suspension is by long torsion bars. The top wishbones are normal but the bottom ones are formed of straight pressings reinforced by long adjustable tension members to the front of the car. There is an anti-roll torsion bar, and the steering is by a worm and roller box with a three-piece track rod.

An interesting system of rear suspension has been adopted. A rigid hypoid axle is suspended on helical springs and located laterally by a Panhard rod. The trailing radius arms are in the form of reversed quarter-elliptic springs with their thick ends clamped to the axle. They absorb the torque reaction of the axle and also provide some roll resistance. Telescopic hydraulic dampers are fitted at all four corners.

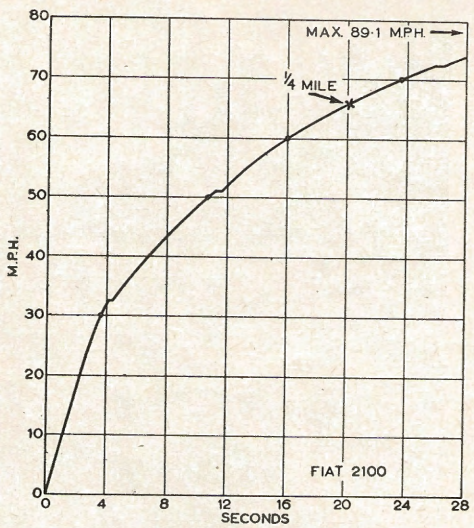
The Lampredi-designed six-cylinder engine is just "over-square" in 2,054 c.c. form, though fractionally "under-square" in the 1,795 c.c. economy model. This is again typical of the modern trend, for engineers are beginning to consider that the "over-square" fashion has been over-exploited. The cylinder block is in cast iron, with four main bearings for the counterbalanced crankshaft. The aluminium head is of the cross-flow type, with pushrod operation for the inclined valves. The combustion chambers are of poly-spherical shape, with steeply inclined inlet valves and almost vertical exhaust valves, the inclined sparking plugs entering the combustion chamber close to the latter. A twin-choke downdraught Weber carburetter supplies the mixture, and the exhaust manifold is pleasantly contoured, with two silencers towards the rear of the car. The engine installation earns full marks for accessibility.

The clutch is a single dry-plate component, and the gearbox has a column-type lever. This is necessary for the occasional carriage of a central passenger on the front seat, but in any case the Italians still have a preference for this location. A divided propeller shaft is employed with a rubber-mounted central steady bearing. A rubber "cush-drive" behind the gearbox absorbs transmission shocks, and this has for long been a Fiat feature. The light alloy turbo-finned brake drums are literally enormous, and the front 2L.S. brakes are reinforced by a booster. The wheel discs are liberally pierced for ventilation.

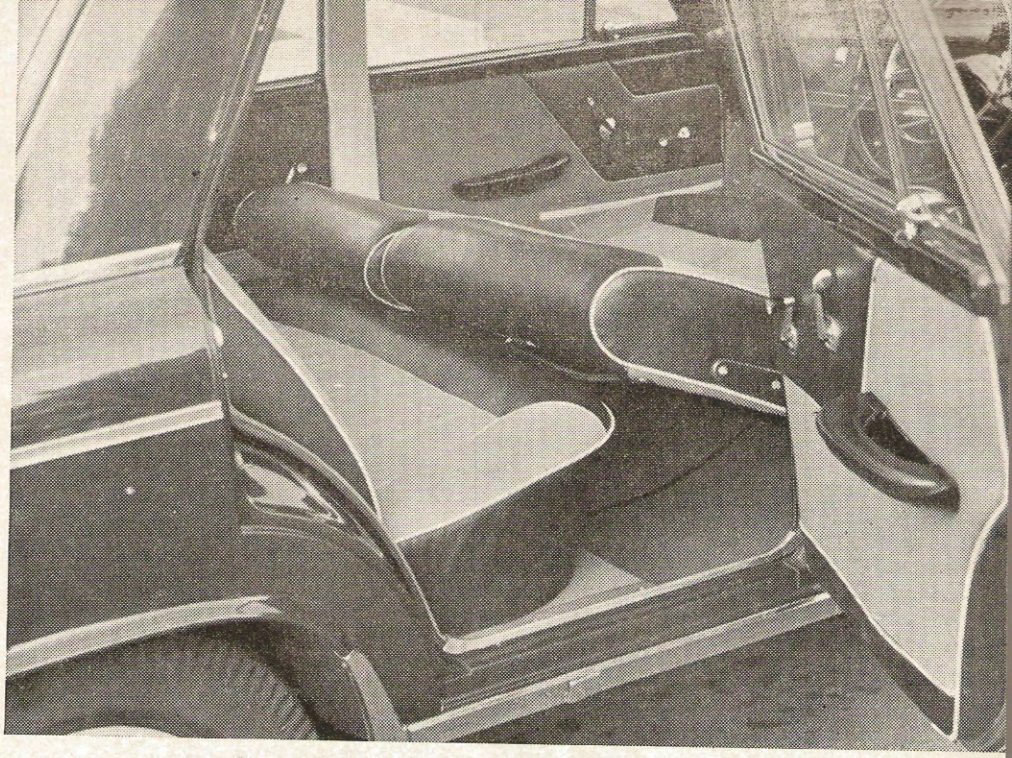
When one enters the 2100, one is at once impressed by the light, airy interior and the extremely lavish equipment. The built-in demisting of the rear window is an example, and so is the flashing light to give warning that one is about to drive off with the handbrake on. The upholstery is partly in cloth and partly in leather, which gives an excellent grip for cornering, preventing the driver and passengers from sliding about. The dashboard glove locker has an automatic courtesy light inside, and there are string shopping bags recessed into the backs of the front seats. The shelf behind the



LAVISH EQUIPMENT: Those little extras that made all the difference, e.g., a flashing light to tell you the handbrake is on and built-in demister on the rear window.



ACCELERATION GRAPH



rear seats is unusually large and has a built-in grille for a radio speaker.

On moving off I was at once entranced by the silence and smoothness of the engine. For the first time a medium-sized car has been produced which has the effortless running associated with the £6,000 class. This exceptional refinement has not been bought at the expense of the performance, for the unit has excellent "punch" at low speeds and revs. very freely. I have written many articles expressing the conviction that cars in the 1½-2-litre category should have more than four cylinders. Here is living proof of my words, for the Fiat makes any "four" seem rough and noisy by comparison.

I have also championed the gearbox with synchromesh on first speed. Here again the Fiat is a shining example, for the 34 m.p.h. bottom gear can be selected instantly at hairpin bends, and need not be regarded as an emergency gear. This allows second to be raised until it is close enough to third to be really useful. These ideal ratios are selected by a column-type lever which works very smoothly, the sole exception being an occasional reluctance to engage first speed when at rest.

On crowded British roads, the 2100 is one of the fastest cars I have driven. It is so quiet, and has such a sober appearance, that nobody notices that one is pressing on. The light, quick steering and good roadholding encourage the driver to take his corners fast, and the willing engine seems to prefer to run near its maximum speed. On a long run, this 90 m.p.h. car is more than a match for most 100 m.p.h. machines.

As regards roadholding, I found that some alteration of tyre pressures was desirable for the best results. This reduced an understeering tendency and also almost eliminated tyre scream on corners. The cornering power was then quite exceptional for a saloon car, especially on wet roads. The unconventional rear suspension cannot always disguise the fact that the car has a back axle, and a very clumsy start may cause tramping. In general, though, the suspension combines very good riding comfort with roadholding standards which are much above the average.

The Fiat 2100 is a roomy family car which is a blend of many hitherto incompatible virtues. Its very spacious interior is allied with moderate overall dimensions, and its remarkably silent engine is livelier than its noisier competitors. All the controls are particularly light to handle, yet they work with greater precision than usual, and the gear ratios of this touring car are better chosen than those of many sports models. Perhaps the fuel consumption is a shade heavy for a medium-sized car, but that is probably because one is encouraged to drive it so fast. What little sound the engine makes is unmistakably the "Italian noise", and with the muted song of Ferraris, Alfas and Maseratis in your ears, you are less than human if you don't drive hard all the time! In brief, the Fiat 2100 is a *good* car.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Fiat 2100 saloon. Price £1,399 including P.T.

Engine: Six cylinders, 77 mm. x 73.5 mm. (2,054 c.c.). Pushrod-operated inclined valves in aluminium cylinder head. Compression ratio 8.8 to 1. 82 b.h.p. (95 b.h.p. by S.A.E. rating) at 5,000 r.p.m. Twin-choke downdraught Weber carburetter. Fiat coil and distributor.

Transmission: Single dry-plate clutch with hydraulic operation. Four-speed gearbox with steering column control; ratios, 4.3, 6.0, 8.2 and 13.4 to 1. Open two-piece propeller shaft with central steady bearing and flexible shock-absorbing coupling. Hypoid rear axle.

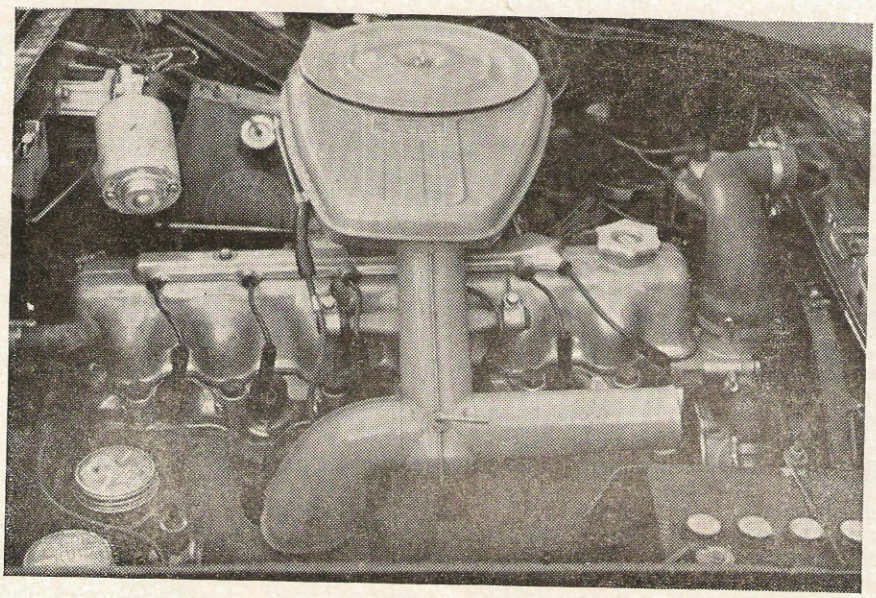
Chassis: Combined pressed steel body and chassis. Independent front suspension by wishbones and torsion bars. Worm and roller steering gear with three-piece track rod. Rigid rear axle on helical springs with Panhard rod and forward location by reversed quarter-elliptic springs. Telescopic hydraulic dampers all round. Hydraulic brakes, 2L.S. in front, in turbo-finned light alloy drums, with pressure booster to front brakes. Ventilated bolt-on disc wheels fitted 5.90-14 ins. tyres.

Equipment: Twelve-volt lighting and starting. Speedometer. Oil pressure and water temperature gauges. Fuel gauge with flashing reserve light. Heating, demisting and ventilation system, including rear window demisting. Windscreen wipers and washers. Flashing direction indicators. Electric clock. Warning lights for handbrake, low oil pressure, low charge, rear demister and flashing indicators.

Dimensions: Wheelbase, 8 ft. 8½ ins. Track (front), 4 ft. 4 ins.; (rear), 4 ft. 3½ ins. Overall length, 14 ft. 7¾ ins. Width, 5 ft. 3¾ ins. Weight, 1 ton 3 cwt.

Performance: Maximum speed 89.1 m.p.h. Speeds in gears: 3rd 74 m.p.h., 2nd 52 m.p.h., 1st 34 m.p.h. Standing quarter-mile 20.2 secs. Acceleration: 0-30 m.p.h. 3.6 secs., 0-50 m.p.h. 10.8 secs., 0-60 m.p.h. 16 secs., 0-70 m.p.h. 23.8 secs.

Fuel Consumption: 18-21 m.p.g.



(Above) RECUMBENT FIAT: The front seats fold right back to make a comfortable bed. Shopping bags are recessed in the backs of the front seats.
(Left) FRACTIONALLY "over" square the six-cylinder, Weber-carburettered, 2-litre engine gives a very smooth take off.





STATELY HOME: (Left) R. Stewart's XK 120 swings "into the courtyard" to record 32.36 secs. in the over 2,701 c.c. sports car class. ABOVE: Class winner, in 29.59 secs., was D. A. Harrison's 3,570 c.c. Frazer-Nash.

Speed At A Stately Home

Y.S.C.C. "Gunter Trophy" Hill-Climb at Castle Howard

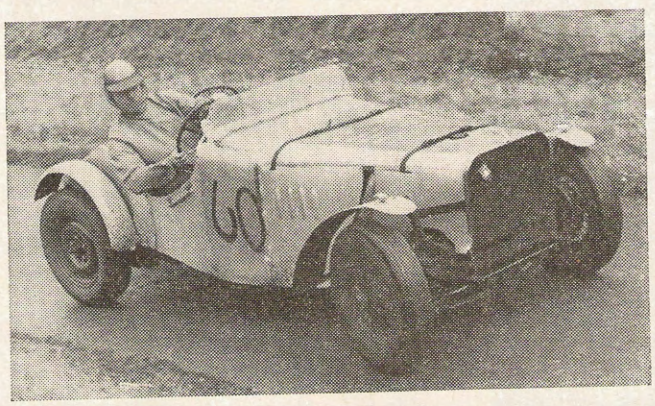
PHOTOGRAPHY BY FRANCIS PENN



SECOND FASTEST in the 951-1,600 c.c. sports car class was D. M. Brown's Turner-Climax, which went up in 29.46 secs.



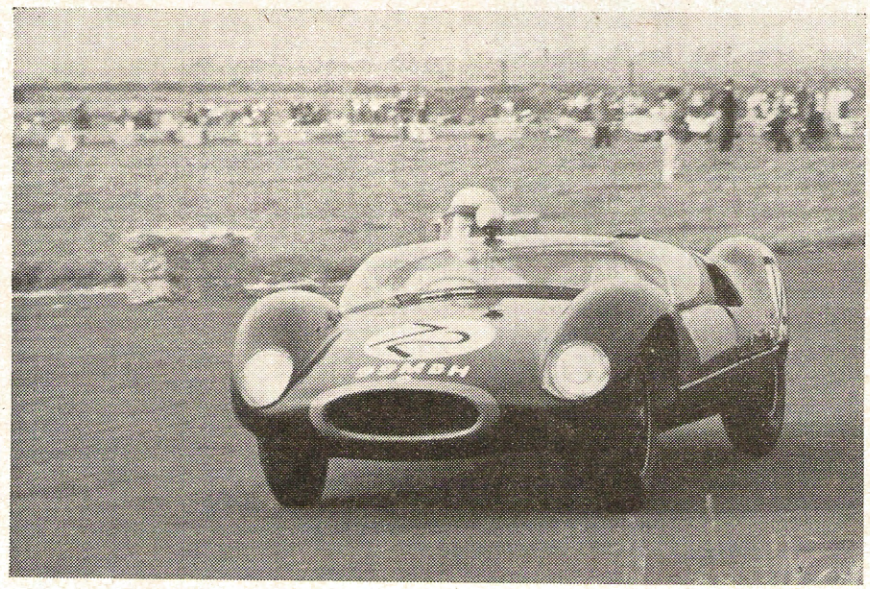
IN KEEPING with its surroundings, the Aston Martin DB4 of A. Stross recorded second best time in a sports car class, completing the course in 29.64 secs. Castle Howard, it will be seen, is what might be described as a "desirable residence".



FIVE AND A HALF LITRES propelled Malcolm Bateman's R.M.B.2 Special up the course in 30.92 secs. to give him third best time in a class full of Jaguars and Astons!



THE LAKE TURN, on a rather murky day, is successfully negotiated by C. R. Maddick's Austin-Healey Sprite, which shows every sign of being prepared for the worst that the weather gods can produce.



SEEN LOWERING the course record to 79.57 m.p.h., Jimmy Blumer won no fewer than three events at Thornaby in his 2-litre Cooper Monaco.

Darlington M.C. "Battle of Britain" Meeting

Jim Blumer (Cooper Monaco) Lowers Lap Record Three Times

THE Royal Air Forces Association promoted an extremely successful car race meeting on Sunday, 11th September, in conjunction with their "Battle of Britain" week, at Thornaby-on-Tees. The circuit was a fast and tricky effort of 1.5 miles, complete with stands and all "mod. cons."! The course consisted of a goodish straight with a series of some six difficult curves complete with a "big hairpin" known as Paddock Bend, the existing lap record standing at 76.86 m.p.h.

Organization was in the hands of the Darlington Motor Club, and a grand job they made of it too! The meeting ran late from the start, however, but considering they had upwards of 150 cars and drivers to fit into 10 races, this was a little excusable. The quality of the racing, at which Jimmy Blumer won three events and in so doing lowered the lap record as many times, plus the winning of the two major sports car races by Peter Bolton and his A.C., more than made up for the delay.

First on the programme was a 10-lap race for saloons with classes for cars up to 1,500 c.c. and over. Taking the race as a whole it was B. Waddilove whose 3.8 Jaguar was just too fast for the rest; second was E. B. Wadsworth's Healey Elliott. The smaller class was taken by G. A. Percival whose Anglia was third overall. Placemen in this class were N. L. Hodkin and J. M. B. Wadsworth in Austin Sevens.

Next came a 10-lapper for sports cars over 2,000 c.c. which proved a gift to P. Bolton's A.C., which finished some 25 seconds in front of J. V. Rockner's "C"-type, with E. C. Booth (Frazer-Nash) third.

Event 3 was for sports car between 1,001 and 1,500 c.c. over a similar distance, and was won by T. C. Thurner driving a T.V.R., with W. J. Morgans (Lotus) second and K. Coffee (Lotus-Consul) third.

Race 4, over 15 laps, was for sports-racing cars up to 1,500 c.c. and included a class for the "unlimited". This allowed J. Blumer (Cooper Monaco) to take his first win of the day in which he put in a tour of 78.38 m.p.h. creating a new course record; some 18 seconds afterwards J. Russell (Lotus) crossed the line in second place with K. M. Nutter (Lister-Bristol) third, about a similar distance in arrears. During lap 3 D. Mason (Elva) had the misfortune to break a front suspension unit whilst in the middle of Paddock Bend, his resulting gyration putting paid to W. Mackay (Lola) and G. L. Crosier (Lotus XI) who smote him hard! The smaller class was won by J. Mackay (Lotus XI) with W. D. Bartram (Lola) and P. B. Barrack (Lotus) the placemen.

The next event was for sports cars from 1,501 to 2,000 c.c., again over 10 laps, in which P. Bolton's A.C. notched up its second victory, winning from the Booth Frazer-Nash, with T. Wakefield (A.C.) third.

Event 6, the Regent Trophy Rose Bowl event, was for sports cars up to 1,000 c.c. in which the winner, after a seven-lap battle with second man home J. Burgess (Sprite), was A. Paladini (Lotus VIIA), whilst J. D. Robertshaw, in a further Sprite, was third. Strange to say, S. J. Diggory, whose Marcos was miles an hour faster on the straight (91.2 by electronic timing), could only take fourth place. Spins were the fate of J. Wober (Lotus VII) who managed it on lap 1 and again on lap 4, both times at Paddock Bend.

Next came two heats, each one over ten laps, for the Battle of Britain Trophy, 11 cars from each heat to qualify for the final. The first fell to J. Blumer, his second win of the day, in which he again lowered the course record, this time to 79.57 m.p.h. Second was P. R. Proctor (Lotus-Ford) and third P. A. Simpson (Cooper II). An E.R.A. driven by S. Day "lost the lot" on the exit from Paddock on lap 2 and was struck by J. L. Romanes (Lotus Junior) who was unable to dodge, both cars being somewhat damaged in the process. Lap 7 saw R. Dawson (Lotus) lose a wheel at the same spot.

The second heat brought thrills and tragedy. K. Y. Twisk (Cooper F2), who after an early battle with J. Mackay (Lotus) looked all set for a win, on the last lap and on the last corner seized his engine solid and coasted for the line. He made it but in the process was passed by Mackay and A. G. Wood (Cooper-Ford). Twisk did, however, have the consolation of making the fastest lap!

Event 9 was a handicap over 10 laps for pre-1940 cars and produced some "hairy beasts", chief among which was the "Whale", the Barnato-Hassan Bentley conducted by C. K. Schellenburgh who was assisted by both verve and aplomb, as the car required opposite lock on each and every bend! Others in the act were Bentleys of all types, Rolls, Bugs, E.R.A.s, Altas, etc., the oldest present being a 1910 Napier complete with riding (and very hard working) mechanic, and as everyone put up a good show and really tried hard, well, results seem rather superfluous!

The last race of the day, the final for the "Battle of Britain" Trophy, brought to the line 22 of the day's fastest cars and, as was expected, produced an easy win for Blumer again. On lap 7 he gave that poor record a third and final kick to the tune of 1.04, or 81.56, and, to show how consistent was his driving, on lap 15 Blumer led by 23 seconds from Proctor and on receiving the "slow" eased off to cross the line exactly 22 seconds to the good, a fine effort! Third was A. G. Wood's Ford-engined Cooper.

Congratulations, R.A.F. and Darlington, it was as good a meeting as ever came out of the North!

FRANCIS PENN.

Results

Saloon Cars up to 1,500 c.c.: 1, G. A. Percival (Anglia); 2, N. L. Hodkin (Austin); 3, J. M. B. Wadsworth (Austin). **Over 1,500 c.c.:** 1, B. Waddilove (Jaguar), 63.72 m.p.h.; 2, E. B. Wadsworth (Healey). **Fastest lap:** Waddilove, 65.25 m.p.h.

Sports Cars over 2,000 c.c.: 1, P. Bolton (A.C.), 70.83 m.p.h.; 2, J. V. Rockner (Jaguar); 3, E. C. Booth (Frazer-Nash). **Fastest lap:** Bolton, 72.5 m.p.h.

Sports Cars, 1,001-1,500 c.c.: 1, T. C. Thurner (T.V.R.), 67.15 m.p.h.; 2, W. J. Morgans (Lotus-Ford); 3, K. Coffee (Lotus-Consul). **Fastest lap:** Thurner and K. B. Le Riche (Lotus), 68.42 m.p.h.

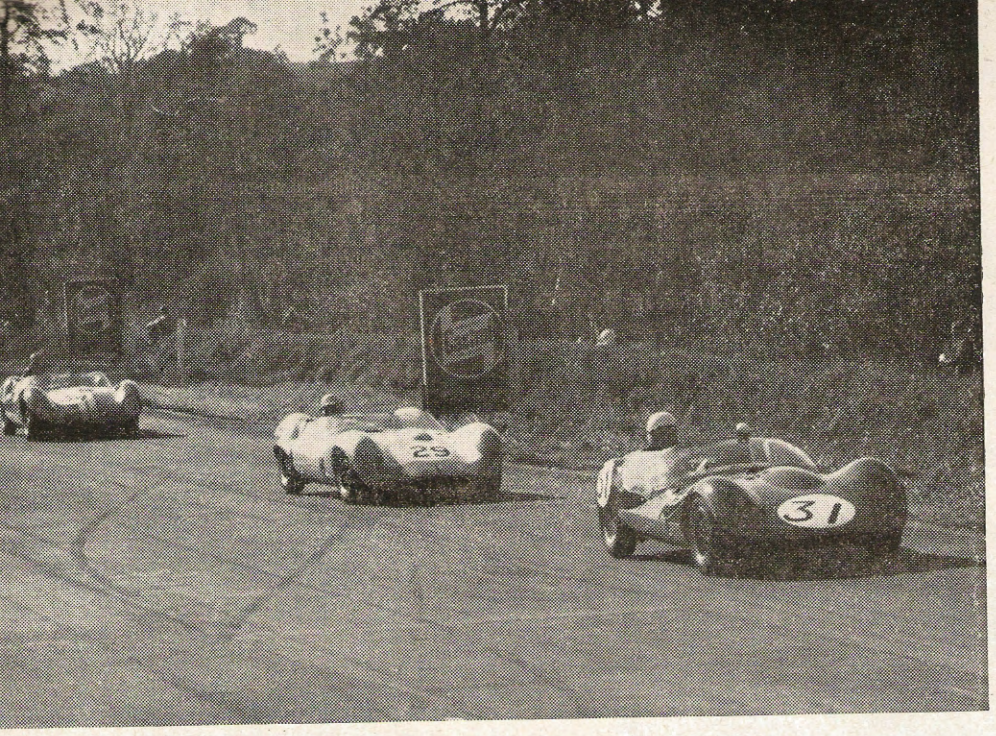
Sports-Racing Cars up to 1,500 c.c.: 1, J. Mackay (Lotus Eleven); 2, W. D. Bartram (Lola); 3, P. B. Barrack (Lotus Eleven). **Over 1,501 c.c.:** 1, J. Blumer (Cooper Monaco), 76.71 m.p.h.; 2, J. Russell (Lotus); 3, K. M. Nutter (Lister-Bristol). **Fastest lap:** Blumer, 78.38 m.p.h. (record).

Sports Cars, 1,501-2,000 c.c.: 1, P. Bolton (A.C.), 70.68 m.p.h.; 2, E. C. Booth (Frazer-Nash); 3, T. Wakefield (A.C.). **Fastest lap:** Bolton, 71.70 m.p.h.

Regent Rose Bowl Trophy Race: 1, A. Paladini (Lotus 7A), 66.35 m.p.h.; 2, J. Burgess (Sprite); 3, J. D. Robertshaw (Sprite). **Fastest lap:** Paladini, 68.15 m.p.h.

Battle of Britain Trophy Race, Heat 1: 1, J. Blumer (Cooper Monaco), 72.22 m.p.h.; 2, P. R. Proctor (Lotus-Ford); 3, P. A. Simpson (Cooper F2). **Fastest lap:** Blumer, 79.57 m.p.h. (record). **Heat 2:** 1, J. Mackay (Lotus Eleven), 74.44 m.p.h.; 2, A. G. Wood (Cooper-Ford); 3, K. Y. Twisk (Cooper F2). **Fastest lap:** Twisk, 77.22 m.p.h.

Battle of Britain Trophy Race (Final): 1, J. Blumer (Cooper Monaco), 78.41 m.p.h.; 2, P. R. Proctor (Lotus-Ford); 3, A. G. Wood (Cooper-Ford). **Fastest lap:** Blumer, 81.56 m.p.h. (record)



COMING into Shaws Corner, Keith Greene (Gilby Climax), A. B. Rees (Lola), the eventual winner, and John Woolfe (Lola).

Nottingham S.C.C. Meeting

Brian Naylor (JBW Maserati) Wins Formule Libre Event with Fastest Lap of 98.34 m.p.h.

A STRONG sun beat down upon us and the lakes shimmered in a haze of heat as though it was high summer for the N.S.C.C. meeting at Mallory Park on 18th September. This, together with a nicely varied programme of four sports car races, two for Formula Junior and one *Formule Libre*, provided a very pleasant afternoon's sport for the rather moderate crowd which was present.

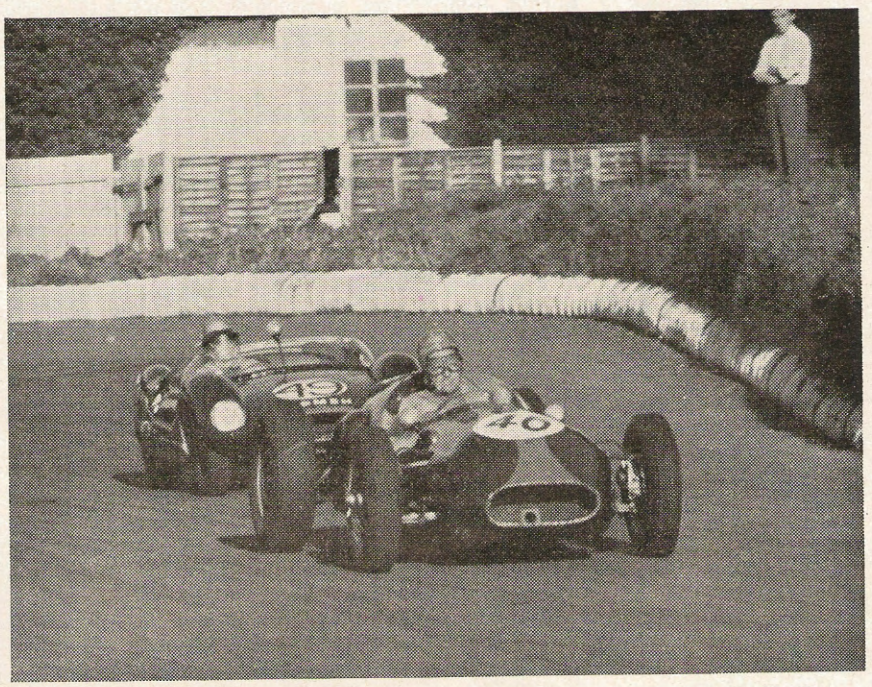
There were three non-starters for race one, which was for sports cars up to 1,500 c.c. over 20 laps. This left us with a prospective battle between three Lotus Elites with probable intervention by J. P. Ferguson in his Turner-Climax. Such proved to be the case. A. J. Nurse (Elite) appeared first at the end of lap one at the head of a close bunch of three, with David Buxton's Elite and Ferguson behind. Ferguson gave the two in front no peace and slipped past Buxton between Gerards and the lake Esses on lap three. He did the same to Nurse going into Gerards on the next lap. So Nurse and Buxton became involved in a great scrap until lap nine when Buxton's very crisp Elite got the better of him. In fairness one should say that Nurse's engine lost its edge but he comfortably held third place for the rest of the race.

Next we had the first of the two Formula Junior races. J. Rhodes (Cooper-Austin) jumped the start and was penalized one minute, so although he led throughout on the road he did well to actually finish third. To begin with, Rhodes was harried by P. Ellis (Lotus) until he spun at the entrance to Shaws on the fifth lap damaging the front end in the process. However, P. R. Proctor had always been handy to continue the Lotus challenge and moved up a place. A. M. R. Mallock's very interesting U.2 Ford, with swing axle front end and Morris 1000 rear, was coming fast through the field, reaching fourth spot by lap six, but two laps later his effort was over as he damaged a push rod. R. S. Bloor (Lotus-B.M.C.) had always been in the picture, driving through Shaws Corner with far less fuss than anyone else and just as fast, and had also been steadily moving through the field. He took over third place as a result of Ellis's accident and the order of the first three remained the same for the rest of the 25 laps on the road being reversed slightly because of Rhodes's primary misdemeanour.

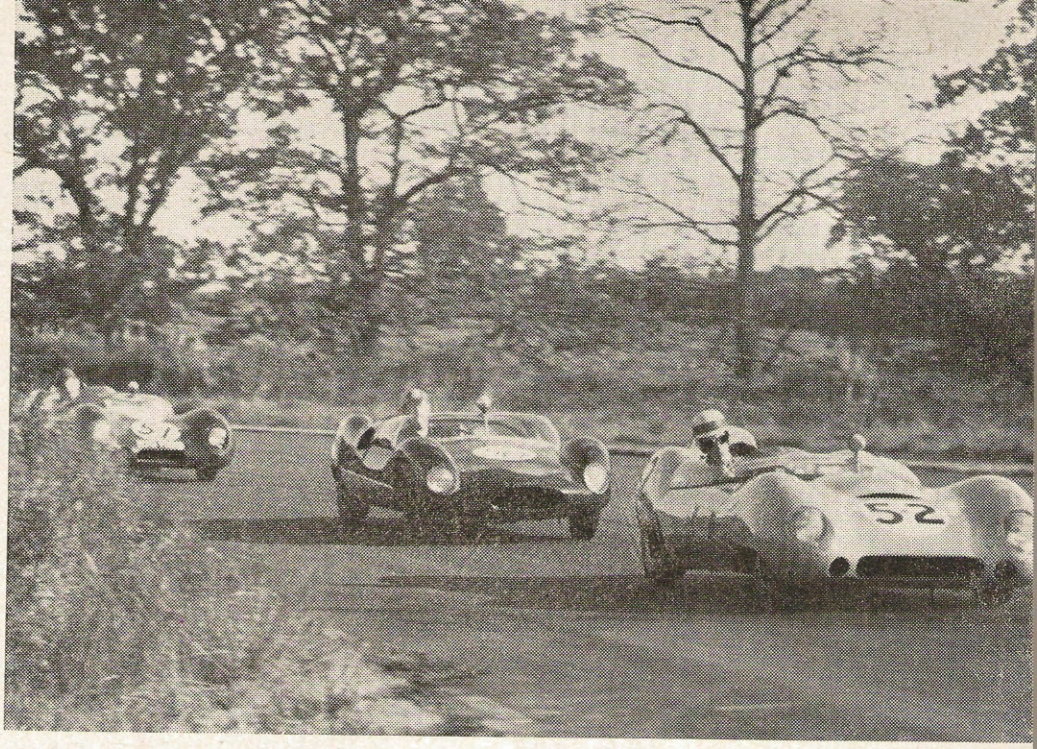
A 20-lap race for sports racing cars up to 1,100 c.c. which followed opened with a tremendous scrap between the Lolas of A. B. Rees and J. Woolfe, and the Gilby-Climax of Keith Greene. Lap one and they arrived all more or less together at Shaws Corner with Greene just in front. Lap two and Greene and Rees had both drawn away a little but this time it was Rees first into Shaws. Try as he would there was just nothing Greene could do about the flying Lola which thereafter drew away little by little throughout the race, but only by a matter of a few yards. Neither of them were hanging about as Rees had to do fastest lap in 56.6 secs. to stay in front. In spite of the fact that there was very little change of position between the first six cars throughout the race it was no procession as in the main they were so evenly matched.

Then the big sports cars appeared for a 20-lap race. This looked like a good thing for Peter Bolton with the A.C.-Bristol, its good roadholding being something of an advantage at Mallory. So it transpired. He had to fight hard for several laps before getting the lead. The order going into Gerards first time was R. A. Gibson (Jaguar XK 120), D. Hobbs (Jaguar XK 140) and Peter Bolton, acceleration from the line having told, but Bolton got past Hobbs down the back straight and had a try at Gibson going into Shaws. It was not yet to be as Gibson was really racing. All round Gerards and down to the Esses Bolton tried to get past until on lap five he managed it coming out of Gerards and then nearly overdid it at the Esses as did Gibson at Shaws as he tried to retake the lead. Once through Bolton had the race in the bag as it was clear that there was nothing that Gibson could do unless Bolton made a mistake. Meanwhile L. B. Mayman got his Morgan-TR past Hobbs's Jaguar for third place and also stayed there after a long struggle, the Jaguar eventually retiring on lap 14 smoking rather badly.

John Russell opened proceedings with his 2-litre Lotus a little prematurely during the warming-up lap for race five, which was another 20-lapper for big sports cars, by properly clobbering the



SMILING to himself, Brian Naylor presses the loud pedal and gives a further exhibition of the tremendous acceleration of the J.B.W.-Maserati. Behind him is Jimmy Blumer in the Cooper Monaco.



BEFORE the incident, Shane Summers (Lotus) leads A. Osbiston (Cooper Monaco), who crashed into the television commentary box at the Esses, and D. Graham (Lotus) through Gerards Bend.

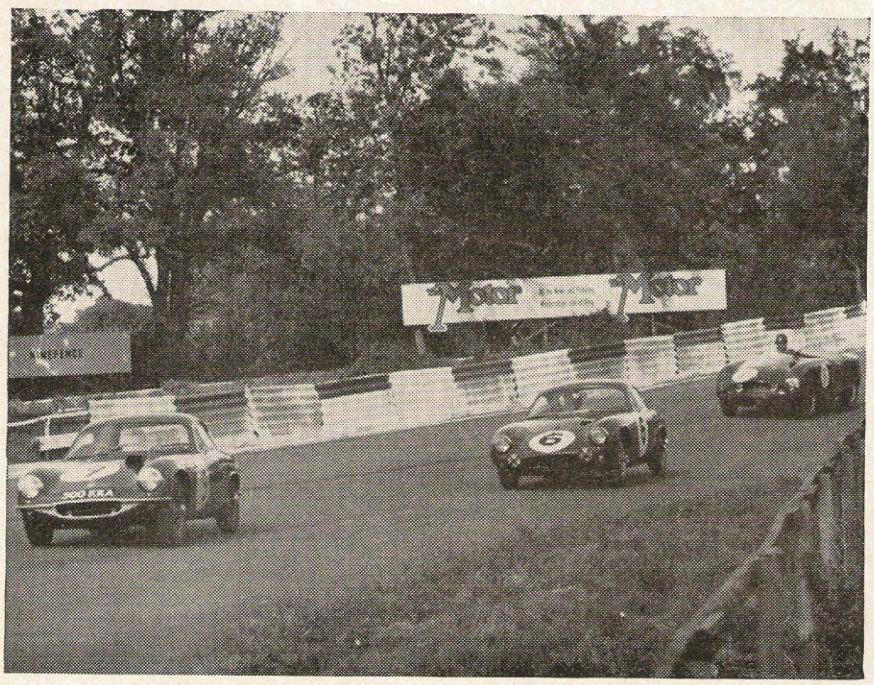
bank at Shaws Corner. Unfortunately, he had had his race. It also had the effect of further reducing a rather slim field. From the outset J. Blumer took a lead he was never to lose in his very fast 2-litre Cooper Monaco, followed by Shane Summers (Lotus-Climax), A. Osbiston (Cooper Monaco), D. Graham (Lotus-Climax) and, back in fifth spot, Ian Raby with the potent Cooper-Ferrari, who had a bad start. Your correspondent, busy with his camera down at Gerards, was unaware of what was going on at the Esses. On lap two Osbiston lost it in a big way there finally crashing into a television commentary box on stilts upon which were ensconced my two helpers (son and friend) and the correspondent for another paper. This shook the commentary box, the three said people, and the driver more than somewhat, who was said to have asked: "Is the front suspension damaged?" By lap two, Raby had got up into second place, where he stayed, dropping steadily further behind Blumer and by lap nine D. Graham had finally got into third spot after spinning at Gerards on lap two. It became a procession.

The second 25-lap race for Formula Junior was next and this time J. Rhodes got off properly, but P. R. Proctor was not going to let him get away again and headed him right away. Try as he would, and he was driving right on the limit all the time, Rhodes could make no impression on the Lotus. The rest of the field spread out into a pattern behind and was processional. Rhodes pressure in the Cooper began to tell after about 11 laps, when he seemed to have moved a little nearer to Proctor and by lap 15 he was only about 1½ secs. behind. Eventually, on lap 21 Proctor disappeared from the race behind the bank at Gerards leaving Rhodes with a long lead to win. It was bad luck after a very well-driven race.

The last race on the programme was a 35-lapper for *Formule Libre* and produced a further crop of non-starters so that one or two people had a further run who were not on the original list. It produced a fantastic dice between Brian Naylor in the Formula 1 J.B.W.-Maserati and Jimmy Blumer in the 2-litre Cooper Monaco. Both arrived together at Shaws on the first lap, Naylor opened a little gap and then Blumer closed right up again on lap seven nearly getting past Naylor on braking at the hairpin, they waved at each other with similar gestures coming out of it, and so it went on never more than a few yards separating them until towards the end Blumer's engine began to sound a bit rough. Meanwhile, Geoffrey Richardson, with the Cooper-R.R.A., was having to chase D. Graham's fleet 2-litre Lotus-Climax. At first the Lotus pulled away then Richardson began to get the hang of things and began to catch up, which he did by lap 16 to take a safe third place which he held. J. Woolfe retired his Lola on lap six which left the old and bold in the form of B. R. Worth's rather odd and vintage H.R.G.-Lea-Francis in sixth and last place. This machine was obviously a handful, though not very fast. It used a lot of road, and though no doubt enjoyable from the driver's point of view got rather in the way and seemed a little out of place in this company. Naylor won and did fastest lap, as was really to be expected, in 54.4 secs., after very determined opposition from Jimmy Blumer.

Thus ended a pleasant day's racing marred only through a rather large crop of non-starters caused partly through some other event which took place the previous day bringing with it a train of troubles mechanical, etc.! I wonder what this event could have been?

PATRICK BENJAFIELD.



Results

Sports Cars (1,500 c.c. and over): 1, J. P. Ferguson (Turner-Climax), 77.69 m.p.h.; 2, W. J. Allen (Lotus Elite); 3, A. J. Nurse (Lotus Elite). **Fastest Lap:** Ferguson, 79.67 m.p.h.

Formula Junior: 1, P. R. Proctor (Lotus-Ford), 83.94 m.p.h.; 2, R. G. Bloor (Lotus-B.M.C.); 3, J. Rhodes (Cooper-Austin). **Fastest Lap:** Rhodes, 87.41 m.p.h.

Sports Racing Cars (up to 1,100 c.c.): 1, A. B. Rees (Lola-Climax), 84.43 m.p.h.; 2, K. A. Greene (Gilby-Climax); 3, J. Woolfe (Lola-Climax). **Fastest Lap:** Rees, 85.87 m.p.h.

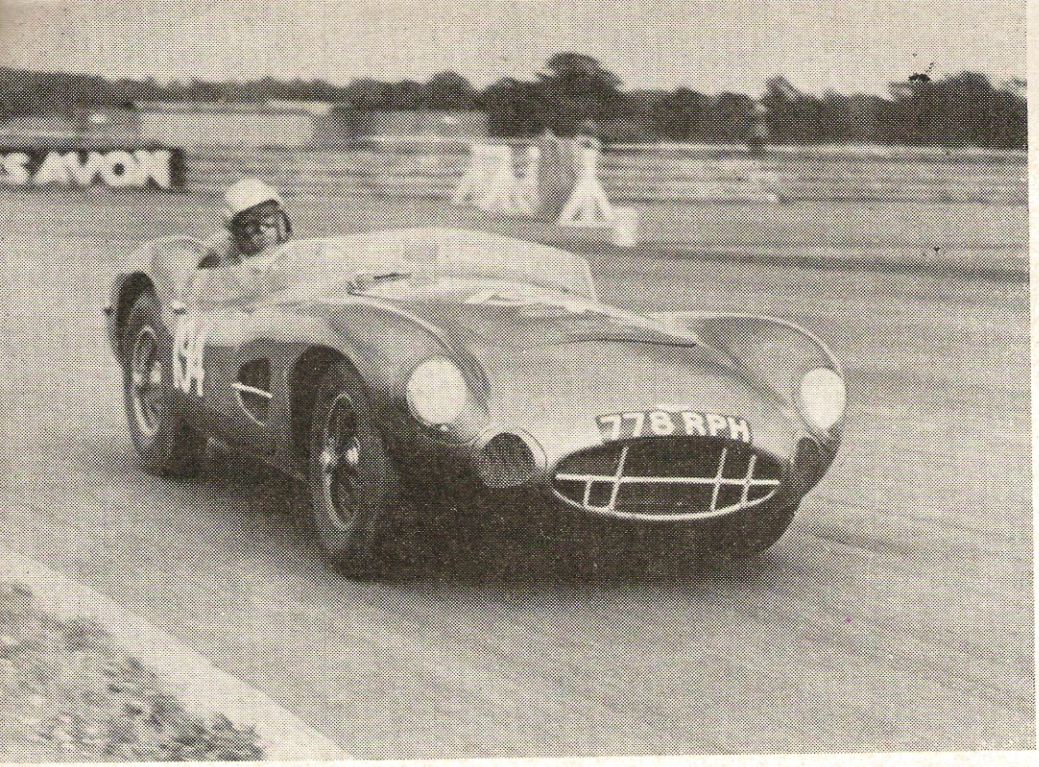
Sports Cars (1,500 c.c. and over): 1, P. Bolton (A.C.-Bristol), 77.97 m.p.h.; 2, R. A. Gibson (Jaguar XK 120); 3, L. B. Mayman (Morgan-TR). **Fastest Lap:** Bolton, 81 m.p.h.

Sports Racing Cars (1,100 c.c. and over): 1, J. Blumer (Cooper Monaco), 87.14 m.p.h.; 2, I. E. Raby (Cooper-Ferrari); 3, D. Graham (Lotus-Climax). **Fastest Lap:** Raby, 89.34 m.p.h.

Formula Junior: 1, J. Rhodes (Cooper-Austin), 84.12 m.p.h.; 2, R. G. Bloor (Lotus-B.M.C.); 3, J. Pitcher (Alexis-B.M.C.). **Fastest Lap:** Rhodes, 86.48 m.p.h.

Formule Libre: 1, B. Naylor (J.B.W.-Maserati), 87.34 m.p.h.; 2, J. Blumer (Cooper Monaco); 3, G. Richardson (Cooper-R.R.A.). **Fastest Lap:** Naylor, 98.34 m.p.h.

WINNER: A. J. Nurse (Elite), third in the sports car event, leads David Buxton and J. P. Fergusson (Turner Climax), who came first, through Devil's Elbow.



ANOTHER FIELD DAY for Bill Aston. The DBR2, seen here at Becketts, crossed the line to victory no less than three times in four races. Shades of harder handicapping for him in future.

PETERBOROUGH M.C.'s

Spectacular Silverstone

Bill Aston (DBR2) Scores a Hat-Trick

No fewer than 200 drivers turned up at Silverstone for the Peterborough Motor Club's tenth annual race meeting. From this is was quite obvious that the meeting was well over-subscribed and out of this mammoth entry came, if not very quick in some cases, very exciting racing. A very clever move on the part of the organizers was not stating the times of the individual races—this had the effect of having only the minimum interval between each event and due to this they managed to get 13 races into five hours. As nearly always in club racing there were several incidents due in the main to over-enthusiasm. Keith Dixon driving the Blood Orange had to take avoiding action at Becketts and in the process turned the little 750 over twice. Although fairly severely hurt with fractured skull and pelvis and several other breaks and bruises, the opinion of the doctors is that he will be as right as rain by Christmas. In the 1172 Formula race seven piled up at Woodcote on the first lap; four others in previous races had come unstuck here including, dare we say, Bill Aston in the DBR2.

Proceedings commenced with a five-lapper for vintage sports cars, and included such venerable marques as Bentley, Bugatti, A.C.-G.N., Aston Martin, Frazer-Nash, Alvis and Lagonda. As they came round on the first lap Peter de Villiers in the 750 Austin led from R. E. Wheeler's 750, whilst coming up behind these two at great velocity was J. Morley in his very quick 4½-litre Bentley. By the second lap Morley was hard on the heels of the two Austins but he didn't succeed in getting past them till the last lap, crossing the line a few seconds ahead of de Villiers's car which had taken the lead from Wheeler on the fourth lap. R. Berget driving the Ecurie Phoenix 2261 Bugatti was unlucky enough to be Woodcote's first victim but fortunately both car and driver appeared none the worse for their little expedition!

Excellent handicapping was the notable feature of the Murkett Trophy race for production saloon cars. David Hobbs showed that the Hobbs Automatic Transmission XK 140 is no mean opponent, even starting from scratch. By the third lap he had moved up through the field of 20 and lay in eighth position, and by the fourth tour was in fifth spot. It seemed as if when we saw them again the lightning-blue Jaguar must be in front—however, that was not to be, for although W. H. Nott (A35), who had led from the third lap, and the XK 140 came round Woodcote almost side by side, it was the little B.M.C. car that took the chequered flag and David had to be content with a second. A. R. Pilkington (A35), who had started on the 45 second mark, drove well to finish third ahead of Marsh Midda's Austin Seven and the Gordini Renault driven by M. Thorburn which had led for the first two laps. The Warwick and the Peerless (both basically TR3-engined four-seaters) did not sound as if they were running very well. Bernie Rogers was forced into taking a difficult line at Woodcote on the second last lap and spun, but continued without further ado. Several people were seen walking along in front of the pits after the start of the race—luckily they looked round just in time to get out of the way as the nine saloons on the minute mark shot along the straight almost abreast—a black Ford literally inches from the pit counter!

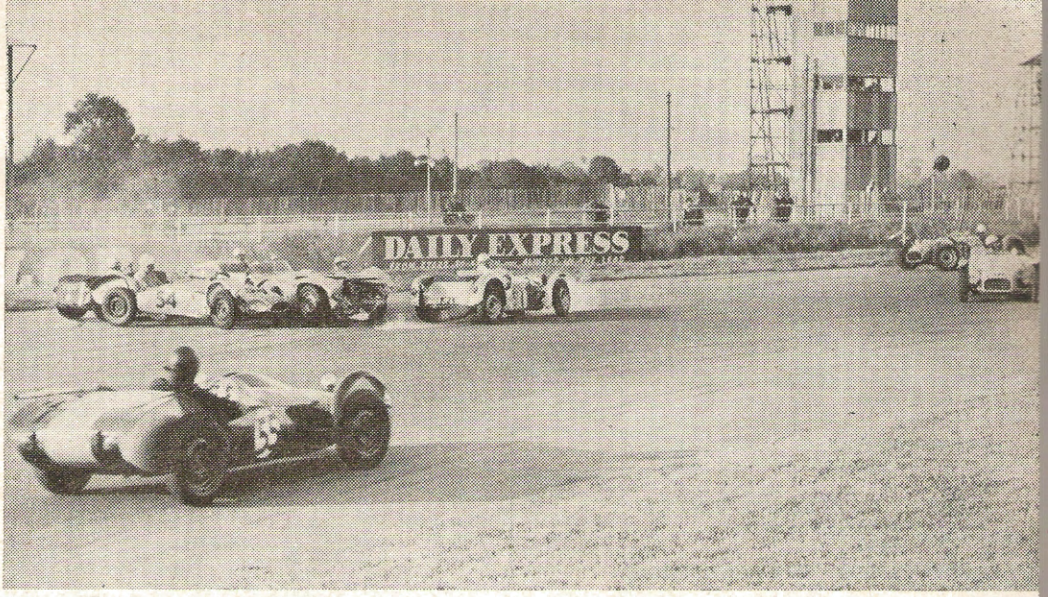
Following the saloon car event came three handicap events for sports cars up to 1,100 c.c., up to 2,000 c.c., and over 2,000 c.c. In the first of these races, won by R. G. Catt in the Berkeley 105 from J. H. Saunders (Victoria) and T. Cash (Lotus VII), it looked at one stage as if John Woolfe's speedy Lola would certainly be able to devour the leaders. But the handicapping proved too much for the dark blue and yellow Lola, which eventually finished sixth behind A. J. Sim in the Yimkin and Antony Densham (Worden Austin).

The second of the sports car handicap events saw some very close racing. A race-long dice took place between F. W. W. Banks in the BMW-Frazer-Nash and P. Owen (Ford Special): they led the field from start to finish, changing places on nearly every lap. The BMW seemed to have a little more steam down the straight and it was perhaps this advantage that eventually gave Banks victory. D. Wilson in the Toucan, having started at the 20 second mark, did very well to cross the line third just ahead of A. J. Youlton in the Mark II Terrier.

The last of these handicap races proved to be a DBR2 benefit. J. Morley in the big Bentley took the lead on the first lap, a position he held until Bill (from scratch) managed to pass him on lap four—nearly getting into trouble as he and Morley came through Woodcote side by side. Bill took the chequered flag a few seconds ahead of Morley who was followed over the line by J. Carden's Austin-Healey.

Although Snetterton was reported as having one of the best formula junior entries this season, there were still plenty of quick juniors at Silverstone, despite it being on the same day. As the flag fell it was A. F. Jacks in the Cooper Training Division's junior who was first into Copse, followed very closely by Arthur Mallock in the Ford-engined U.2 and L. M. Woodley in the Cooper Austin. But by the second lap the order had changed, the U.2 already being ahead of Jack's Cooper, which was being pursued by Woodley—who eventually passed him on the third tour. A ding-dong battle then ensued between Arthur Mallock and the B.M.C.-engined Cooper and by lap four Woodley had taken the lead from Mallock. These two then circulated with never more than a second or two between them, until the unfortunate Woodley, whose engine had been smoking badly, came into the pits on the eighth lap. Later it was discovered that the gasket on the oil filter had blown and was squirting oil all over the exhaust system. Mallock now pulled out a very good lead over the second man Jacks who, in his turn, was challenged by John Mew in a Lotus and A. D. Bennett in the Bennett Ford, and so it remained till Arthur Mallock took the chequered flag from Jacks and John Mew. I think Bennett must have lost a lap somewhere as I had him in second place at the finish.

The grid positions seemed to be determined by ballot, for in all the scratch races the fast men seemed to be scattered all over the grid. The start of the sports car race saw John Woolfe's Lola peeping out from the third row; and as they roared away the Lola shot through on the inside, between the pack and the pit counter, to gain a substantial lead after one lap. John had quite definitely got it in the bag for throughout the seven laps he was never headed and he finished nearly 26 seconds ahead of I. Harrison-Hansley (Lotus XI), who had



CHAOS: D. Bridges arrives on the scene to find five cars piled up, and two spinning in front of him.

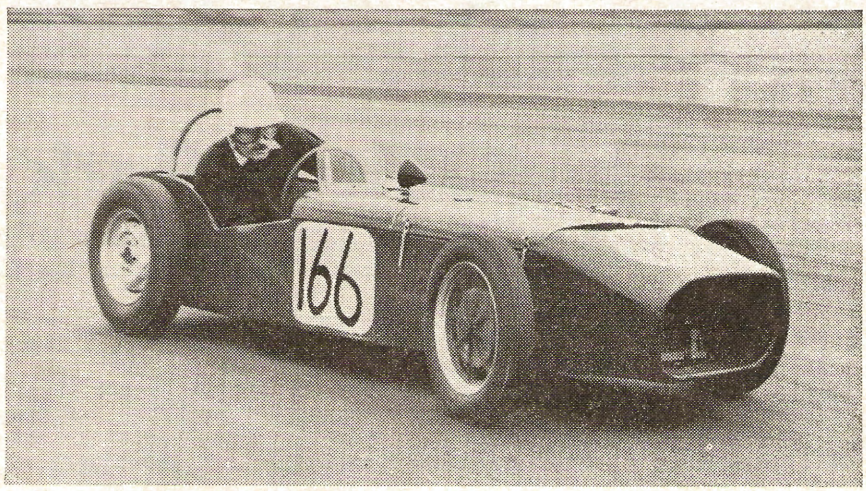
engaged in a race-long duel with T. M. Horton, who was also in a Lotus. P. L. Hovenden joined the band of those who overdid things at Woodcote—charging the bank fortunately without injury to himself and little damage to his car.

The roar of Bill Aston's DB heralded the arrival of cars for the start of the *formule libre* event. When the one minute board went up (I never saw a three minute or five minute) everybody's engines burst into life save John Woolfe's, whose plugs appeared to have oiled up. With about 20 seconds to go the Lola was to be seen at the far end of the pits. After the pack had shot down the straight towards Copse the unlucky John somehow brought his engine to life. Bill Aston was already firmly in the lead from the bearded P. A. Simpson (Cooper F2) and D. W. A. Chamberlain (Cooper-Jaguar) when they next swept past the pits. But John Woolfe was conspicuous by his absence —one gathered that in his hurry to catch the field he had done a little grass cutting in the region of Becketts, and after that had decided to retire. Meanwhile a battle royal raged between Simpson, Chamberlain and Woodley (Cooper F.J.) who were just waiting for one another to make a mistake. The situation remained unchanged until P. A. Simpson, who had been trying very hard to catch the immaculate DBR2, suffered internal engine bothers and had to retire on the second last lap. Chamberlain, who had driven a faultless race, finished second, and third place went to a very deserving Woodley (Cooper F.J.).

All cars made a terrific start at the beginning of the seven-lap scratch race for sports cars up to 2 litres—but from the position as they came past the pits on their first lap it was apparent that R. F. Pierpoint (Lotus XV) was going to have it all his own way. He had pulled out a good lead which he held until he took the flag, having averaged 75.94 m.p.h. The Alpine-engined Moreton Special showed it really had plenty of guts and took second place ahead of A. J. Youlton in the Terrier. Rejo II driven by R. Inglis was yet another of Woodcote's victims—he appeared to lose it as he came out of the corner and hit the banking very hard indeed; although the car seemed extensively damaged, the driver, justifiably a little despondent, was perfectly alright.

Bill Aston made a hat-trick by winning the over 2-litre scratch race from D. W. A. Chamberlain in the Cooper-Jaguar and David Hobbs (XK 140). For all seven laps the order was the same, with Aston out in front pursued by Chamberlain who, in his turn, had Hobbs on his tail; behind these three came R. G. Linwood in the Zephyr-engined Fairthorpe who was trying very hard throughout the event to dislodge the XK 140 for third spot—but without success.

With a great cloud of smoke the 750 c.c. formula cars disappeared at the start of the President's Trophy race. As they came round on lap one of the five-lap scratch race it was D. Boorer in DEB Mk. 2 that led narrowly from H. E. Worrall in the Team Stigma's car. The pace was hot and the little Austins were really motoring on—someone spun



COMFORTABLE win went to Arthur Mallock taking first place in the Formula Junior race in his Ford-engined U.2.

at Becketts and caused Keith Dixon to roll the Blood Orange, an incident referred to previously. On lap three Worrall had managed to displace Boorer who now was hard on the Stigma entry's tail; and so it finished with Worrall just ahead of Boorer, followed by B. A. M. Small's Austin.

A mass of aluminium flashed past the pits as the starter dropped his flag for the 1172 formula event. As they went down the straight the cars were already chopping positions, as the majority of the faster cars were on the rear row of the grid. The arrival of the cars on the first lap was announced by a crash and a plume of smoke—A. R. Wershat in the Lolita followed by J. J. Cottrell (Lotus Seven) and W. G. Lomas (Lomas-D) accelerated down the straight followed by a few other cars, but the main part of the field was missing. Investigation proved that somebody had spun as they came into Woodcote and had been hit by A. J. Youlton (Terrier) who was close on his tail. The ensuing melée involved five other cars, and petrol from a split tank had ignited setting part of the track afire. Luckily John Eason Gibson got the yellow flag out before more cars were involved and averted what might have become a very nasty accident. Although several cars were seriously damaged, happily not a single driver was hurt. The race was won rather processionally with Wershat, Cottrell and Lomas in the first three places.

The *Motor Sport* Trophy race was won by D. Wilson (Toucan) from P. Owen (Ford Special) and J. Carden (Austin-Healey 100M). Bill Aston trying to chalk up yet another win—having come through the field in fine form to take the lead on the last lap—arrived at Woodcote far too fast and went on to the grass and backwards clean into the ditch.

PATRICK MCNALLY.

Results

Handicap for Vintage Sports Cars: 1, J. Morley (Bentley), 67.44 m.p.h.; 2, P. de Villiers (Austin); 3, I. E. Smith (A.C.-G.N.).

Handicap for Saloon Cars: 1, W. H. Nott (A35), 64.26 m.p.h.; 2, D. Hobbs (XK 140); 3, A. R. Pilkington (A35).

Handicap for Sports Cars up to 1,100 c.c.: 1, R. G. Catt (Berkeley 105), 64.46 m.p.h.; 2, J. H. Saunders (Victoria); 3, T. Cash (Lotus VII).

Handicap for Sports Cars up to 2,000 c.c.: 1, F. W. W. Banks (BMW), 70.60 m.p.h.; 2, P. Owen (Ford Special); 3, D. Wilson (Toucan).

Handicap for Sports Cars over 2,000 c.c.: 1, B. Aston (DBR2), 81.99 m.p.h.; 2, J. Morley (Bentley); 3, J. Carden (Austin-Healey).

Formula Junior: 1, A. M. Mallock (U.2), 78.20 m.p.h.; 2, A. F. Jacks (Cooper); 3, J. Mew (Lotus-Ford).

Sports Cars up to 1,100 c.c.: 1, J. Woolfe (Lola), 80.24 m.p.h.; 2, I. Harrison-Handley (Lotus); 3, T. M. Horton (Lotus).

Formule Libre: 1, B. Aston (DBR2), 82.17 m.p.h.; 2, D. Chamberlain (Cooper-Jaguar); 3, L. M. Woodley (Cooper-Austin).

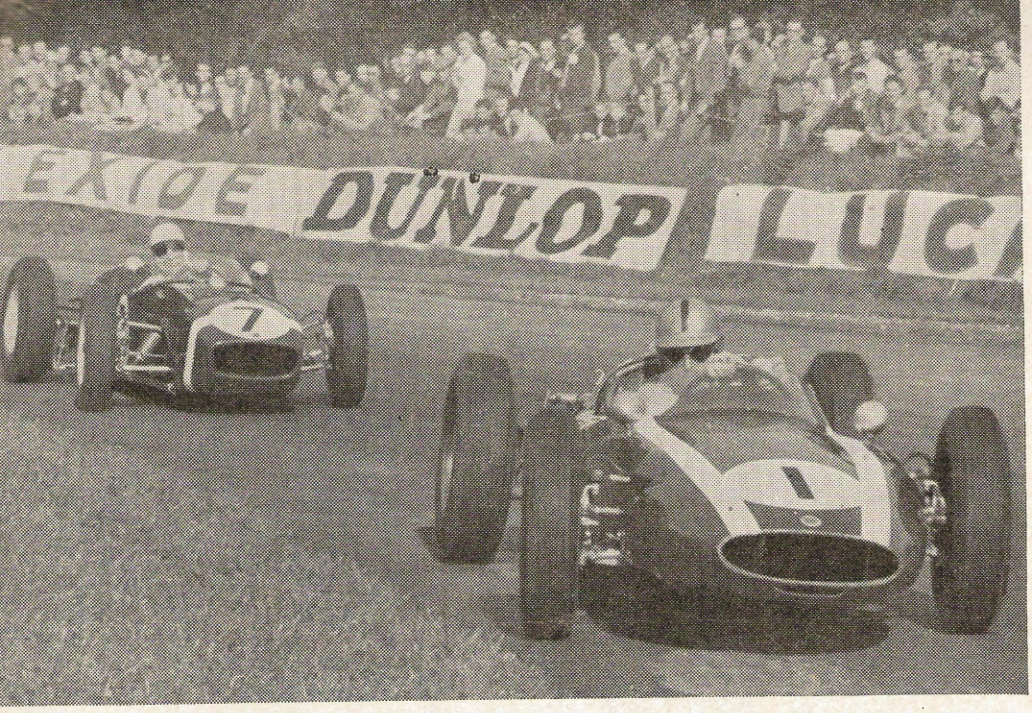
Sports Cars up to 2,000 c.c.: 1, R. F. Pierpoint (Lotus XV), 75.94 m.p.h.; 2, M. P. Moreton (Moreton Special); 3, A. J. Youlton (Terrier).

Sports Cars over 2,000 c.c.: 1, B. Aston (DBR2), 80.59 m.p.h.; 2, D. Chamberlain (Cooper-Jaguar); 3, D. Hobbs (XK 140).

750 c.c. Formula: 1, H. E. Worrall (Austin), 67.69 m.p.h.; 2, D. Boorer (DEB Mk. II); 3, B. A. M. Small (Austin).

1,172 c.c. Formula: 1, A. R. Wershat (Lolita), 72.98 m.p.h.; 2, J. J. Cottrell (Lotus Seven); 3, W. G. Lomas (Lomas).

"Motor Sport" Trophy Race: 1, D. Wilson (Toucan), 74.03 m.p.h.; 2, P. Owen (Ford Special); 3, J. Carden (Austin-Healey 100M).



THE FABULOUS Brabham v. Moss duel, seen from Old Hall Corner. In the early stages of the race the pair had a hammer-and-tongs battle for third place, behind Innes Ireland and Jim Clark.

The Oulton Park Thriller

Moss (Lotus) Wins Gold Cup After Fierce Struggle with Ireland and Brabham — Formula Junior Race to Jim Clark (Lotus-Ford)

BY GREGOR GRANT

Photography by Francis Penn

THE 30,000 spectators who went to Oulton Park last Saturday in brilliant sunshine saw some of the best motor racing of the year. In the Formula 1 race for the Gold Cup only Scuderia Ferrari was absent from a full Grand Prix line-up. This event proved to be a sizzler, with Innes Ireland and Jim Clark of Team Lotus setting a tremendous pace, pursued by Stirling Moss (Lotus) and Jack Brabham (Cooper-Climax).

It was not Team Lotus's lucky day, for Jim Clark abandoned after being involved in a collision with Brian Naylor's J.B.W.-Maserati, and race-leader Ireland succumbed to gearbox failure after 29 brilliant laps. Moss eventually pulled away from Brabham, to cover the 60 laps at 93.85 m.p.h., with Graham Hill third in the new B.R.M.

Jim Clark won both heats of the Formula Junior race, in which Trevor Taylor set up a new lap record of 1 min. 51.2 secs., 89.38 m.p.h.

* * *

DURING Friday's practice, Stirling Moss (Lotus-Climax) came within a fraction of a second of doing the "magic ton". He achieved 1 min. 40.4 secs., 99.00 m.p.h., or 1.4 secs. better than his own existing lap record.

Moss was actually 1.2 secs. faster than Graham Hill (B.R.M.), Jack Brabham (Cooper-Climax) and Jim Clark, who all did the same time of 1 min. 41.6 secs., 97.83 m.p.h.

The new B.R.M. appeared with Weber carburetters, as technicians calculated that the fuel-pump battery was just not big enough to last the full distance. Floods and storms in Italy caused the Centro-Sud team to be delayed, and they arrived too late for official practice. The team included Ian Burgess's new Lotus-Maserati.

So the starting grid positions were:—

G. Hill (B.R.M.) 1 m. 41.6 s.	J. Brabham (Cooper-C.) 1 m. 41.6 s.	J. Clark (Lotus-C.) 1 m. 41.6 s.	S. Moss (Lotus-C.) 1 m. 40.4 s.
J. Surtees (Lotus-C.) 1 m. 42.6 s.	I. Ireland (Lotus-C.) 1 m. 42.2 s.	B. McLaren (Cooper-C.) 1 m. 42.2 s.	
H. Taylor (Cooper-C.) 1 m. 45.4 s.	J. Bonnier (B.R.M.) 1 m. 45.2 s.	R. Salvadori (Cooper-C.) 1 m. 44.8 s.	D. Gurney (B.R.M.) 1 m. 44.4 s.
R. Flockhart (Cooper-C.) 1 m. 46.8 s.	J. B. Naylor (J.B.W.-Mas.) 1 m. 46.6 s.	B. Halford (Cooper-C.) 1 m. 45.6 s.	
I. Burgess (Lotus-Mas.)	M. Gregory (Cooper-Mas.)	M. Trintignant (Cooper-Mas.)	G. N. Richardson (Cooper-R.R.A.) 1 m. 52.4 s.

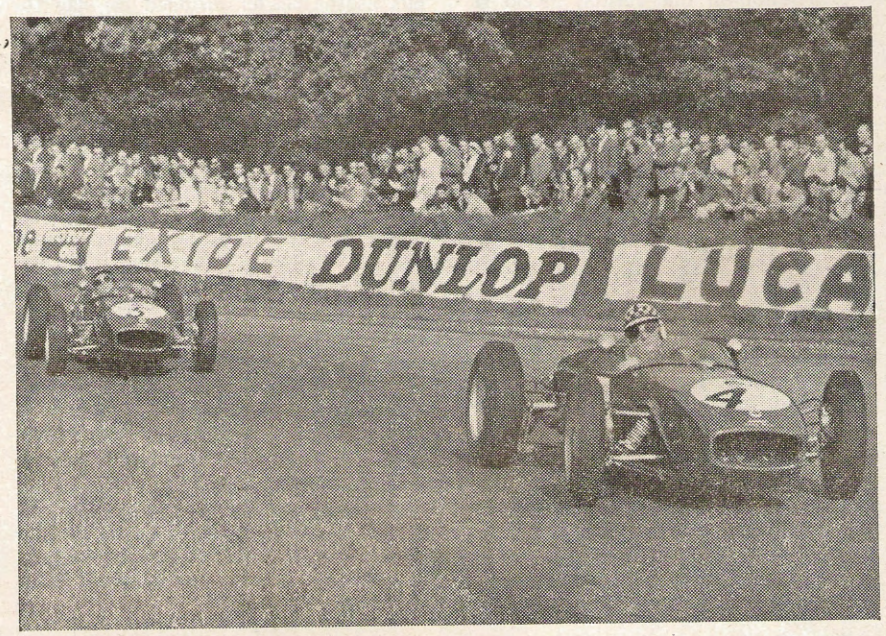
BRABHAM made a lightning start and was first into Old Hall Corner, with the rest of the traffic jam being led by Ireland, Clark, Surtees, Moss and Hill. It was an unhappy first lap for Surtees, whose Lotus stopped with fuel pump failure, and for Maurice Trintignant, whose Cooper-Maserati broke its transmission. Masten Gregory's Cooper-Maserati went out with gearbox trouble, and Richardson's Cooper-R.R.A. was already emitting clouds of smoke. The oil flag was produced at Old Hall Corner.

For four laps Brabham held off Ireland and Clark. Then Ireland went in front, and on the seventh lap Clark also headed the World Champion, who now had Moss coming up to challenge him. Behind, McLaren was sandwiched between the B.R.M.s of Bonnier and Hill, and Salvadori just led Henry Taylor.

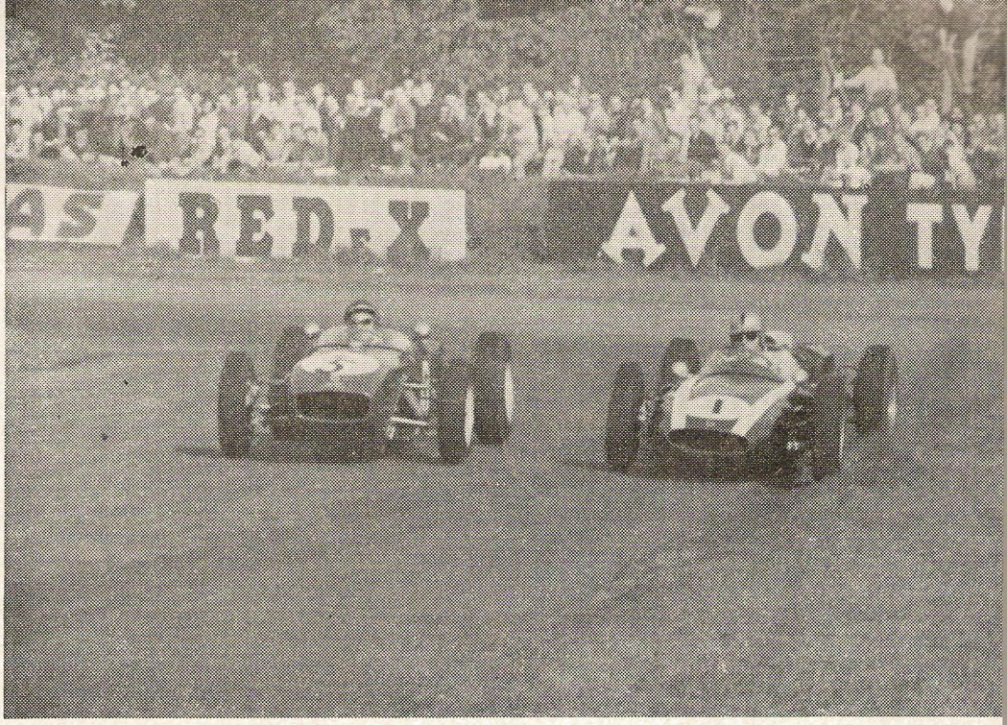
Once past Brabham, the two Lotuses gradually pulled away, and all attention was focused on the Brabham *v.* Moss battle. Stirling tried everything, but whenever he sought to pass, the Cooper-Climax was there, hurled round by the determined Australian.

After 10 laps Brabham and Moss were 7 seconds behind Ireland, going at it hammer and tongs to the huge delight of the crowd. McLaren still remained in the B.R.M. sandwich, Salvadori and Taylor were having it out, as were Flockhart and Gurney. Halford, after a pit-stop, had been doubled, whilst Burgess's new Lotus-Maserati seemed to be grounding the rear suspension on Deer Leap.

With 14 laps chalked up, Ireland and Clark were about 10 secs. ahead of Brabham and Moss, whose duel was more intense than ever. Then came a



DURING the early stages of his masterly drive. Innes Ireland flings his Lotus through Old Hall Corner, with Jim Clark close behind in another of the works Lotus cars.



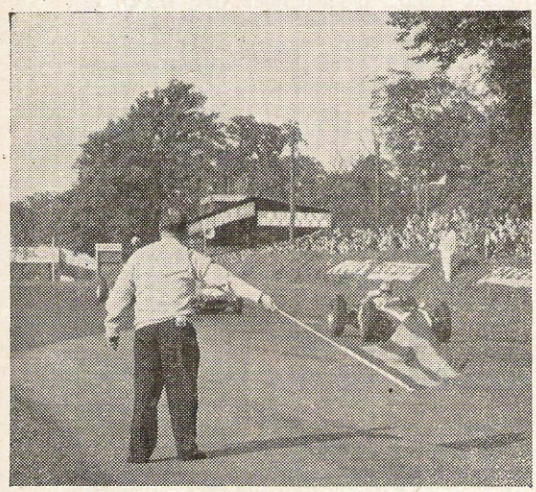
NOT DONE to the Champion of the World—but Jim Clark got away with it, passing Jack Brabham's Cooper on the inside at Old Hall in the opening laps of the thrilling race.

blow to Team Lotus! At Lodge Corner Ireland "doubled" Naylor, who did not appear to realize that Clark was close behind. He drew out to take his normal line, just as Jim was about to pass. The two cars collided, and both were out of the race. Some really efficient marshalling was seen, to let other cars through without incident.

Then Ireland, 11 secs. in front of Brabham and Moss, arrived in a great hurry at Cascades, and shot up the escape road with blue smoke pouring from his tyres. Quickly he turned round and rejoined the race behind Moss.

Now came a really superb piece of driving, for in less than three laps Innes Ireland was once again in the lead. To overtake both Moss and Brabham is something that could only happen once in a blue moon! Once more the green

OIL FLAG (left) went out early in the race at Old Hall, and here Brabham and Ireland take note of the warning of the treacherous hazard.

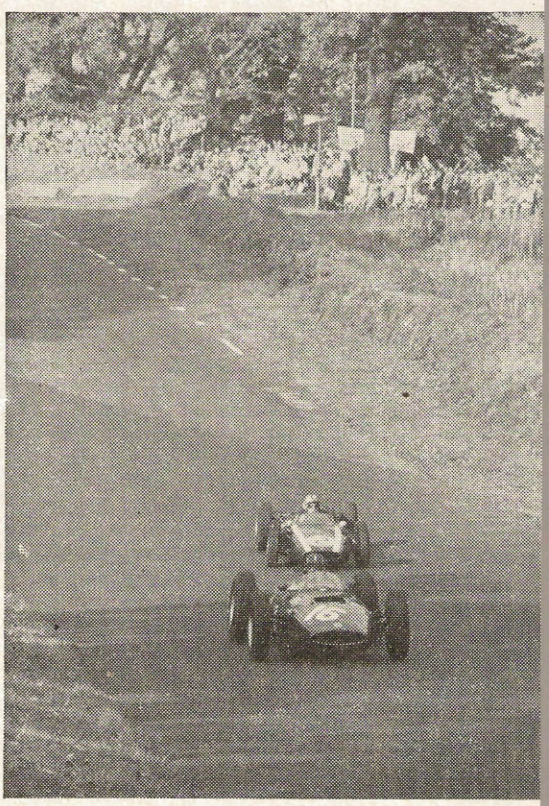


BELOW: Level pegging—Jack Brabham and Innes Ireland, side by side, pass the wrecks of Clark's Lotus and Brian Naylor's J.B.W., which had been in collision.

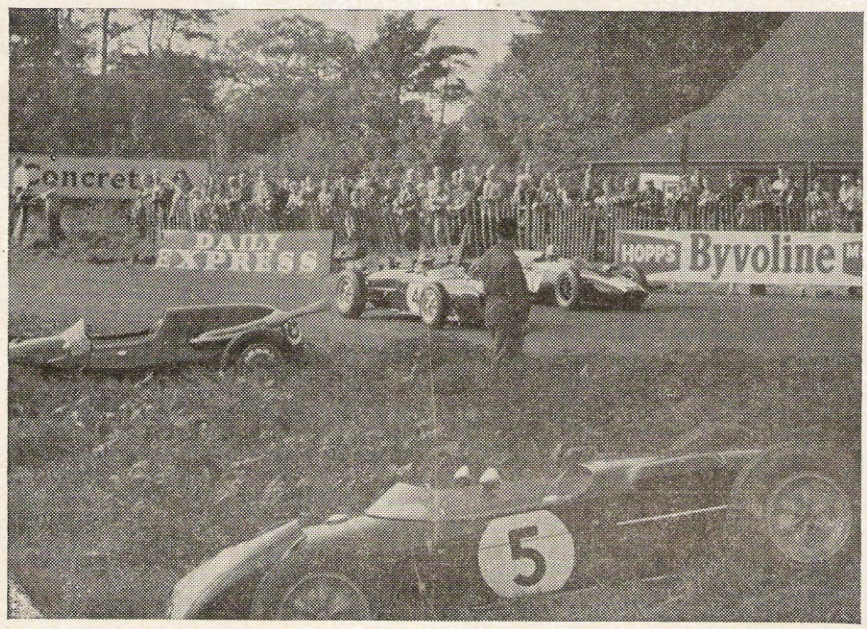
Lotus pulled away, and one felt that if Moss could only get past Brabham, he could have a real go at the flying Ireland. On several occasions he did nose in front, but just couldn't keep there.

Then, to tremendous cheering from the madly excited crowd, Stirling overtook Brabham towards Knicker Brook, and, as anticipated, closed up on Ireland.

For several laps he breathed up the Scotsman's exhaust pipe, but gradually Innes drew away. It looked as if Stirling would have to produce all his skill and experience to keep with the Lotus team-leader. However, fate intervened and Innes Ireland coasted to a standstill with gearbox failure just before "The Motor" bridge, where he was given a tumultuous reception as his disappointed figure stepped from the car. Earlier Salvadori had retired with steering troubles, whilst Taylor had overtaken Bonnier.



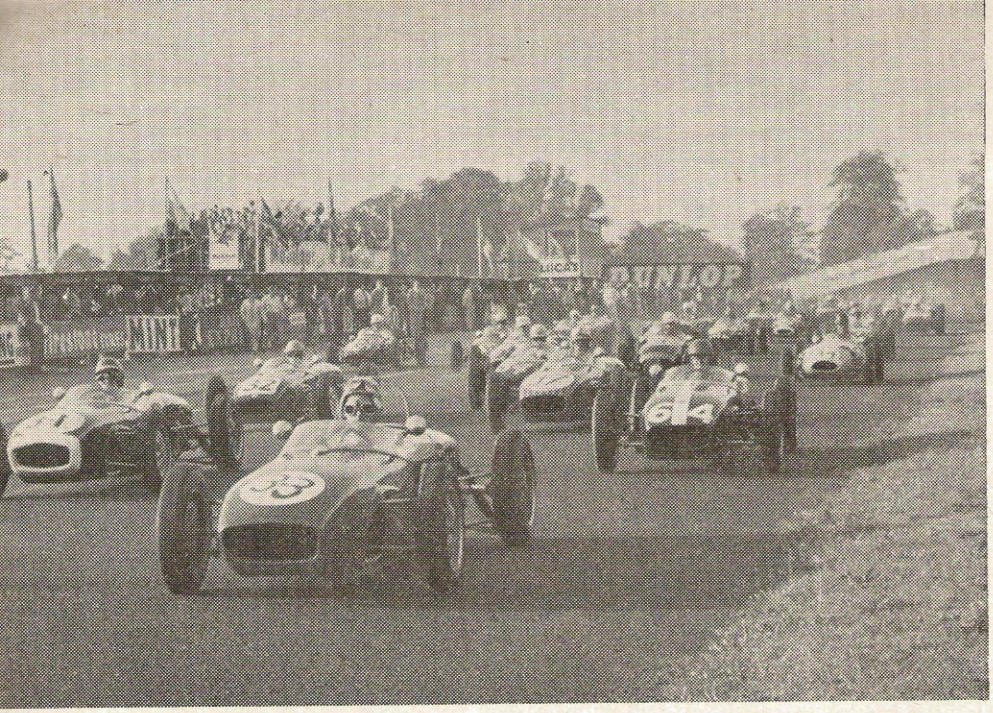
DEER'S LEAP: A scrap all the way was fought out between Graham Hill, in the new four-wheel braked B.R.M., and Bruce McLaren, being led here by the Owen car.



With half-distance covered the race order was:—

1. S. Moss (Lotus-Climax), 52 m. 32.8 s., 94.578 m.p.h.
2. J. Brabham (Cooper-Climax), 52 m. 38.8 s.
3. G. Hill (B.R.M.), 53 m. 21 s.
4. B. McLaren (Cooper-Climax), 53 m. 22.8 s.
5. H. Taylor (Cooper-Climax), 53 m. 57 s.
6. J. Bonnier (B.R.M.), 53 m. 58.6 s.
7. D. Gurney (B.R.M.), 29 laps.
8. R. Flockhart (Cooper-Climax), 29 laps.
9. B. Halford (Cooper-Climax), 29 laps.
10. I. Burgess (Lotus-Climax), 27 laps.

Burgess was given the black flag for his suspension to be checked. Halford's Yeoman Credit Cooper-Climax produced



START of the second heat of the Formula Junior race. As the packed field accelerates away from the line Peter Arundell leads in his Team Lotus entry to begin the tremendous scrap which ensued throughout the race.

clouds of smoke at times, due to oil getting on to the rear discs. Dan Gurney's B.R.M. had developed an ominous misfire.

Stirling Moss was now in complete command of the situation, and relentlessly drew away from Brabham, whose car seemed to have developed slight clutch slip. McLaren still tailed Hill in the new B.R.M., but was not being encouraged from his pit to overtake. Bonnier still pursued Taylor, who was driving a very polished race.

Then, after 42 laps, Taylor spun off after a gear jumped out, and dropped back to seventh place—over a lap behind Moss when he rejoined the race. Ron Flockhart retired the Brabham Cooper-Climax with gearbox failure. Gurney circulated with what sounded like a two-cylinder B.R.M.

The race ran its course, with Moss easing up considerably for the final 10 laps. After being presented by Mrs. Fawcett, wife of the Editor of the Manchester-produced *Daily Express*, with the Gold Cup, there were amazing scenes when the crowd invaded the circuit. Rex Foster's Rapier was surrounded by hundreds of cheering folk, as Moss sat in the back holding the Trophy.

It was some time before order was restored, and the people cleared from the circuit ready for the second heat of the Formula Junior race.

Final Result

1. Stirling Moss (Lotus-Climax), 1 h. 45 m. 54 s., 93.85 m.p.h.
2. Jack Brabham (Cooper-Climax), 1 h. 46 m. 16.8 s.
3. Graham Hill (B.R.M.) 1 h. 46 m. 41.4 s.
4. Bruce McLaren (Cooper-Climax), 1 h. 46 m. 49.8 s.
5. Joe Bonnier (B.R.M.), 59 laps.
6. Dan Gurney (B.R.M.), 58 laps.
7. Henry Taylor (Cooper-Climax), 58 laps.
8. Bruce Halford (Cooper-Climax), 57 laps.

Fastest lap winners: 1, B. McLaren (Cooper-Climax), 1 m. 45.4 s., 94.30 m.p.h. (lap 49); 2, S. Moss (Lotus-Climax), 1 m. 45.4 s., 94.30 m.p.h. (lap 52).

Fastest lap of day: J. Clark (Lotus-Climax), 1 m. 42.4 s., 97.07 m.p.h.

The Formula Junior Race

RUN in two heats, each of 19 laps, the opening bout produced 28 cars on the grid. Almost immediately Jim Clark (Lotus-Ford) hared ahead, followed by the similar cars of Peter Arundell and Peter Procter, with John Rhodes's black Cooper-Austin just in front of John Surtees, this time in a Lotus. Surtees overtook Rhodes, then scuttled in front of Arundell.

Now the bets were that Surtees would soon take the initiative, but, alas, after five laps he abandoned at Cascades with gearbox trouble. The race order then became Clark, Trevor Taylor, Arundell, Procter and Ouvaroff, with McKee surprisingly far back. Behind Denis Taylor's Lola Speedwell there was a tremendous tussle featuring Chris Johnson (Lotus), J. S. Cordingley (Elva), N. R. Hicks's stubby Caravelle and Fenning's Lotus-B.M.C.

Apart from Ouvaroff losing several places due to overheating, the leaders remained in the same order till the end, with Clark winning by 8.8 secs. at 86.18 m.p.h. from T. Taylor, followed by Arundell, Procter, McKee and Summers—all in Lotus-Fords. Quite outstanding was the driving of ex-cyclist and Rapier rallyman Procter. Rhodes broke the Lotus monopoly with seventh place in his Cooper, and next non-Lotus man was Hicks in the blue Caravelle.

The final heat produced another series of battles behind Clark, who, stiff and sore after his Gold Cup prang, just went on and on. Arundell, Procter, McKee, Surtees, T. Taylor and D. Taylor all tried to sort out one another, and Surtees simply hurtled ahead to take up position behind Clark.

Behind, T. Taylor and McKee were starting to have an almighty scrap, passing and repassing each other in all sorts of places. Poor Surtees came into the pits after five laps, did two rather desultory tours, and then retired with clouds of smoke coming from the cockpit.

Procter overcooked it at Old Hall, and knocked the "L" off the big Castrol sign to make it look like a banner for Cuba's leader. The McKee-Taylor struggle continued, as did another between Henry Taylor (Cooper) and AUTOSPORT Champion Chris Summers (Lotus).

Jim Clark sailed on to an undisputed second victory, never having put a wheel wrong. Trevor Taylor finally managed to forge ahead of McKee, but there was rather too much of Summers for H. Taylor to do the same—although he did, on several occasions, get his nose in front.

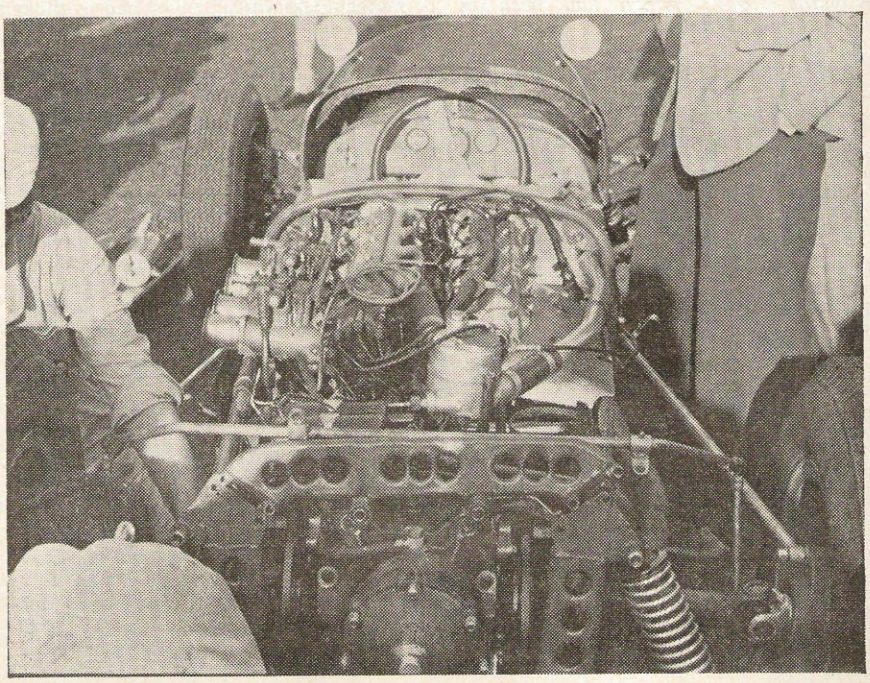
Thus the first five places in the aggregate went to Lotus, and with Moss's victory in the Gold Cup, it was certainly a cheering day for the men of Cheshunt.

Overall Result

(38 laps)

1. Jim Clark (Lotus-Ford), 1 h. 12 m. 54 s., 86.85 m.p.h.
2. Trevor Taylor (Lotus-Ford), 1 h. 13 m. 09.4 s.
3. Mike McKee (Lotus-Ford). 1 h. 13 m. 44.6 s.
4. Peter Arundell (Lotus-Ford), 1 h. 14 m. 43 s.
5. Chris Summers (Lotus-Ford), 1 h. 15 m. 05 s.
6. N. R. Hicks (Caravelle), 1 h. 16 m. 36.2 s.

Fastest lap: T. Taylor, 1 m. 51.2 s., 89.38 m.p.h. (Record).



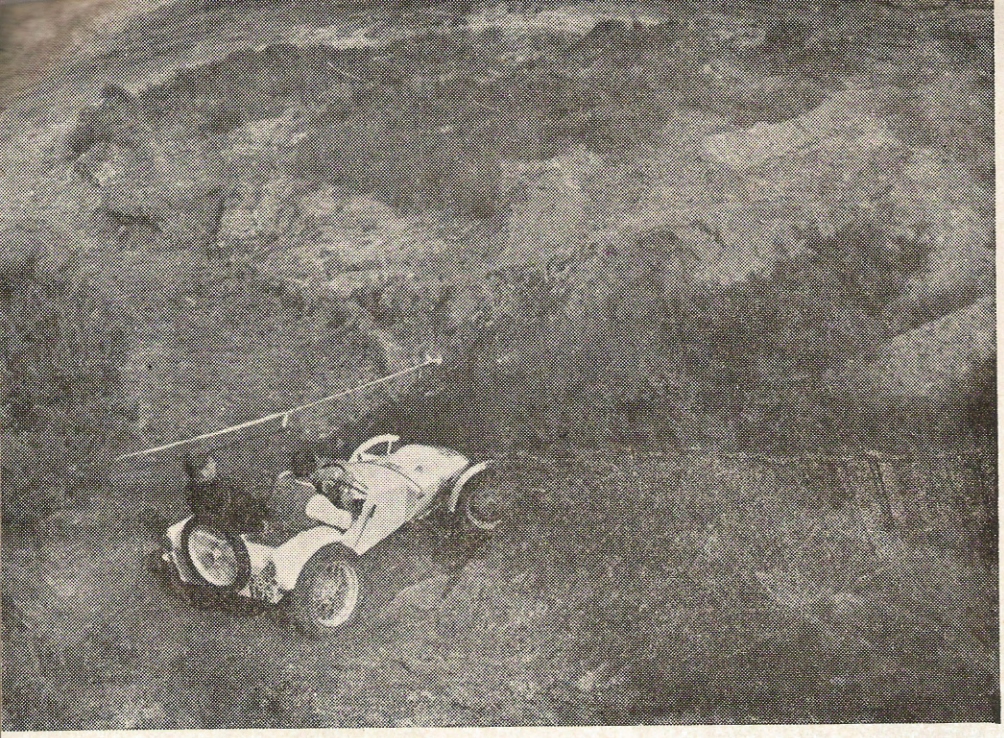
DEBUT: The four-cylinder Maserati engine in Ian Burgess's Centro-Sud Lotus, which made its first appearance at Oulton Park. A five-speed Lotus gearbox is used.



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DOWN, ROUND AND UP: A tricky section in the Bowl group is negotiated by Ernie Chandler with grim concentration in his unusual Volkswagen-engined car.

Trials Time Again

G. J. Newman Wins W. Hants and Dorset C.C. Knott Cup Event

THE first of this winter's big trials, the West Hants and Dorset Car Club's Knott Cup Trial, took place on the usual ground near Bovington Camp, near Wool, Dorset, on Sunday. And in the re-opened season first blood went to Geoff Newman with a very clear and decisive win over Rex Chappell and Bernard Dees, who filled second and third places.

The weather, in strong contrast to the normal trials climate, was hot and sunny, while the ground, though far from dry, was certainly in typical late-summer condition, with the peculiarity that the course improved, not only as the event went on, but even from car to car. An innovation this year was a completely new set of hills, leaving behind the rather tortured tank-testing ground, with an interesting combination of gradient, length and tortuous route, with the course running over grass and bracken. This new batch was extremely popular with the competitors, and it is to be hoped that the sections will be exploited more fully in future Knott Cup events.

The other notable point in Sunday's event was the presence of a lady competitor—the first time in the history of the event. She was Miss Ann Rose, daughter of well-known all-rounder Harry Rose (who, as a matter of fact, won the award for the best performance by a West Hants and Dorset member). Ann was passengered by Tom Bryant, and thus her car managed to contain both the youngest and the oldest competing members of the club!

First set of hills, as in previous years, were situated in an area known as the Bowl. These were all on a surface made up of a mixture of loose, dry earth and sand, although one or two managed to mask an extra damp patch which sorted out those who had the right tyre pressures and those who had not. By and large these were rather dull hills, each presenting the same sort of problems, and once the right technique had been worked out presented little difficulty. Notably good on this batch were Bernard Dees, Geoff Newman, Ernie Chandler, Rex Chappell and Cuth Harrison. Ron Kemp had the

(*Continued on page* 475)

The Ninth Tour de France

Jaguar Success in Touring Category

THE ninth Tour de France was disputed in four stages, Nice/Spa 1,535 kms., Spa/Rouen 1,108 kms., Rouen/Clermont Ferrand 1,150 kms. and Clermont Ferrand/Biarritz 1,194 kms., making a total distance of 4,987 kms. These stages were preceded by a short stage of 118 kms. on the day before the start from Nice, to include a timed climb of the Col de Braus.

In the Grand Touring Category a very obvious favourite was the winner on three previous occasions, Olivier Gendebien with Lucien Bianchi, and a very strong challenge was expected from Willy Mairesse and Georges Berger, Jo Schlesser and Pierre Loustel, and also Fernand Tavano, hill-climb champion of France, all contesting in 250 G.T. Ferraris. Team Manager for Ferrari, Ramolo Tavoni was to be seen night and day keeping a close watch on his cars. Less glamorous but just as hotly contested was the Grand Touring Index of Performance with a strong challenge from several D.B. Panhards and the new Renault Alpine 1000 driven by Monte winners Feret and Monraisse. Of the many Porsche cars entered, without a doubt the most fancied was that of Heinz Walter and Robert Buchet, an Abath-bodied car which was outstanding.

The Touring Category proved to be a great battle between the 3.8 Jaguars of Bernard Consten and Jack Renel, and Peter Jopp and Gawaine Baillie. The José Behra/Georges Monneret 3.8, which was a constant threat in the early stages, was hampered by a slipping clutch, although this was eventually rectified. Claude Lego, also driving a factory prepared 3.8 Jaguar, was very fast but left the road during the fog on the first night. The Index of Performance of the Touring Category was dominated by the NSUs but the long and gruelling circuits eventually took their toll and the B.M.W. 700 of Prince Paul Metternich/Maximilian Hohenlohe proved to be outstanding, winning the Index. This amazing car was capable of speeds up to 90 m.p.h. powered only by its 697 c.c. engine.

The works Citroëns did not show their usual regularity and equally the four Volvos were not impressive, only one of each of these marques being amongst the finishers. As usual that astonishing saloon car of only 1,290 c.c., the Alfa Romeo TI, provided a challenge to the Jaguars on all the hill-climbs but did not manage to do as well as usual on the circuits. The only entries of a foreign nature in the entire event were the Jopp/Baillie 3.8 Jaguar and a D.B. Panhard driven by two U.S. army sergeants.

In the struggle for the Coupe des Dames the Porsche Super 90 of Nadege Ferrier and Annie Spiers was to lead for some time until a mechanical derangement let Annie Soisbault and Michele Cancre, also in a Porsche Super 90, into a lead which they retained to the finish although losing time on the road.

The Touring Category Coupe des Dames was easily led by Claudine Vanson and Renee Wagner until a piston collapsed in their Citroën ID 19 during the race at Rouen.

After a torrential downpour and thick mountain fog on the first night the weather was good, making the road section relatively easy, leaving the event to be decided by the races at the seven circuits. At the end of this rally for racing drivers the situation was unusual in that the results were not subject to the all too frequent protests.

A full report and pictures of this event will appear next week.

Results

Grand Touring Category—Scratch: 1, Mairesse/Berger (Ferrari 250 G.T.); 2, Schlesser/Loustel (Ferrari 250 G.T.); 3, Tavano/Martin (Ferrari 250 G.T.).

Grand Touring Category—Index of Performance: 1, Bartholoni/de St. Auban (D.B.); 2, Dejardin/Dutoit (D.B.); 3, Mairesse/Berger (Ferrari).

Touring Category—Scratch: 1, Consten/Renel (Jaguar 3.8); 2, Jopp/Baillie (Jaguar 3.8); 3, Rosinski/Vanson (Alfa Giulietta).

Touring Category—Index of Performance: 1, Metternich/Hohenlohe (BMW); 2, Motte/Buyssens (NSU); 3, Clarou/Gele (Auto Union).

AFTER the Brico dinner, and largely through the machinations of Hon. Secretary Keith Jones and Bob (Mintex) Aston, World Champion Jack Brabham presented the recent Godiva Trophy Rally awards to members of the Godiva C.C., at Keith's Club, Coventry. For a club which has been in existence only a matter of about four years, there was a spectacular array of silverware. Main collectors of trophies appeared to be S. Pateman and Valerie Domleo.

CORRESPONDENCE

The Monza Affair

CONGRATULATIONS on your editorial (page 351, 9th September) about the Monza affair.

The boycott was more than totally unnecessary, it left me quite disgusted by the attitude of the British works teams—in effect it amounts to "If we are not sure of winning, then we won't play"—a fine example of British "sportsmanship". What must the Italians think of us? As for the threats to Fairman and Ellsworth—how low can the works teams sink? I venture to suggest that it would be a good idea if the Continental Grand Prix organizers refused to accept entries from the British works teams in 1961 because the cars are "too flimsy" for a full length Grand Prix. The British works teams would look a bit silly then and the *Grande Épreuves* wouldn't suffer unduly with works teams from Ferrari, Porsche, Mercedes-Benz (perhaps), Maserati, Scarab and privately entered Coopers with Borgward, Climax, Ferrari or Maserati engines.

What explanation did the British works teams offer for their attitude to the European Grand Prix? Is the full Monza circuit too dangerous? There were no complaints from Connaught and Vanwall in 1956 and in those days tyres were likely to burst at speed (*e.g.*, Castelotti). Are the British F1 cars too flimsy? Lotus may well be—I am surprised at the fragile appearance of the rear suspension and I remember that at the Belgian Grand Prix in June (very similar in speed and distance to the Italian Grand Prix, but with no banked sections) there were *three* Lotus crashes but *no* Cooper or B.R.M. chassis failures. In any case, if the cars *are* too flimsy, they should be made stronger, and this brings me to my second point about the 1961 formula. Here again the attitude behind the S.M.M.T. (what has motor racing got to do with them?) ultimatum in April was: "British cars have achieved complete supremacy under the present F1 and, if you alter the formula, that supremacy might be affected, so we won't compete unless we are sure of winning". They have had nearly two years to design cars for the 1961 formula and, with that time, there is no excuse for them not being able to do so. The C.S.I. should not have reduced the proposed 500 kg. weight limit but, in fact, a weight limit is not the answer to ensuring a reasonable factor of safety in chassis construction, because the extra weight could be accounted for by a V-8 engine much heavier than the present four-cylinder types and more powerful (according to rumour Mercedes-Benz have a 1½-litre V-8 developing 220 b.h.p. for the 1961 formula!). What happened to the Coventry Climax V-8 which was supposed to be under development some time ago?

A minimum weight for the car *excluding engine* would be an improvement (but an all titanium chassis could be half the weight of steel for equivalent strength), but more to the point would be some inspection organization like the A.I.D. to prevent, for example, the use of proprietary parts intended for family saloons in F1 racing cars, and to see that the mechanical properties of highly stressed components bear some relation to the designer's specification. Unfortunately an effective racing car inspectorate could only work at vast expense which would cripple small firms such as Lotus or Cooper and the "home made" cars like Naylor's J.B.W.

However, apart from safety considerations, the whole approach of the C.S.I. to the formula for Grand Prix races is unimaginative, as it restricts designers to conventional piston engines. I would rather see a free fuel formula which gave scope for free turbines (but not pure jets!), steam engines, rotary engines, conventional two-strokes, supercharged piston engines and so on. The usual method suggested for such a formula is to not specify anything except fuel and/or air *consumption* but, easier to operate in practice, would be a limit to the *capacity* of the fuel tank. This could vary according to the fuel used with a different tank capacity for pool petrol, premium petrol, avgas, avtag, avtur, petroil, T.V.O., fuel oil, alcohol fuels, nitro methane, etc., the idea being to try to put all the above types of engine (or any other that I haven't thought of—how about an electric car or one powered by fuel-cell batteries?) on an equal footing.

The only periodic changes in formula necessary would be a decrease or increase in tank size for any particular fuel according to whether cars with engines using it were winning too easily or not standing a reasonable chance. This would also curb excessively powerful engines leading to dangerous speeds (as developed under the 750 kg. formula of 1934).

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Club News

By MICHAEL DURNIN

LONDON RALLY ENTRIES OVER-SUBSCRIBED

THE entry list for the Tenth Anniversary London Rally closed with a resounding thud some days before the closing date, with 50 or more potential competitors unable to have their entry accepted.

A full list of 240 (plus reserves) disproves again the theory that rallies are losing popularity; the London M.C. has always felt (and is now proven right) that a *good* event will always "pull 'em in".

* * *

The **London M.C.** are also organizing their "Norwester" Night Rally, which will be run on the night of the 12th-13th November.

This rally, organized by the same team, will be on exactly similar lines to last year, when it was billed as "designed as a challenge to the 120 best drivers and navigators in the country". This must have contained some truth, as there were only nine qualifying finishers out of the entire entry list, although the Clerk of the Weather did aid the Clerks of the Course in bringing about this result.

I am told that the aim this year is 50 per cent. finishers, but no clean sheets, and to this end the Clerks of the Course are again offering a magnum of champagne for any crew finishing clean. For the benefit of Northern and Midland competitors, in addition to the start at Basingstoke there will be a start near Worcester.

Regulations and entry forms are available now from Maurice Kraike, 20 Shakespeare Gardens, East Finchley, N.2.

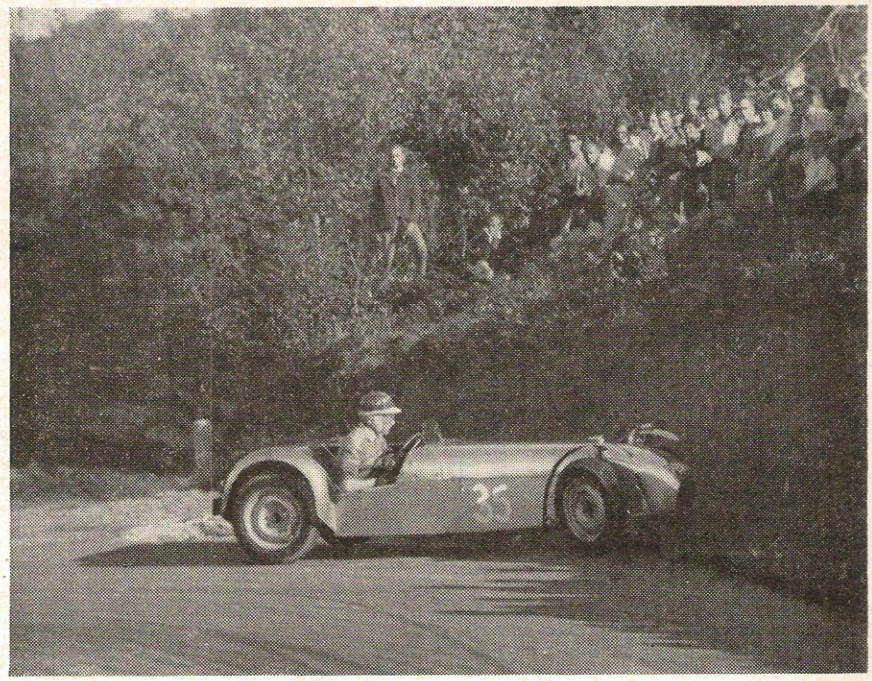
KEITH DIXON, whose extremely sporting handling of the "Blood-Orange" Austin Ulster has been a feature of this season's club racing, is making a miraculous recovery from the extensive injuries he sustained in his accident at the Peterborough M.C. Silverstone meeting. He was discharged from the Northampton Hospital on Tuesday and is now at home at 18 Wonersh Way, Cheam, Surrey, and will be delighted to hear from any of his friends.

BILL MASON, popular chief instructor of the skid pan at Hendon Police Driving School, has gone to Italy to demonstrate technique to the Italian mobile police.

SATISFACTORY HAWTHORN RALLY

THE Craven Motor Club of Reading, managed by genial secretary Murray Rippon, recently held its Hawthorn Rally, under the first restricted permit for the event.

From the presentation point of view the organizers would appear to have set themselves three basic principles to which they adhered admirably. Firstly, to present a rally reasonably tough for experts yet possible for the not so expert. Secondly, everything to be the essence of straightforwardness. Thirdly, a determined will to ensure everything "went right" on the night. I report that these three principles were satisfactorily fulfilled.



CLANG! R. D. Blacklidge tried conclusions with the bank during the Four Clubs Wiscombe Hill-Climb. The Lotus came off second best!

Coming Attractions

1st October. *British Empire Trophy Race Meeting, Silverstone, near Towcester, Northants.*
Lancs and Ches C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Start, 12.30 p.m.
Aintree C.M.C. Race Meeting, Aintree, Liverpool.
1st-2nd October. *Oswestry C.C. "Border 200" Rally.*
2nd October. *Harrow C.C. Autocross, Denham, Bucks.*
British Forces and U.S.A.F. "Kart" Meeting, R.A.F., Laarbruck, Germany.
Yorkshire S.C.C. Stone Trough Trial. Start, Wilson's Arms, Grassington, Yorkshire, 10.30 a.m.
7th-8th October. *London M.C. London Rally.*
9th October. *B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Start, 1.30 p.m.*
West Essex C.C. Hill-Climb, Stapleford, near Abridge, Essex. Start, 10.30 a.m.
SUNBAC Vesey Cup Trial.
15th October. *Wirral 100 M.C. Sprint, Rhydymwyn, near Mold, Flintshire.*
Shenstone and D.C.C. Buxton Rally. Starts, Buxton and Lichfield, 8 a.m.
West Hants and Dorset and Yeovil C.C. Bournemouth Rally. Starts, Bournemouth, Bristol and Camberley.
16th October. *B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent.*
750 M.C. Hill-Climb, Blandford, Dorset.

The programme for the rally made very interesting reading; the 44 entries had been numbered on, what one may say, a reciprocal handicap basis with the Fisk/Grant Triumph TR3A in the pole position, followed by the other sports cars, then the "small saloons", starting with the "blown" Herald coupé, a "blown" Wolseley 1500, Auto Union 1000S, Renault Gordini and so on, followed by the "large saloons" with the 2.4 Jaguar of P. Morley and R. Newport majestically in the rearguard. There must be a moral in this method of numbering! Sufficient to say No. 1 did not have it all its own way!

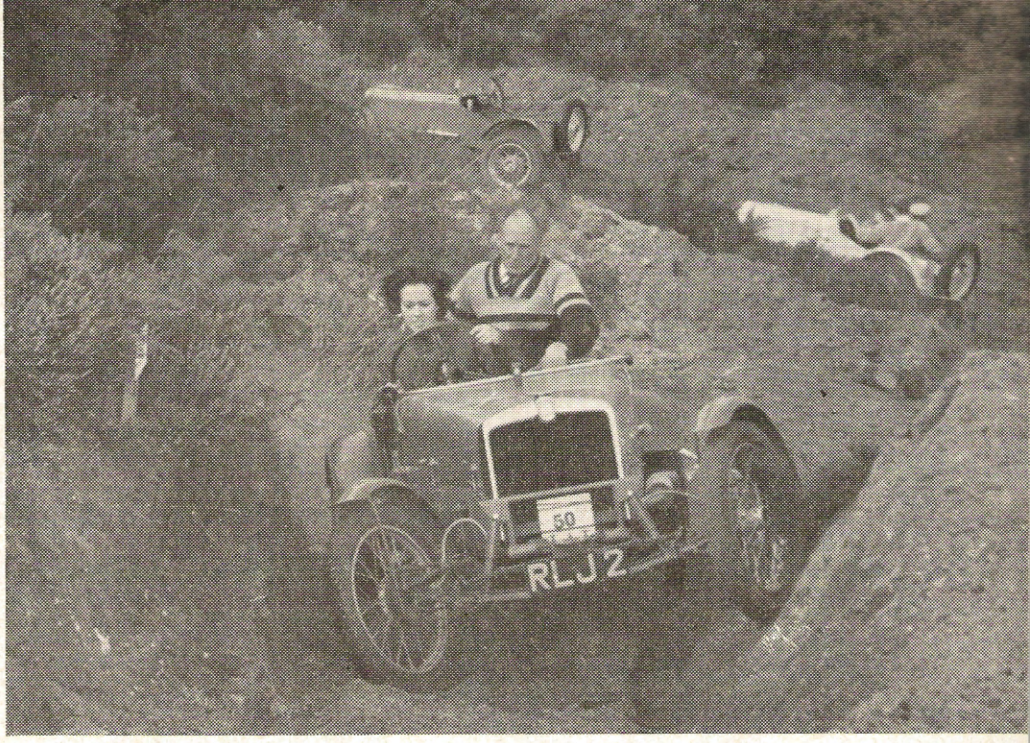
The start of the 300 miles rally from Aldermaston at 8 p.m. precipitated some doubt in one's mind as to the wisdom of such an early start on a Saturday evening, however, doubts were soon allayed when competitors found that the first four hours' motoring was of a style compatible with the time of the evening. A pair of Eight Clubs sections separated by a clear and concise route card section took competitors on a line south of Newbury, through the Vale of Pewsey, then southwards across Salisbury Plain to the supper stop near Salisbury.

At this stage the order of things was taking place; the sports cars were eclipsed by the saloons, with the "blown" Herald, the Gordini and two Ford Zephyrs through clean.

As if to pander to digestion, a spot heights section following supper gave competitors no undue difficulty though the route to Warminster was becoming uncomfortably shrouded in mist. Then things really warmed up with 30 short sharp sections, time allowed for these sections varying from 1 min. to 10 mins. (4 mins. was in predominance). The route of these sections, over "yellow roads" containing an incredible number of "hairpins" traced an orbit encompassing the vicinities of Frome, Radstock, Wincanton, Wilton and closed with itself back at the supper stop control for refuelling.

One of the 1 min. sections proved to be a well received surprise when drivers found they had to ascend a really steep hill liberally laced with "Alpine hairpins". Radio-controlled timing superseded the sealed watches for this action-packed minute, but no car succeeded in "beating the clock", nearest being the Fisk/Grant TR3A 6 secs. over time. Meanwhile, the mist was taking its toll; M. E. Stallwood had bisected a T-junction with his Triumph Herald and D. Hiam added a further modification to his "hot" Mini-Minor. The Sprite of C. Dillon and J. Brown stalled in a fairly deep unmarked ford and served as a useful marker buoy to other competitors to creep over the narrow bridge adjacent! On the credit side, the Douglas Johns/Roger Jones SAAB crew had settled down to some better rally-

(*Continued on page* 476)



LADY DRIVER: Youngest and oldest competing members of the promoting club took part in the "Knott", Miss Ann Rose being passengered (with considerable aplomb) by Tom Bryant.

Knott Cup Trial—*continued*

misfortune to overturn on one of these hills, fortunately without injuring either himself or his passenger but deranging the car's steering in the process.

Then came the first of the Heather hills, which again provided a loose, damp earth surface with the added interest of trees and bushes, which made for a more difficult and exacting set of hills. Nevertheless, the experienced crews found them easier than they appeared and again Newman, Chappell, Dees, Chandler, Cuth and Edward Harrison, Ivor Portlock, Harry Rose and Gordon Holdrup all put up excellent performances.

After completing both these sets of hills once, competitors then had to face each batch once more, this time the courses having been modified to some extent. Once again, however, the ground improved steadily, and only the early numbers were really unlucky.

At the end of the two rounds of Bowl and Heather sections Geoff Newman was beginning to emerge as a clear leader, having lost only seven marks to this point. Ivor Portlock, however, was running him close, with a loss of 10 marks, while Bernard Dees had dropped 17, a few more than Rex Chappell.

Now, however, came the new hills, and extremely good ones they were. All—five to be exact—were of extreme length and great difficulty, starting off in most cases with a short, rather gentle gradient, followed by a climb of considerable steepness which weaved its way through tightly defined channels between trees, incorporating acute, adverse cambered corners which really brought into play the trials drivers' skill, thoroughly sorting the sheep from the goats (strictly to coin a phrase). Bill Armstrong suffered the extreme bad luck of breaking his differential on the first of these, while excellent performances were produced by Chappell, Dees, Newman and Edward Harrison. Clean climbs—and there were few—were greeted with loud applause from a huge crowd of spectators. The last hill, which defeated everyone, was obviously the most difficult, starting with a fairly level run to turn right through a narrow gap between trees and then climbing steeply up. Just after the sharp right-hander was a deep hole, and it was this that caused the problems, since it was almost impossible to avoid being thrown off line by the bump. Ann Rose hit one of the trees at the turn, while George Clark made an unprovoked attempt on the writer's life—unsuccessfully, which may or may not be a good thing, depending on your point of view!

As it turned out, this hill, however, was by no means decisive, for Geoff Newman had already piled up a very clear lead. He won the event by 13 clear marks from Rex Chappell. This year's Knott Cup trial had been a most enjoyable event, run with the usual efficiency of the West Hants and Dorset Car Club. With almost the sole exception of a misdirection being given to Frank Wall, halfway through one of the sections, marshalling was of a high standard.

MARTYN WATKINS.

Results

Knott Cup (and Best Performance): G. J. Newman, 23 marks lost. **Visitor's Cup (second best performance):** R. F. Chappell, 36 marks lost. **First Class Awards:** B. H. Dees, 40 marks lost; E. J. Chandler, 45; I. Portlock, 46. **Second Class Awards:** T. C. Harrison, 52; H. Rose, 58; G. Holdrup, 66. **Ship Cup (Best West Hants and Dorset member):** H. Rose. **Team Award:** Kentish Men (Chappell, Dees and D. Paul), 181 marks lost.

DAVID MURRAY, patron of Ecurie Ecosse, has announced that his team will participate in three International Grands Prix in U.S.A. next month. Only a limited number of invitations has been issued to Europeans. The Grands Prix will take place on 9th October at Watkin's Glen, New York, on 16th October at Riverside, California, and on 23rd at Monterey, California. The Ecurie Ecosse cars will be the Cooper Monaco (2½-litre Coventry-Climax engine) which has won six out of its eight races this season, and a Jaguar "D" type with a 3.8-litre engine. The drivers have yet to be determined, as the organizers have made a condition of invitation that only internationally rated drivers will be acceptable.

RESULTS OF TOOWOOMBA (AUSTRALIA) RACE

1, Mildren (Cooper-Maserati); 2, Leighton (Cooper-Climax); 3, Glass (Maserati).

Handicap: 1, Leighton (Maserati); 2, Russel (M.G. TC); 3, Mildren (Cooper-Maserati).

APPARENTLY the driver of the Falcon car in the recent Sunbac Silverstone race meeting was not, as stated in the programme, M. D. O. Mayne, but G. E. Everrett, Mayne having been prevented from driving at the last minute.

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Hawthorn Rally—*continued*

ing after a shaky start, while J. Poulton and G. Robson knew how to motor their Auto Union to advantage.

With onset of dawn the final section to Reading was by means of a well-prepared Tulip-style route card which called for no rushing about. Over 40 m.p.h. checks were effectively manned and claimed a few transgressors, including the supercharged Wolseley 1500 crewed by Paul Burch and David Pratt. There must be a moral here too!

Clerk of the course Ken Coombs, together with his team of 50 officials and marshals, are to be complimented on conducting this very pleasant rally and on producing the provisional results almost immediately after breakfast.

LL. R.

Provisional Results

1, D. Hiam/S. Turner (Morris Mini-Minor); 2, P. Church/I. Macleod (Ford Zephyr); 3, A. Hornall/R. Long (Ford Zephyr); 4, P. Giles/C. Rogers (Triumph Herald); 5, L. Roberts/J. Rogers (Renault Gordini); 6, J. Poulton/G. Robson (Auto Union 1000S); 7, D. Street/G. Sheppard (M.G.A).

Best Crew with Lady Member: Mr. and Mrs. Witheyman (Triumph Herald coupé).

Team Award: Poulton, Church, Hornall.

FOUR CLUBS WISCOMBE PARK HILL-CLIMB

THE last hill-climb at Wiscombe Park of the 1960 season was a "Four Clubs" effort, run by Club Lotus, United Hospitals and University M.C., Hants and Berks M.C. and 750 M.C.

Overnight rain and stormy weather cleared during practice, and the event was run in perfect September sunshine. The entry was not large, but of good quality and a pleasantly informal atmosphere prevailed.

The saloon cars were dominated by Francis Scott, who handled a "Carberry" tuned Minx with considerable verve, and a second run of 47 secs. An interesting "Minor-Seven" battle went to Dr. I. H. Pattison, whose Austin took second place in the class with 48.32 secs., braking heavily at the hairpin. The Minor 1000s smoked much Dunlop away from the acute hairpin, as did P. Segelman's blue Riley 1500.

A flock of Sprites then tackled the hill, fastest of which was Vaughan Hatton's red car, in 44.86 secs., narrowly beating his brother who took the same vehicle up in 44.93 secs. S. Richards's green Sprite cornered with verve at the hairpin and did 45.52 secs.

Production sports cars up to 1,600 c.c. were dominated by Denis Jenkinson, who fairly hurled his blue Porsche Super through the bends and only took 43.88 secs. However, the amazing Downtonized Austin 7, driven by Daniel Richmond, only took 44.22 secs., sounding most exciting as the revs. mounted on the faster section of the hill.

There was some very keen competition among the Lotus 7As, the prize going (not unexpectedly!) to Daniel Richmond with a sparkling first run in 40.65 secs. Jim Fursdon's white model was very smartly handled, with a second run of 41.66 secs., but R. Blacklidge tried conclusions with the bank at the hairpin, when going very well, on the second attempt. There were fireworks in the next class, with a very keen battle between Tim Horton and Dizzy Addicott, who both howled up, using all the road and blasting the echoes in fine fashion. The final result went to the latter with a 38.94 secs., which also made F.T.D., on his first appearance on the hill. S. J. Broad's Lotus-M.G. did 42.38 secs., but got somewhat off course at "Bunny's Leap", which is not the best place to go exploring, as it is the fastest section. However, no damage was done, though Mr. Broad got a trifle near some large piles of logs!

There was some close work between Michael Burn's Frazer-Nash and Jim Banbury's Morgan. Burn took the lead on the first runs with 42.51 secs., but the Morgan, having been up the course many times in the past, was conducted to the top in 42.25 secs. on the second trip. The 750s brought forth P. de Villiers's delightful Austin Ulster, which brought back many memories. It spun at the hairpin first time, but made up for it with a snappy 47.67 secs. The class went to R. M. Hartwell's Special in 47.29 secs. Mr. de Villiers came out again in the class for historic racing cars and vintage types and won with 47.36 secs.

Wally Cuff did mighty things among the racing cars with his Cooper in 39.85 secs.

Dizzy Addicott's interesting Elva-DKW spun at the hairpin and unfortunately did not appear again. The West-Watts Iota spent both its chances shedding driving chains and did not reach the halfway mark. High spot of the racing cars was the black single-seater blown Alta driven by Majors Chichester and Lambton, which sounded extremely pre-war Brooklands and smelt magnificent! It made a number of stirring runs, fastest of which was 43.21 secs., and concluded a very pleasant day's sport for all concerned, with high hopes for 1961.

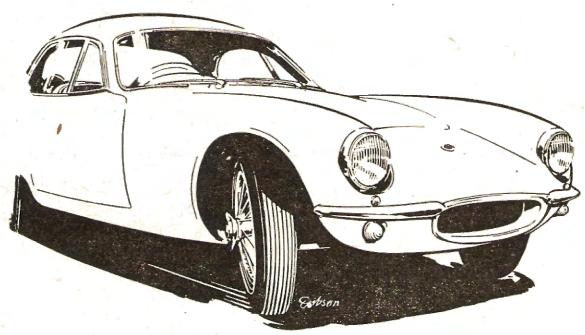
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(continued on page 479)

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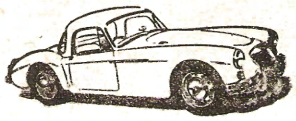
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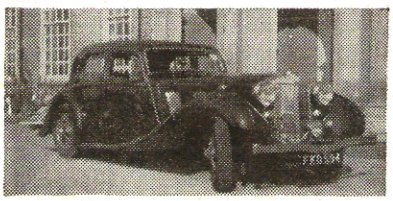
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(continued on page 481)

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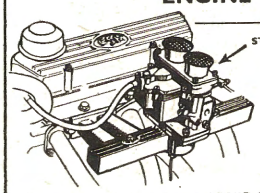
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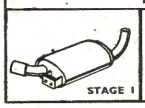
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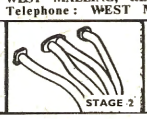
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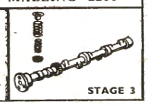
STAGE 2. AS ABOVE WITH ADDITION OF 4 BRANCH BANANA TYPE EXHAUST AS ILLUSTRATION 2.

STAGE 3. AS ABOVE WITH ADDITION OF MODIFIED CAMSHAFT AND VALVE SPRINGS AS ILLUSTRATION 3.

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STAGE 2


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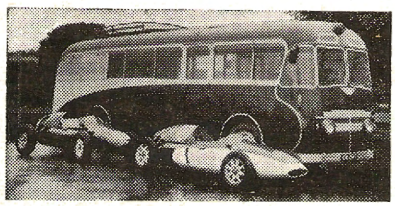
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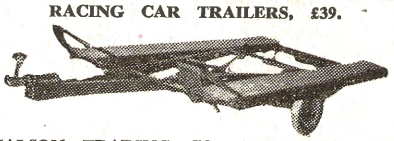
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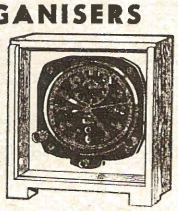
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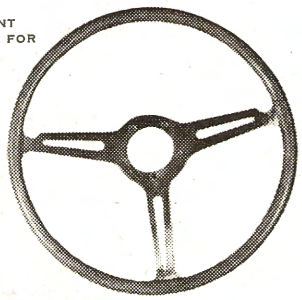
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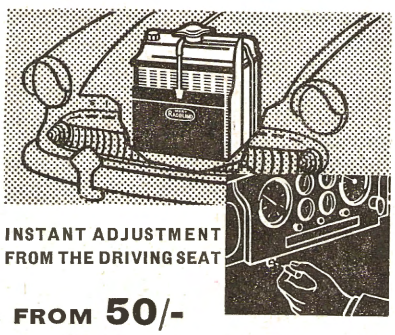
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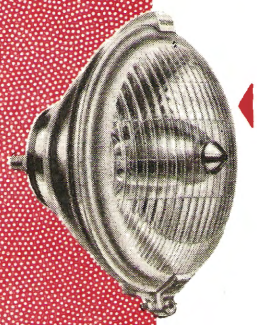
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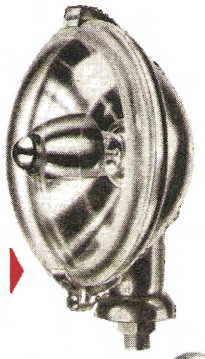
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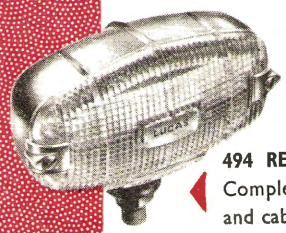
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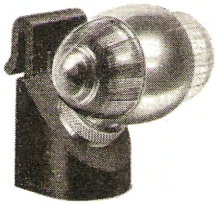
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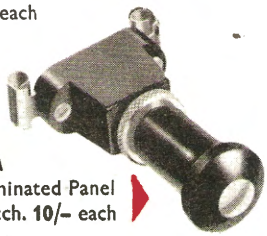
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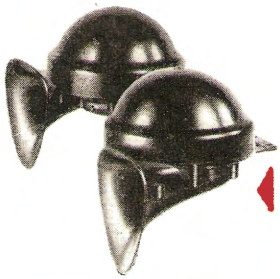
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