AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

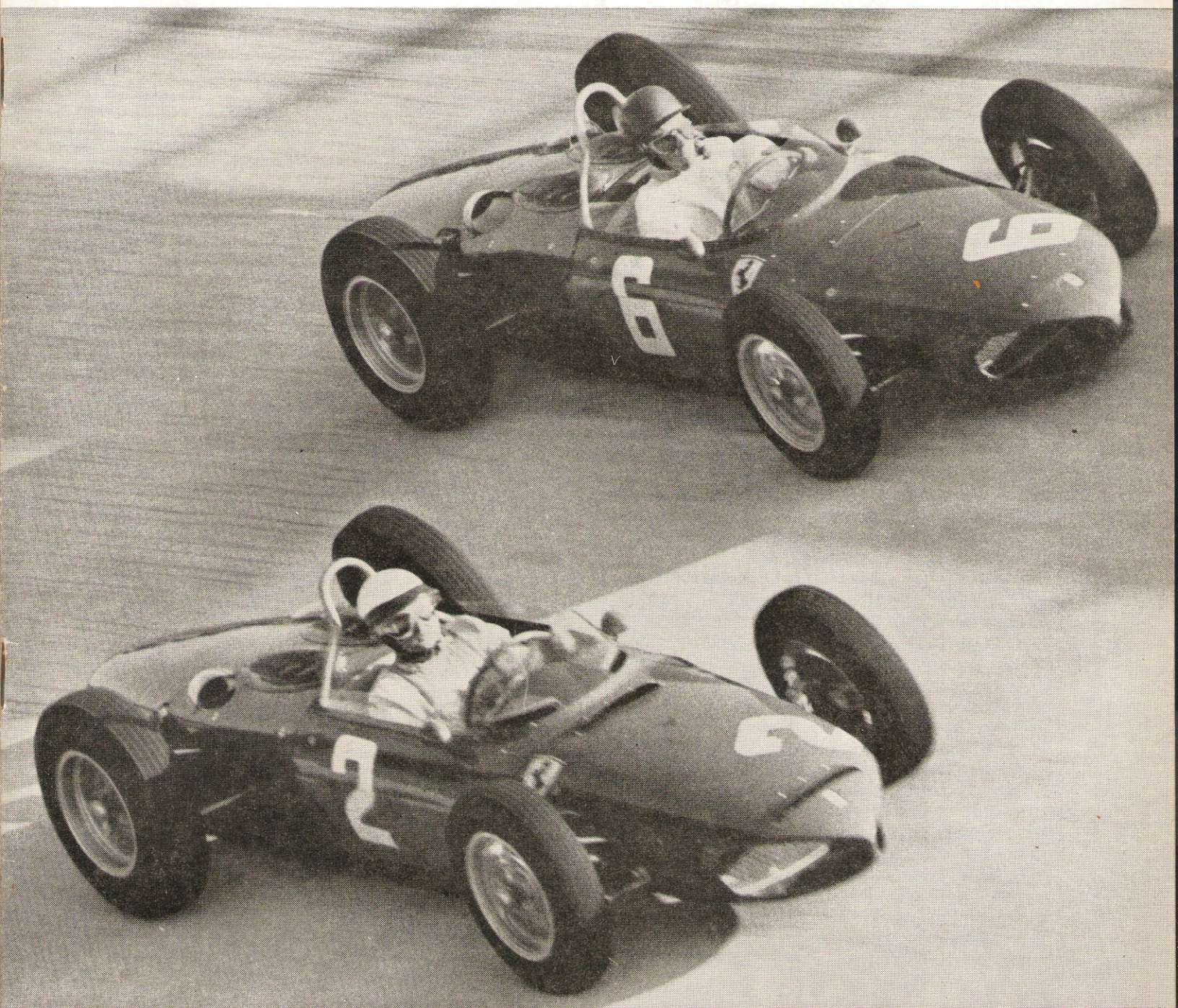
SEPTEMBER 15, 1961

2/-

EVERY FRIDAY

Vol. 23 No. 11

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



IN THIS ISSUE

THE ITALIAN GRAND PRIX—FULL REPORT AND PICTURES

THE LIEGE—SOFIA—LIEGE RALLY

CLUB RACING AT RUFFORTH, OULTON PARK AND SILVERSTONE

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 23 No. 11 **September 15, 1961**

Managing Editor *GREGOR GRANT*
Assistant Editor *MARTYN WATKINS*

Technical Editor *JOHN V. BOLSTER*
Art Editor *THEO PAGE*
Northern Editor *FRANCIS N. PENN*

CORRESPONDENTS

Northern Ireland	*BRIAN WADDELL*
Eire	*BRIAN FOLEY*
Continental	*GERARD CROMBAC*
Western Germany	*ALAN BRUCE*
Scandinavia	*HANS FRIES*
U.S.A. Editor	*RUTH SANDS BENTLEY*
West Coast	*GORDON H. MARTIN*
Southwest	*JIM HALL*
South America	*Dr. VICENTE ALVAREZ*
Canada	*BILL WORDHAM*

PHOTOGRAPHIC SECTION

Chief Photographer	*GEORGE PHILLIPS*
Scotland	*W. K. HENDERSON*
Continental	*MAURICE LOUIS ROSENTHAL*
U.S.A.	*OZZIE LYONS*

CONTENTS

	Page
Pit and Paddock	**351**
The Future of the British Grand Prix	**353**
Modena Grand Prix	**355**
Nürburgring 500 km. Race	**357**
Rootes Prepare for The "Tour"	**358**
The Italian Grand Prix	**359**
B.A.R.C. Oulton Park Race Meeting	**364**
The Marathon de la Route	**365**
Club News	**369**
Jaguar D.C. Silverstone Race Meeting	**370**
Bugatti O.C. Prescott Hill-Climb	**371**
B.R.S.C.C. Rufforth Race Meeting	**372**
Correspondence	**373**

Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office PADdington 7673
Advertising Department PADdington 7671-2

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription **£5 15s. 0d.**
(U.S.A. and Canada **$16.00**)
Direct from the Publishers or all Newsagents

Reprinting in whole or part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unsuitable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement

EDITORIAL

A TRAGIC MONZA

IT was a sad thing that Phil Hill's title should be secured on the day that his team-mate Wolfgang von Trips lost his life in the worst accident that has ever happened at Monza. Motor racing is a dangerous business altogether, and despite the most stringent safety precautions, the unexpected can and does happen. Naturally the tragedy is regarded most seriously in Italy, and a Court of Inquiry has been formed to attempt to find out exactly what did happen. It is interesting to record that the late Mike Hawthorn's forecast concerning Phil Hill has come to pass. Mike stated publicly that the American would become Champion of the World. The Californian's feat gives the honour to U.S.A. for the first time, and Sefac Ferrari also add the Formula 1 Constructors' Championship to the sports-car title already won. Hopes of the new British V8s were speedily squashed, and there is little doubt that considerable development and race-testing will be necessary before the green cars can hope to compete on level terms with the products of Ferrari of Maranello. Once again Stirling Moss has seen the elusive Championship go elsewhere. He made a gallant effort to keep in the running, but Fate decreed otherwise. Nevertheless his skill will always be recognized, and his prestige has never been higher than it is today.

A FINE GESTURE

THE decision of the Grand Prix Drivers' Association to inaugurate an annual award to the best-organized Grand Prix will be appreciated by all who have a direct connection with motor-racing. Promoters are, very often, taken for granted, and efforts to provide drivers, entrants and mechanics with the best possible service usually pass unnoticed, however much these things may be appreciated. Courtesy costs very little, and surely it is about time that the organizers of the Italian Grand Prix realized that the attitude of the police is not only deplorable, but entirely unnecessary. People merely trying to do their job, are pushed around by coppers given far too much authority, and little if any instruction in recognizing the various passes issued by the organizing club. When important people such as Juan Manuel Fangio, Enzo Ferrari and Senor Rodriguez have strong-arm methods used against them by armed policemen, just because they wish to reach the pits area, then there is something very wrong with the whole system. Press photographers, with the exception of a select few known to the rozzers, receive ridiculous treatment, and one of Europe's leading motor racing specialists was more or less assaulted when he tried to take shots in a spot which was supposed to be quite permissible to accredited pressmen. Yes, the G.P.D.A. trophy might help to convince certain race promoters that they have a duty to perform to ensure that bona fide folk are treated with the courtesy due to them.

OUR COVER PICTURE

THE NEW WORLD CHAMPION: Phil Hill, now assured of the title for 1961, flashes round the north curve of the Monza banking in company with his Ferrari team-mate, Richie Ginther.

WOLFGANG VON TRIPS

POPULAR Taffy von Trips drove his last race at Monza, with the prospect of becoming Champion Driver of the World. His loss has created sadness amongst all who follow motor racing and is one less of that band of gay cavaliers who capture the hearts of the public.

Taffy had everything; he was good-looking, athletic, wealthy and possessed of a keen sense of humour. He ran a Ferrari 250GT for personal transport and, as leader of the World Championship, was world-renowned. He was the only German Grand Prix driver in the top class to emerge in post-war years. True, in the early years of his career he was involved in a few spectacular accidents, but it was generally agreed that he had settled down to become a most dependable Grand Prix pilot, as his victories at Zandvoort and Aintree proved.

It is all the more inexplicable, therefore, that he should crash right at the beginning of the race, after he had recovered from a mediocre start. Possibly a Court of Inquiry will discover what exactly did happen, for the death of a dozen spectators has made it a most grave incident in Italy.

Ferrari's success in motor racing has not been achieved without a high cost in lives. Castellotti, Collins, de Portago, Musso, Ascari—these are some of the great names who died at the wheel of a Maranello car. Whether or not Enzo Ferrari will carry on remains to be seen, with yet another great driver added to the heavy toll of casualties.

G. J. G.

DRIVERS' CHAMPIONSHIP

(Best Five Results)

		Pts.
1.	Phil Hill (Ferrari)	34
2.	Wolfgang von Trips (Ferrari)	33
3.	Stirling Moss (Lotus)	21
4.	Richie Ginther (Ferrari) ...	16
5.	Dan Gurney (Porsche) ...	15
6.	Jim Clark (Lotus)	11
7.	Giancarlo Baghetti (Ferrari) ...	9
8.	Bruce McLaren (Cooper-Climax)	8
9.	Jack Brabham (Cooper-Climax)	4
	John Surtees (Cooper-Climax)	4
11.	Olivier Gendebien (Ferrari) ...	3
	Jack Lewis (Cooper-Climax) ...	3
	Innes Ireland (Lotus)	3
14.	Jo Bonnier (Porsche)	2
	Roy Salvadori (Cooper-Climax)	2
	Tony Brooks (B.R.M.)	2
17.	Graham Hill (B.R.M.)	1

THE V8 CLIMAX

THE new Coventry Climax V8 1½-litre engine, designated the F.W.M.V., incorporates lessons learned from all the earlier engines. 1,494 c.c. in capacity, it is already producing well over 170 b.h.p. at this comparatively early stage in its development.

A 90° V8 constructed mainly in light alloy, it features twin chain-driven overhead camshafts for each bank of cylinders, with the camshafts acting directly on inverted tappets working in guides surmounting the valve springs.

Dry sump lubrication is used, while carburation is by four double-choke downdraught Weber carburetters. Ignition is by the new Lucas transistorized system.

SEEN AT MONZA—the new G.T. Ferrari powered by a 3-litre Testa Rossa engine.

PIT and PADDOCK

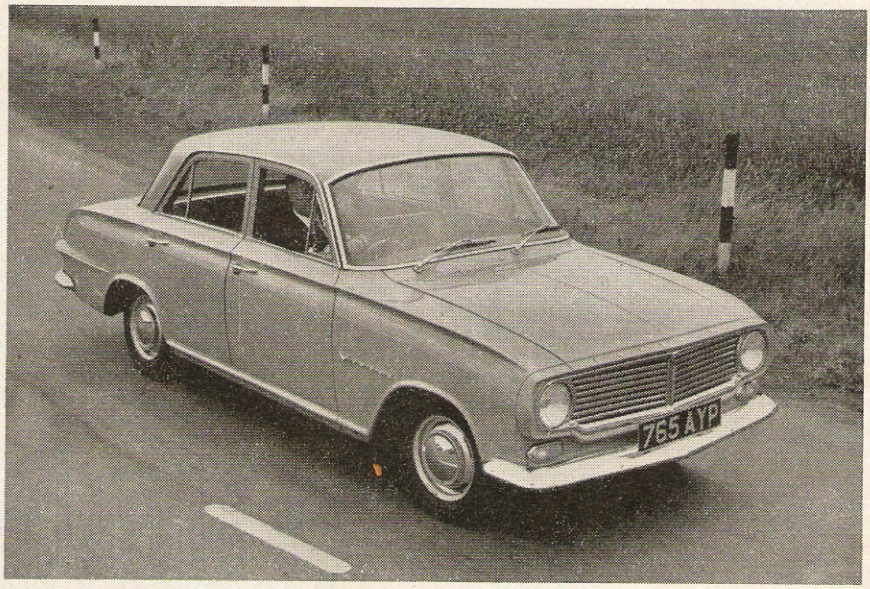
STIRLING MOSS has withdrawn his Ferrari entry in the Tour de France and will be seen at Oulton Park at the wheel of the Ferguson.

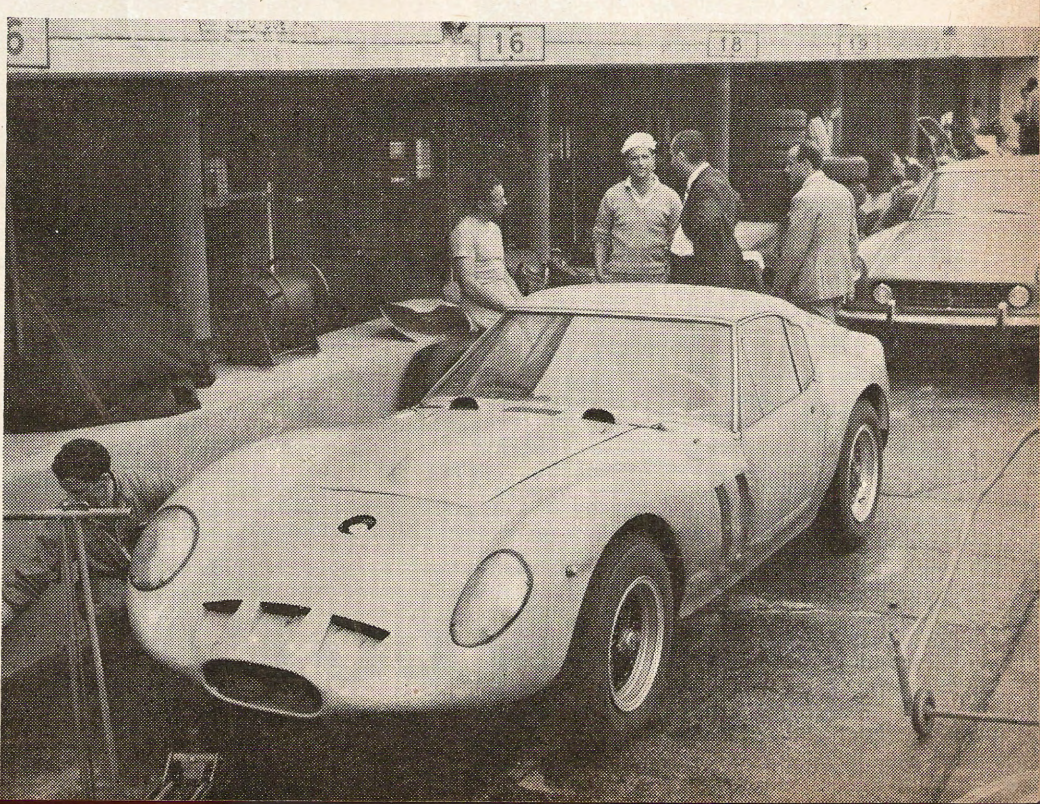
LATEST version of the V6 Ferrari produced 210 b.h.p. during recent bench tests at Maranello.

THE 850 c.c. G.T. Ferrari will probably be produced in Milan by a new company.

MR. HONDA of Japanese motor-cycle fame was an interested spectator at the Italian Grand Prix. Also present was a slightly stouter Juan Manuel Fangio.

NEW VAUXHALL VICTOR (below). This brand new car is lower, wider, lighter and roomier than the previous model.





JOHN BOLSTER THROWS LIGHT ON A MATTER OF GREAT TOPICAL INTEREST:

THE FUTURE OF THE BRITISH GRAND PRIX

THE announcement that the British Grand Prix is to be held at Aintree next year has aroused a furious storm of protest. No doubt the people concerned are hoping that this storm will die down and that by next year we shall have meekly accepted the position and will be ready to queue up at the turnstiles. As the bare announcement conceals a good deal, it seems to me to be essential to make a few facts public, so that the supporters of motor racing can see what is happening to their sport.

Let me start by examining the position of the R.A.C. As the recognized national authority, the R.A.C. have the Grand Prix in their gift. They have a Competitions Committee which is supposed to handle racing matters and this committee recommended that the race should be run at Silverstone by the B.R.D.C. The Competitions Committee is obviously a panel of experts and their decision was passed on to the Main Committee for ratification. Now the Main Committee may, under the rules of the R.A.C., allow its function to be performed by the smaller Executive Committee when this is convenient and so the experts' decision apparently went before the latter body.

It would appear that the Executive Committee was somewhat down in numbers when it considered this important matter, but it proceeded to reverse the decision of the Competitions Committee and hand the race to the B.A.R.C. for the second year running. There seems little point, therefore, in having a panel of experts, and their meetings are just a waste of time, held merely to give some appearance of democracy to the edicts of the R.A.C. The members of this committee are all well-known sportsmen and if it is true that their decision was reversed by a handful of the Executive, they have been grossly insulted. They should resign forthwith.

The B.A.R.C. make the lame excuse that 1962 is their jubilee year. In fact, the jubilee they are celebrating is that of a non-existent club! The club which they are commemorating is presumably the Cyclecar Club and it is true that the Cyclecar Club developed into the Junior Car Club, which catered only for cars up to 1,500 c.c. When the J.C.C. abandoned its support of the small car, the Cyclecar Club (later Light Car Club) was re-formed, though it has not survived. The point is, however, that though the present B.A.R.C. can probably trace its ancestry back to the original Cyclecar Club, it has not the slightest interest in cyclecars and for years has done nothing to further that cause. To celebrate the jubilee of something that you have long ceased to support seems a somewhat questionable action. The present B.A.R.C. has no connection with the Brooklands Automobile Racing Club, apart from "borrowing" its initials, legally, of course.

It would seem, therefore, that the R.A.C. has asked its Competitions Committee for guidance, has then rudely ignored its own experts and has given the Grand Prix to the B.A.R.C. in celebration of an imaginary jubilee. Such high-handed action has naturally aroused the fury of almost all those who have the good of the sport at heart, but it has also started some very ugly rumours.

Now, it would be grossly improper for me to collect the tittle-tattle from the bars at the circuits and give it the dignity of print. These rumours, however, are so detailed and so widespread that silence is no longer possible. I propose, therefore, to make the gist of the story public, in order to give the R.A.C. and the B.A.R.C. the opportunity to deny the allegations, for which purpose I am sure that the Editor will extend the hospitality of his columns.

Briefly, it is alleged that a recent contract has been given to the B.A.R.C., allowing them the exclusive right to run the British Grand Prix for a number of years at Aintree. The most widespread rumour is that the contract extends for five years, including the Grand Prix which we have just seen. I can assure the R.A.C. that many people seem to believe this rumour and so they should make the truth public at once.

It is even alleged—and I repeat that I am only printing this rumour to give the R.A.C. the opportunity of denying it—that a large sum of money is involved. A total of £20,000 is the figure mentioned, which would mean £4,000 a race. It is perfectly proper and customary for the promoting club to pay a registration fee of £250 per Grand Prix. If this is the only money that has changed, or will change, hands, then everything is above board and an authoritative statement will clear the air.

If these rumours are proved false it is up to us to kill them stone dead, for such allegations do no good to the sport we love. It is also up to us, however, to insist that no one club or circuit has a monopoly of running the Grand Prix. The B.R.D.C. has, without the slightest doubt, done more for motor racing than any other club and it would be churlish not to recognize this. Later on, the B.R.S.C.C. will be ripe for their first Grand Prix and they should also be given a chance.

I do not propose to labour the geographical advantages of Silverstone over Aintree, for this has already been well covered in our correspondence columns. Those of us who have attended races at both circuits can, I am sure, find no superiority in the Liverpool venue, nor can we detect any advantage in the organization of a B.A.R.C. event over one run by the B.R.D.C. Many of us have been treated with rudeness and discourtesy at the meetings of one of these clubs and I'll give you one guess which it is. The B.A.R.C. are quite good at running dances and they have some amusing little club meetings at Goodwood, but to give them a monopoly of running the British Grand Prix would be both wrong and absurd.

I am sure that, for the good of the sport, a full statement on the future of Britain's premier race must be made by the R.A.C. I regret having to write this article, but indignation is running so high that I feel I must say my piece. In case anybody accuses me of disloyalty to the R.A.C. or the B.A.R.C., I am delighted to say that I am no longer a member of either of these clubs.

ANDREW HEDGES, of Scuderia Light Blue, is co-driving a works-prepared BMW 700 Sport with the Swiss driver Freddie Karrer in the Tour de France.

MOTOR-BOAT racing classic, the Paris "Six Hours", is now scheduled for 15th October after a good deal of date shuffling.

A RUSSIAN racing driver named Eduard Lorent has, apparently, achieved 152.92 m.p.h. in a 350 c.c. car for the flying kilometre, this being claimed as a record—and we are *not* pulling your corporate legs.

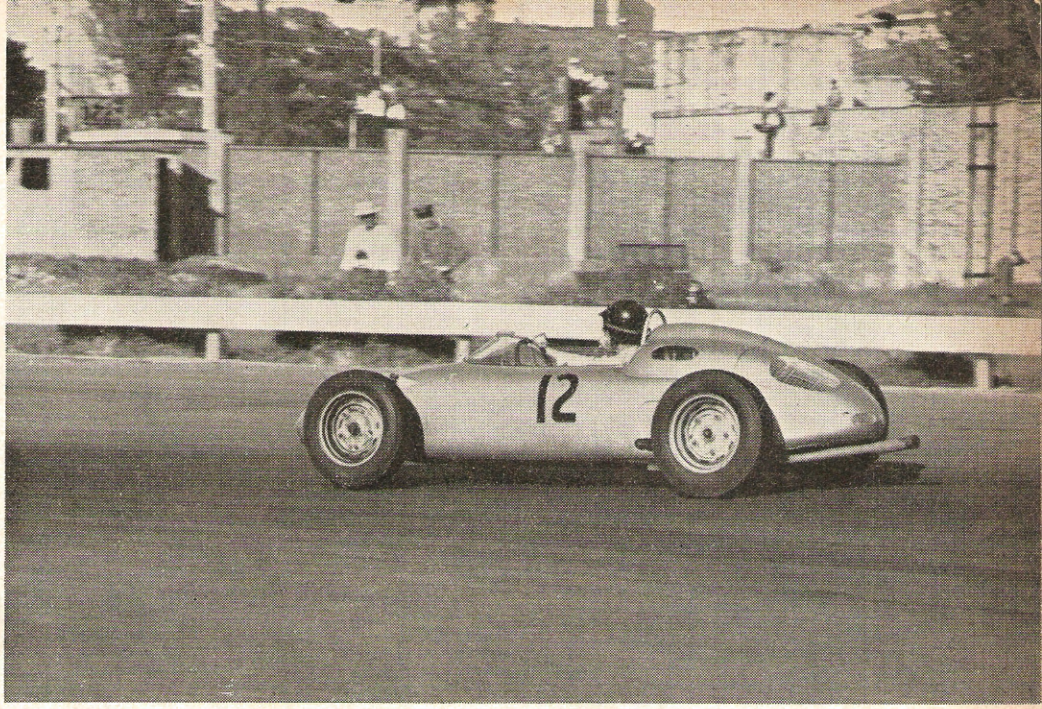
TO enable the car drivers and motorcycle folk to "get together" to discuss the future of pure sprint racing—"drag" racing if you prefer it—the National Sprint Association has arranged a meeting for all interested people on 20th September. It will be held at the "Prince of Wales", Drury Lane, W.C.1, at 8 p.m.

TO mark the 40th anniversary of the introduction of the famous Austin Heavy Twelve (in October, 1921), a rally and *Concours d'Elegance* was held at the Austin Works, Longbridge, on Sunday, 10th September, 1961.

This unusual event was organized by the Vintage Austin Twelve-Four Register which was formed in 1958 to record all existing cars and to help owners in the preservation and restoration of their vehicles, besides supplying historic information, spare parts and information on servicing. Over 150 owners of these cars—all members of the Register—drove to Longbridge to take part in driving tests and the *Concours d'Elegance*.

THE SEVENTH MODENA GRAND PRIX

BY N. C. PIERCE



THIRD MAN HOME was Dan Gurney in the drum-braked Porsche. He finished 3/10 sec. behind his team-mate Jo Bonnier.

THE organizers of the Modena Grand Prix on 3rd September were correct when they predicted "spirited qualifying". They could not have guessed just *how* spirited the drivers would become when informed of the rule that only 11 "foreign" cars could participate! Three places were reserved for Italian competitors, perhaps because of Commendatore Ferrari's decision to save his cars for the Monza Grand Prix on 10th September. Saturday's practice times might have been quite different if more of the drivers had known the "rules" before practice. It is moderately certain that some of the entrants would not have come at all.

Morning practice was delayed an hour and a half while oil, which was left on the course the previous day during unofficial practice, was removed. Starabba's Lotus had caused the mess when it dropped its entire sump capacity.

Moss arrived for the first afternoon session and made some very fast times right from the start: 60.0 secs. on the second lap, 59.7 secs. on the third and 58.6 secs. before his 15th lap to set a new, though unofficial, record. The official record for the course was set by Bonnier and von Trips in October, 1960, at 59.1 secs. for the 2.366 kilometre lap.

Although grid positions seem to have been fairly allotted, there was much annoyance when it was discovered that not all the laps were timed. Cars which had been extended to the utmost for 40 laps were timed for 30, and, conversely, Brabham, who had done 33 laps, was timed for 40!

The grid was made up as follows:

Gurney (Porsche) 59.0 s.	Bonnier (Porsche) 59.0 s.	Moss (Lotus) 58.6 s.
Salvadori (Cooper) 59.4 s.	G. Hill (B.R.M.) 59.3 s.	
Bandini (Maserati) 59.8 s.	Gregory (Lotus) 59.7 s.	Clark (Lotus) 59.6 s.
Brabham (Cooper) 59.8 s.	Surtees (Cooper) 59.8 s.	
Bussinello 1 m. 0.4 s.	Brooks (B.R.M.) 1 m. 0 s.	Taylor (Lotus) 1 m. 0.1 s.
	Scarlatti 1 m. 1.6 s.	

Jack Brabham's Cooper had been slow in practice, losing 400 revs. on the straights, because of a broken or damaged valve spring. After qualifying they had taken the car to a garage, but when the crew returned from a quick meal they found the garage locked, barred, sealed and closed for the night! They got back to the car at 8 a.m. and had too little time for the necessary work, so Jack started with a car in poor health. Innes Ireland had failed to qualify his Lotus by only one-tenth of a second, since he was the 12th fastest "foreigner". Wolfgang Seidel, Maurice Trintignant, Godin de Beaufort, Tim Parnell and Jack Lewis were also left out.

Race day was seasonally sunny and hot. Everyone but Masten Gregory, in the U.D.T. Lotus, and Roberto Bussinello, in the De Tomaso Conrero, were using rain tyres, and there were some fears that this tyre might overheat, although the trouble never materialized on Modena's non-abrasive surface.

The Automobile Club of Modena was pleased to have Juan Manuel Fangio start the race. He dropped the flag at 4 p.m. and the Porsches of Gurney and Bonnier were first away. Moss was fourth going through the esses, but by the time the pack reached the pits the order was Gurney, Moss, Graham Hill, Salvadori, Gregory, Surtees and Bandini. By the seventh lap John Surtees, whose Cooper was using every bit of the road and a little more of the verges, moved into third place by passing Graham Hill.

Stirling Moss moved past Gurney's Porsche on the 12th lap after an exciting duel. The other positions remained unchanged until the 26th lap, when John Surtees retired his Cooper with valve troubles.

At the 30-lap mark, the positions were Moss, Gurney, Gregory, Hill and Bonnier. At one exciting point Gregory surged past Gurney for about 10 seconds and then disappeared from the lap charts immediately after. He reappeared in the pits moments later with a strange crack in the body shell over the rear suspension and the statement that "it just stopped". After the petrol pump was examined the car went out again in last place, sounding very healthy. Moss turned in a lap at 59.2 secs. on the 34th lap, just failing to set a new course record.

At the half-way mark the cars were more widely spaced. Moss was solidly in first place, then came Gurney, Bonnier, Hill, Salvadori, Clark, Bandini and Brabham. Then Gurney was passed by Bonnier in what appeared to be a hotly contested duel, and the Swede moved to within 11.3 seconds of Moss.

By the 59th lap Bandini in the Centro-Sud Maserati stopped in the pits because of overheating. He took the time to pour a whole bottle of *aqua minerale* over his head and then re-entered the race, although some three laps in arrears.

On the 62nd lap Moss lapped Brabham, who was then in seventh place. During this time Gregory was lapping extremely fast in times varying between 59.4 secs. and 59.6 secs., but seemed destined to remain in 10th place. By the 78th "giro" Roy Salvadori brought in the Yeoman Credit Cooper, which was misfiring, and though much checking was done, he retired on the following lap.

Moss now decided that Bonnier was too close for comfort and widened the distance to 15 seconds. Soon after he lapped Jim Clark who was then in fifth place. Clark's Lotus, with the side body panels removed, gave a full view of the almost-reclining driving position. It made him look like the laziest driver there, although he was working very hard at the time, manipulating his somewhat-less-than-five-speed gearbox.

Bandini made one more stop at the pits and on the following lap, the 93rd, his engine literally exploded on the long straight directly opposite the pits. Clark had to duck completely out of sight to avoid the "shrapnel" flying through the air! When Moss came around he was able to avoid the oil and debris; Graham Hill was not so fortunate. Although he missed the oil, he punctured his right rear tyre on one of the sharp bits and made an emergency pit stop. His crew worked as quickly as possible, but the B.R.M. nevertheless lost three places in the confusion.

The 100th lap, exactly 1 hour, 40 minutes, and one-tenth of a second after the start, Moss crossed the finish line, seven seconds ahead of Bonnier, and seven and three-tenths seconds ahead of Gurney. Fourth was Jim Clark; fifth, Jack Brabham; sixth, Tony Brooks; seventh, Graham Hill. Although Gregory was running at the finish, he had only completed 71 of the required 85 laps.

The Nürburgring 500 kms. Race

BY JOHN ALEY

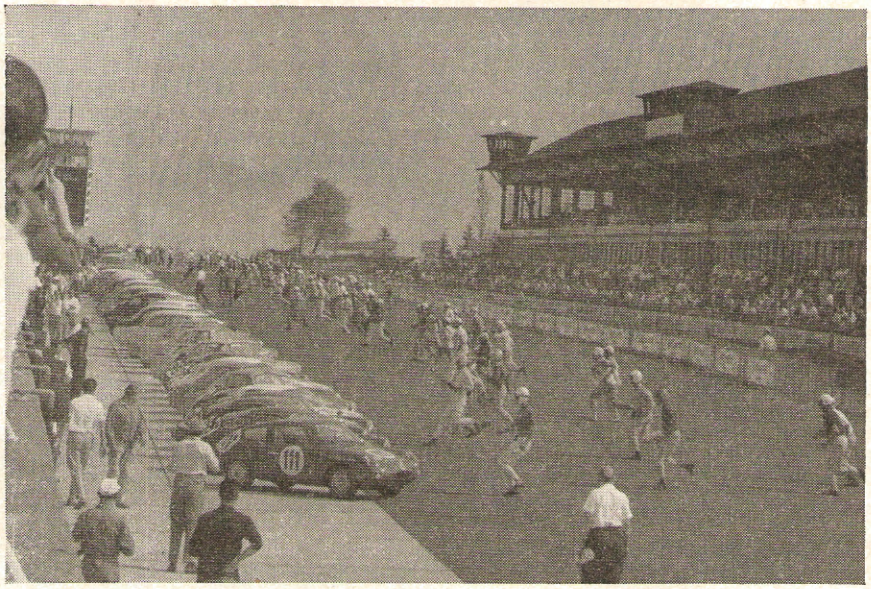
REGARDED as the premier race of the season for touring and G.T. cars up to 1,000 c.c., the 500 kms. race took place at the Nürburgring on 3rd September over 22 laps of what must be the finest circuit anywhere in the world. Unlike so many races this season at this track the whole of the practice and race period was graced with the best of summer weather.

During training it became obvious that the works-entered Abarths in both the G.T. and touring categories would be pretty unbeatable, although Andrew Hedges had managed to get his Sebring Sprite into the first six. The English teams were all in trouble during practice, with three Sprites on their roofs—fortunately without injury—and two of the three G.S.M.-Deltas overheating and joining the non-starters. Don Moore was also very busy, rebuilding Minis which kept overheating.

The Le Mans start was its usual hairy self, with seemingly all the slowest cars getting away first, so that by the time the leaders rounded the North Curve, cars were four or five abreast and bumper to bumper down the hill with somehow slower-starting Abarths rushing through the middle. By the end of the first lap, however, things had resolved themselves with Zick's "works" Abarth leading from team-mate Mahle in a similar car, but with Paul Hawkins, in the first Sprite, following closely and actually passing on some parts of the course. Then came two more of the little red cars from Italy before the second Sprite. This was the white car of Peter Jackson, but fitted with the engine from Richard Melville's similar car that had crashed in practice.

Seventh place was held by Edgar Barth, in the first BMW 700 running in the G.T. category. This was rather surprising, for the BMW team had unexpectedly had scrutineering trouble and had been forced to use the same carburetters on their G.T. entries as on their touring cars, making them G.T. in name only. A stirring battle was developing in the 850 touring car class between the two very quick DKW Juniors, which had made fastest practice times, the two "works"-backed SAABS and Carlo Abarth's new creation, the Abarth 850 T.C. This car, which is a specially built and homologated 600D Fiat, complete with racing motor, discs and lots more desirable features, looks like being a problem for the future if the performance of the four cars entered is indicative.

The race continued much in this vein up to the halfway point, by which time Carlo Abate was leading in Abarth No. 113, followed closely by Leto di Priolo's similar car but with that persistent Australian, Hawkins, still in third place ahead of Richard Melville, who had taken over the other Sprite and was making it go quicker than ever. Mahle by then had made his refuelling stop and was in sixth place, but rapidly regaining lost ground.



THEY'RE ALL DRIVING? (above). Seemingly hundreds of drivers run for their cars at the start. STEADY, BOY! (below). Andrew Hedges almost gets the Sprite airborne.

Abarths were also leading the 700 c.c. G.T. category but by a narrow margin, for although the BMW of Barth had lost ground after breaking a wheel, that driven by Herbert Linge, whom most English enthusiasts will remember for his fine drive at Silverstone earlier this season, was only 6 secs. behind Liebl, making up round the corners what it lost on the straight.

By now the Abarths were also leading not only the 850 c.c. touring class, but the whole of that category, the "Deeks" both having broken and the SAABS finding the pace too hot. One of the latter had apparently overturned early in the race but was continuing without windscreen and with obvious dents in the roof. John Whitmore, driving Christabel Carlisle's Austin Seven, had also been forced into an early retirement after losing two gears, although such was the pace in this class that at no time was he anywhere near the leaders, despite driving with all his obvious verve.

Two laps later Hawkins stopped at the pits to let Ian Walker take over, and Andrew Hedges took over the third car from Kuderli. This let Mahle into first place, as the other two Abarths had had to make routine stops, and put Richard Melville into fourth spot.

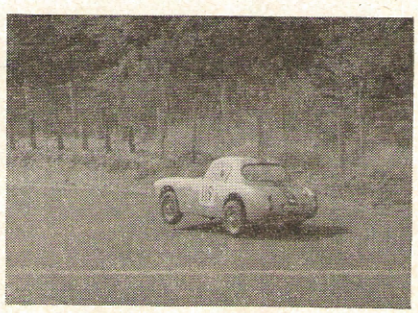
Now the race was taking its toll and the course was littered with retired cars —particularly noticeable were the numbers of the smallest touring cars, whose German drivers had evidently tried to compensate for speed with enthusiasm!

Just when it seemed that all was over bar the shouting, Mahle stopped at the back of the circuit with alleged fuel pump trouble, and although he managed to restart and finish he was passed by not only his team-mates, but by the Sprites, which thereby won the team prize. For this a special word of praise is due to Paul Hawkins, who not only drove one of them for three parts of the race with tremendous skill and enthusiasm, but as chief mechanic to the team had worked long hours every day —and night—for the two weeks before the race!

And what of the writer? Well, after breaking his green Mini in practice, he and his New Zealand co-driver, Frank Hamlin, enjoyed a fine view of proceedings from the seat of his "shopping" car, listened to "Family Favourites" on its radio and finally finished seventh in the hotly contested 850 c.c. touring class!

Results

Grand Touring Cars up to 1,000 c.c.: 1, Carlo Abate (Fiat-Abarth), 122.6 k.p.h.; 2, Leto di Priolo (Fiat-Abarth); 3, **R. A. Melville/Peter Jackson (Sprite);** 4, **A. Hedges**/R. Kuderli **(Sprite);** 5, E. Mahle/T. Zeccoli (Fiat-Abarth); 6, H. Zich/H. Plaut (Fiat-Abarth); 7, **I. F. Walker/P. Hawkins (Sprite);** 8, H. Schutze/G. Schramm **(M.G. Midget);** 9, G. L. van Ophen/—— (Fiat-Abarth). **Fastest Lap:** Mahle, 126.0 k.p.h. **Grand Touring Cars up to 700 c.c.:** 1, S. Liebl (Fiat-Abarth), 115.6 k.p.h.; 2, H. Linge (BMW); 3, E. Barth (BMW). **Fastest Lap:** Linge, 118.3 k.p.h. **Touring Cars up to 1,000 c.c.:** 1, K. Geiss/A. Kling (Auto-Union 1000), 106.5 k.p.h.; 2, M. Wallraf/J. Karrenberg (Auto-Union 1000); 3, G. Schreiber/B. Jager (Auto-Union 1000); 4, A. Oertzen (Auto-Union 1000). **Fastest Lap:** Oertzen, 110.1 k.p.h. **Touring Cars up to 850 c.c.:** 1, E. Furtmayr (Fiat-Abarth), 111.4 k.p.h.; 2, K. Foitek (Fiat-Abarth); 3, **B. McCowen** (Fiat-Abarth); 4, G. Karlsson (SAAB); 5, L. Bender (Fiat-Abarth); 6, J. Vernaere **(Austin);** 7, **J. Aley/F. Hamlin (Morris);** 8, A. Gaberszik/G. Gaberszik (SAAB); 9, D. L. di Priolo (Fiat-Abarth); 10, J. Mathieu/P. Solvt (Renault). **Fastest Lap:** Furtmayr, 113.0 k.p.h. **Touring Cars up to 700 c.c.:** 1, H. Stausberg/H. Hulbusch (BMW), 108.5 k.p.h.; 2, L. Hammer/V. Deussen (BMW); 3, D. Mohr/W. Bretthauser (BMW). **Fastest Lap:** W. Schneider (BMW), 113.5 k.p.h.



PHIL HILL—WORLD CHAMPION

First American to Win Title Does so With Sole Surviving Ferrari—Tragic Accident to von Trips —Stirling Moss's Bid Fails as Wheel Bearing Collapses—Dan Gurney's Splendid Race for Porsche

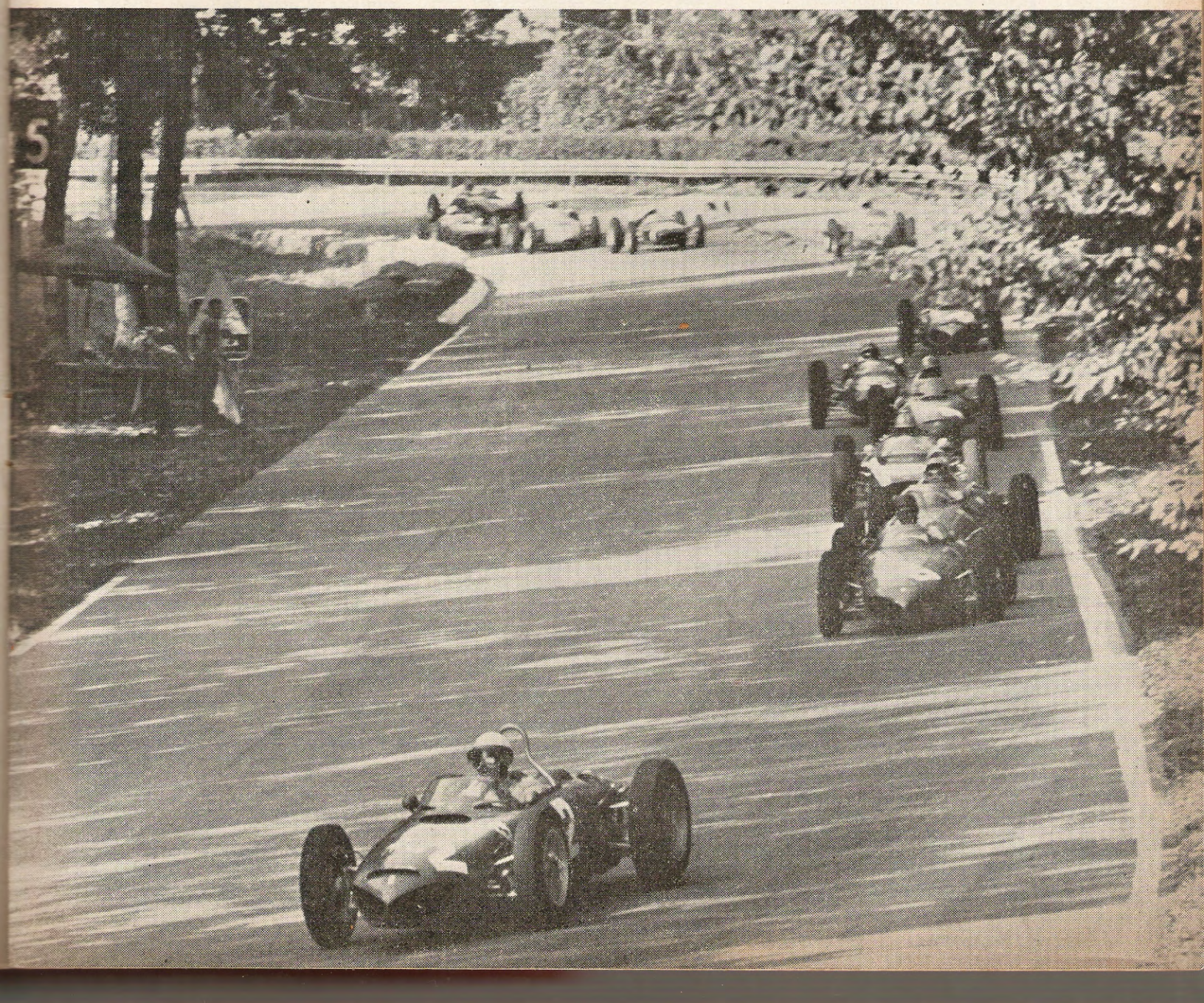
BY GREGOR GRANT PHOTOGRAPHY BY PUBLIFOTO, MILAN

THE 23rd Italian Grand Prix at Monza last Sunday was both a joy day for Ferrari and one of mourning. Phil Hill won, and clinched the Drivers' Championship of the World, but at the start of the second lap, popular Taffy von Trips collided with Jim Clark's Lotus at the South Bend, and went end over end amongst the spectators. Von Trips was killed instantaneously, and several spectators lost their lives and others were badly injured.

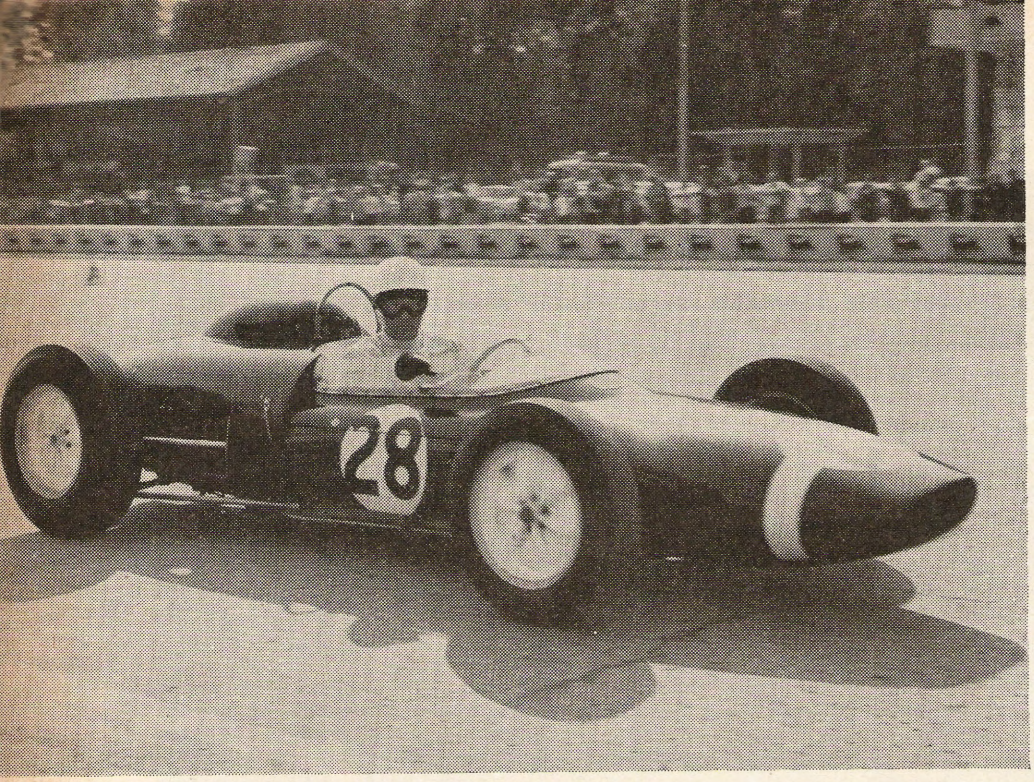
Ferrari's five-car assault was speedily reduced to one. After von Trips's accident, Rodriguez and Baghetti retired with engine troubles, and subsequently Ginther went out also with mechanical failure. Behind Hill, Moss and Gurney had a tremendous wheel-to-wheel battle for second place, but on the 36th lap, Stirling had to abandon at the pits when a wheel bearing collapsed, and Dan went on to take second place behind his fellow Californian. Into third position came Bruce McLaren, and Jack Lewis (Cooper-Climax) snatched fourth place from Tony Brooks (B.R.M.) by a millimetre of tyre tread.

There were several accidents; Jim Clark (Lotus) was involved in the von Trips crash, but escaped unhurt. John Surtees (Yeoman Credit Cooper) and Jo Bonnier (Porsche) hit one another at the South Bend. Surtees had to abandon, and Bonnier eventually retired with unspecified troubles. Gerry Ashmore (Lotus) crashed at the same spot, and was taken to hospital with severe abrasions and a suspected fractured arm.

Early in the race, Jack Brabham had a wonderful scrap with the Ferraris, but had to pack up when the engine lost all its water. With four red Ferraris circulating in a bunch, the race looked to be a walk-over for the Prancing Horse. However, motor-racing is the most unpredictable of sports, and when three of the V6s were eliminated, only Phil Hill was able to keep going. With both Constructors' and Drivers' Championships secured, it is extremely doubtful whether or not Ferrari will go to Watkins Glen for the Grand Prix of the U.S.A. A decision will be taken sometime this week, but according to latest information, Enzo Ferrari has decided to abandon motor racing till 1962. There would be little point in staging the



FIRST LAP: On the North Curve are Phil Hill, Ginther, Rodriguez, Brabham, von Trips, Clark, Baghetti, Moss and Gurney.



V8: Stirling Moss brings the V8 Lotus into the pits during practice.

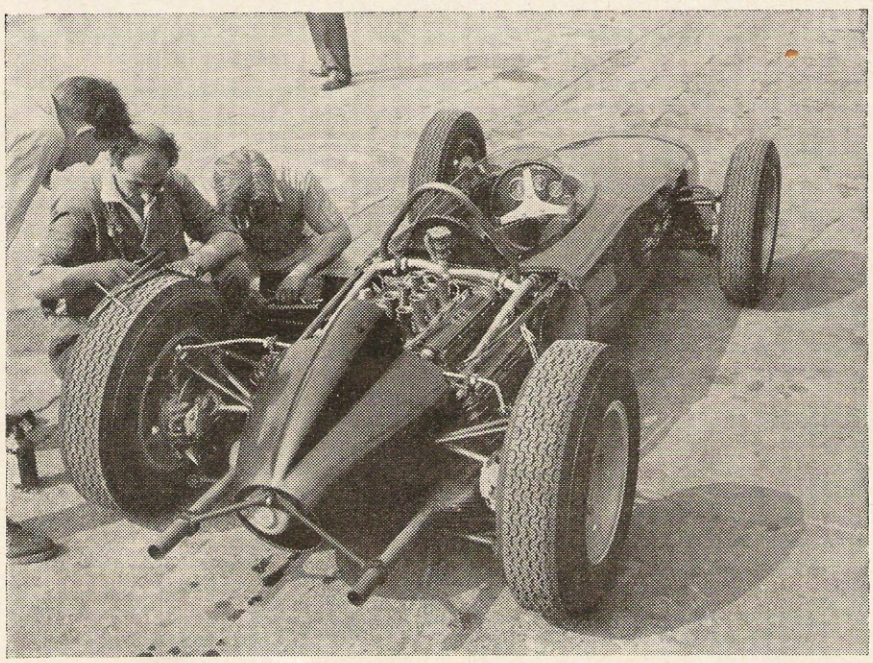
American race, with absolutely nothing at stake, and it is most unlikely that the organizers will go ahead with their plans.

* * *

SEFAC Ferrari could not be accused of not taking Monza seriously, for they turned up with half-a-dozen cars, two of which were the older 90 degrees-engined machines, one for Ricardo Rodriguez and a spare trainer. Nominated to pilot the 120 degrees cars were Phil Hill, Taffy von Trips, Richie Ginther and Giancarlo Baghetti.

Alf Francis and his men had made a fine job of installing the new V8 Coventry Climax engine in Stirling Moss's Lotus, but the car arrived at the track completely untested. B.R.M. had been race-testing their V8 for several days. This is a beautiful little car, possibly the best-looking Grand Prix machine since the 250F Maserati and finished to the high standard we now come to expect from Bourne. Despite rumours of eight Amal carburetters, the 90 degrees engine had the Lucas fuel injection system pictured in the exclusive AUTOSPORT photographs in the 4th August issue.

Heavy rain spoiled Friday's training session, and only a few drivers managed to circulate in the dry, including von Trips whose 2 mins. 46.8 secs. was fastest of the session. Both Brabham and Moss were in grave trouble with their V8s, the engines overheating and using gallons of water. The B.R.M. was not produced, Wilkie and Co. being busy tracing an oil leak and trying to solve minor fuel injection problems.



THE NEW B.R.M. V8, a beautiful machine which is possibly the best-looking Grand Prix car since the 250F Maserati.

Brilliant sunshine produced really serious business on Saturday, with everyone trying hard to qualify for the starting grid. This year drivers were required to lap within 15 per cent. of the best time, which worked out at around 25 seconds margin. The organizers also charged a 5,000 lire fee for observing conductors who had not previously raced on the banked track. In the U.K. one has never heard of making invited pilots part with folding money for the privilege of dicing round Silverstone or Aintree, so maybe the B.R.D.C. and the B.A.R.C. have missed out on something.

Again the Climax V8s suffered from loss of water, even as much as a gallon steaming out on one lap. Both Moss and Brabham circulated with their engine covers removed, but the trouble persisted. Wally Hassan and Harry Speirs came to the reluctant conclusion that this could not be cured, so Moss decided not to use his car for the race, but depend on a "four". Between stops to take on more water, Brabham managed to achieve 2 mins. 51 secs. Graham Hill did 2 mins. 48.7 secs. with the B.R.M. V8, which did not have overheating bothers, and seemed to be going surprisingly well for a brand-new design.

However, Ferrari made sure of an all-red front row on the grid, with von Trips returning 2 mins. 46.3 secs., 216.476 k.p.h. (134.5 m.p.h.), and the incredible Ricardo Rodriguez being only one-tenth sec. slower. Ginther's best was 2 mins. 46.8 secs., Hill's 2 mins. 47.2 secs., and Baghetti's 2 mins. 49 secs. The Italian nearly came unstuck in a big way on the South Bend of the banking, his Ferrari diving down from the top and all but spinning round. The surface on the banked sections was dreadfully rough, and cars were seen to be leaping and bounding with dampers working overtime.

Next best British effort was put up by Jim Clark (Lotus) with 2 mins. 49.2 secs. John Surtees was just getting into the groove when he blew a cylinder head gasket, and had to practise in a spare car. Only other driver to get under 2 mins. 50 secs. was Jo Bonnier in his Porsche (2 mins. 49.6 secs.). Next best were Innes Ireland (Lotus), Brabham and Dan Gurney (Porsche). Masten Gregory did 2 mins. 55.2 secs. with the U.D.T.-Laystall Lotus. Moss's best was 2 mins. 51.8 secs., after several unhappy tours with the engine steaming like a kettle

British participation in the two Coppa Inter-Europa G.T. races comprised John Coundley and Michael MacQuaker (Elites) in the 1,300 c.c. category; Tony Maggs (Aston Martin Zagato), Chris Lawrence and L. J. Fagg (Morgans). Alfonso Thieles's incredibly quick Fiat-Abarth "1000" was fastest of the smaller cars with 2 mins. 05.5 secs. on the road circuit. Coundley did 2 mins. 11.4 secs., and MacQuaker 2 mins. 22.2 secs.

Carlo Abate (Ferrari 250GT) was most rapid of the bigger stuff with 1 min. 51.2 secs. Noblet's similar car did 1 min. 53.7 secs., and Maggs was third with a fine 1 min. 54.6 secs. to cheer the Ogier stable. Huschke von Hanstein (Porsche 1600) was best in the 2-litre section (2 mins. 02.9 secs.). Chris Lawrence returned 2 mins. 08.8 secs., and Fagg, 2 mins. 10.8 secs.

Von Hanstein had some trouble with the scrutineers who maintained that the track differed from the homologation

papers. The car was taken away to the paddock, returned and mysteriously had the stated track dimensions. Not so fortunate was Allen Markelson who could not produce homologation papers for the Corvette he ran in the T.T. Anyway, after being allowed to practice, the car blew a cylinder head gasket and damaged a cylinder bore.

The "Junior" edition of the G.T. race started at the unearthly hour of 7 a.m., and Karl Foitek (Fiat Abarth) immediately seized the lead, chased by the similar cars of Herbert Demetz and Thiele. After one hour, Thiele went ahead, and in the 1,300 c.c. class, John Coundley moved into third place behind the Zagato Alfas of Zagato and Buticchi. Foitek eventually retired with engine trouble, leaving Thiele with an unassailable lead over Demetz. The remarkable little Abarth averaged over 100 m.p.h. for the three hours, to win overall and take the 1,000 c.c. section. Coundley drove extremely well, and held his third place till the end.

Result

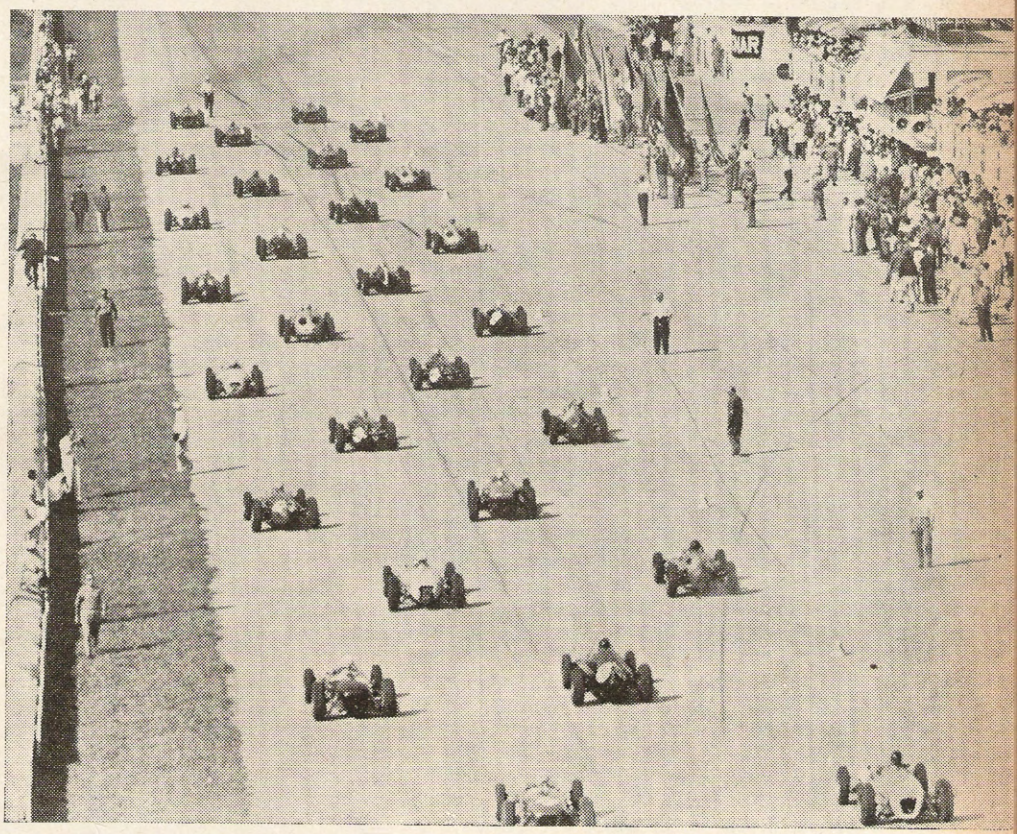
850-1,000 c.c.: 1, Alfonso Thiele (Fiat Abarth), 484.654 kms., 161.551 k.p.h. (100.4 m.p.h.); 2, Herbert Demetz (Fiat Abarth), 480.485 kms.; 3, Gonella Ermanno (Fiat Abarth), 388.017 kms. **1,001,1,150 c.c.:** 1, Cesare Fiorio (Lancia Zagato), 435.864 kms.; 2, Corrado Ferlaino (Lancia Zagato), 428.794 kms. **1,151-1,300 c.c.:** 1, Elio Zagato (Alfa Romeo Zagato), 482.599 kms.; 2, Albino Buticchi (Alfa Romeo Zagato), 478.997 kms.; 3, **John Coundley (Lotus Elite),** 466.574 kms.

The bigger cars went off immediately following the early birds. Abate (Ferrari), took the lead, followed by Noblet (Ferrari), Lualdi (Ferrari) and Maggs (Aston Martin). Maggs soon moved into third place, but Abate began to pile up an impressive lead. The unfortunate Fagg was in and out of the pits with his Morgan, and eventually packed it in. When Koch's Porsche was retired, Chris Lawrence moved up to third place in his class, which was easily dominated by von Hanstein's Porsche.

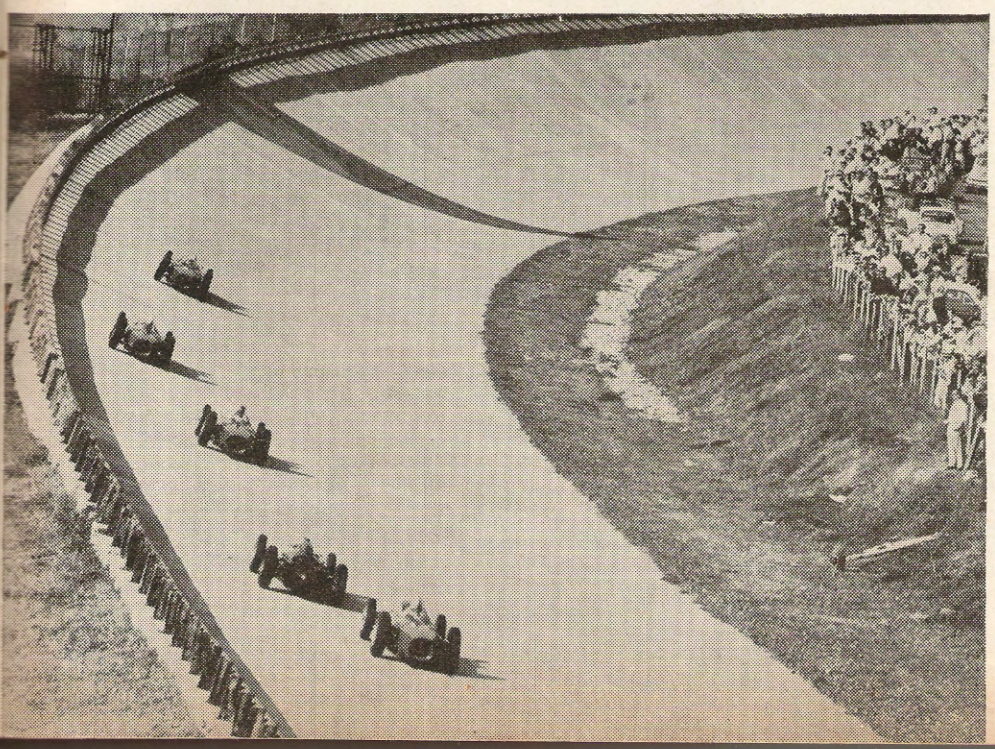
Abate surprisingly stopped for a fairly long period to have all four wheels changed. This dropped him back to fourth place behind von Hanstein. Frenchman Noblet was in the lead, with Maggs second. Abate eventually overtook all except Noblet, who was driving faster than he has ever done before. Closer and closer came the Italian, but he just could not take the Frenchman. In a last desperate effort to regain his lead, Carlo overcooked his engine and parked the Ferrari on the grass just after the Vedano curve. Noblet went on his way to victory, with Tony Maggs in a well-deserved second place. Von Hanstein had the 2-litre class sewn-up, and Lawrence took third place behind Ben Pon's Porsche Abarth. Best placed Italian was Elio Zagato in his Lancia Flaminia, who also won the 2,500 c.c. category.

THE STARTING GRID

Wolfgang von Trips (Ferrari) 2 m. 46.3 s.	Riccardo Rodriguez (Ferrari) 2 m. 46.4 s.
Richie Ginther (Ferrari) 2 m. 46.8 s.	Phil Hill (Ferrari) 2 m. 47.2 s.
Graham Hill (B.R.M.) 2 m. 48.7 s.	Giancarlo Baghetti (Ferrari) 2 m. 49 s.
Jim Clark (Lotus) 2 m. 49.2 s.	Joakim Bonnier (Porsche) 2 m. 49.6 s.
Innes Ireland (Lotus) 2 m. 50.3 s.	Jack Brabham (Cooper) 2 m. 51.6 s.
Stirling Moss (Lotus) 2 m. 51.8 s.	Dan Gurney (Porsche) 2 m. 52 s.
Tony Brooks (B.R.M.) 2 m. 52.2 s.	Bruce McLaren (Cooper) 2 m. 53.4 s.
Carel Godin de Beaufort (Porsche) 2 m. 53.8 s.	Jack Lewis (Cooper-Climax) 2 m. 54 s.
Masten Gregory (Lotus) 2 m. 55.2 s.	Roy Salvadori (Yeoman Cooper) 2 m. 55.2 s.
John Surtees (Yeoman Cooper) 2 m. 55.6 s.	Nino Vaccarella (De Tomaso Conrero) 2 m. 56 s.
Lorenzo Bandini (Cooper-Maserati) 2 m. 57.7 s.	Maurice Trintignant (Cooper-Maserati) 2 m. 58.7 s.
Henry Taylor (Lotus) 3 m. 0.6 s.	Roberto Bussinello (De Tomaso Conrero) 3 m. 1.7 s.
Gerald Ashmore (Lotus) 3 m. 3 s.	Jack Fairman (Cooper) 3 m. 4.8 s.
Tim Parnell (Lotus) 3 m. 5.7 s.	Wolfgang Seidel (Lotus) 3 m. 6 s.
Renato Pirocchi (Cooper-Maserati) 3 m. 6.5 s.	Gaetano Starrabba (Lotus-Maserati) 3 m. 7.9 s.
Brian Naylor (J.B.W.) 3 m. 8.1 s.	Roberto Lippi (De Tomaso Osca) 3 m. 8.9 s.



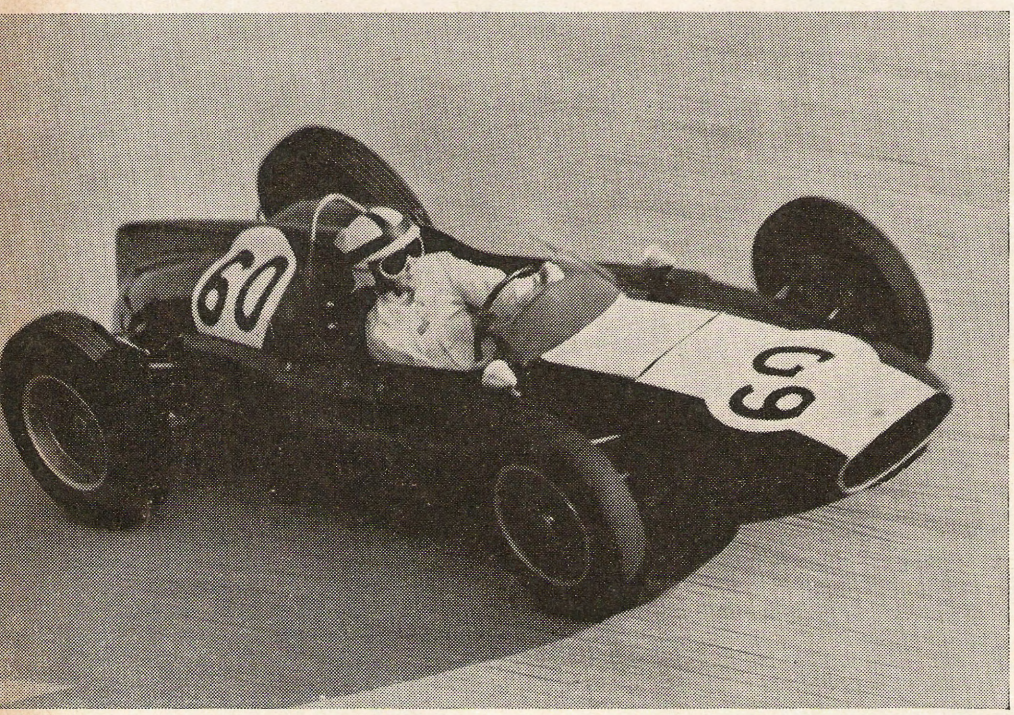
REMARKABLE STUDY (above) of the start, showing the grouping of the 32 cars in pairs. BELOW: On the banked section, Jack Brabham gets his Cooper in amongst the four Ferraris.



In point of fact, the race was hardly an advertisement for G.T. racing, being just about as dull as watching cars going down any autostrada. It certainly is a good thing that the F.I.A. have decided to retain sports-racing cars in next season's long-distance events.

Result

G.T. Races. 1,300 to 2,000 c.c.: 1, Huschke von Hanstein (Porsche GTL); 2, Ben Pon (Porsche Carrera Abarth); 3, **Christopher Lawrence (Morgan Plus 4);** 4, Renzo Cigarini (Fiat Zagato V8). **2,000 c.c. to 2,500 c.c.:** 1, Elio Zagato (Lancia Flaminia Zagato); 2, Piero Frescobaldi (Lancia Flaminia Zagato); 3, Giorgio Bassi (Lancia Flaminia Zagato). **Over 2,500 c.c.:** 1, Pierre Noblet (Ferrari 3000); 2, **Tony Maggs (Aston Martin Zagato);** 3, Lualdi Gabardi (Ferrari 3000); 4, Jean Kerguen (**Aston Martin Zagato);** 5, Alberico Cacciari (Ferrari 3000).



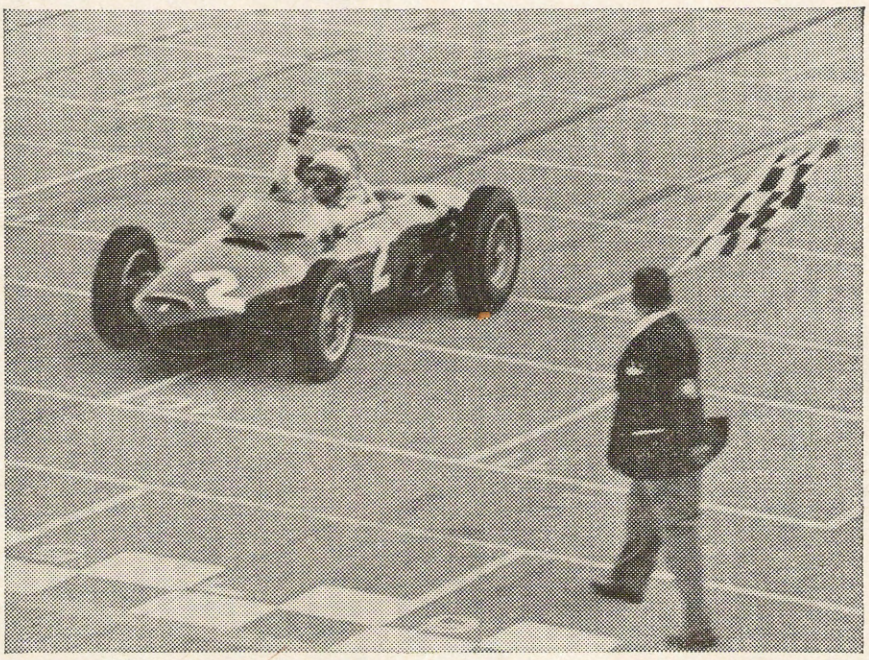
MAGNIFICENT EFFORT was that of Jack Lewis (above), who finished in fourth place after an extremely fine drive. RIGHT: The winner, Phil Hill, lifts a hand in acknowledgment as he receives the chequered flag at the end of the race.

Despite Graham Hill's good time with the V8 B.R.M., vaporization bothers caused fuel starvation, and rather than risk wrecking the prototype engine, it was decided to use the "fours". With Brabham almost certainly booked to come in early for water, the British challenge to Ferrari had weakened almost to vanishing point, with Clark over 3 secs. a lap slower than von Trips in practice.

For some odd reason, the starting grid was arranged in pairs, making 16 rows in all, stretching over 300 yards, well past the pits. Front row was occupied by von Trips and Rodriguez, the latter wearing a bright yellow crash helmet.

Stirling Moss appeared with a Team Lotus car, painted blue and green with yellow wheels. To confuse matters even further, Innes Ireland had a U.D.T.-Laystall Lotus, so the petrol-oil barons must have come to some sort of agreement, for Team Lotus are Esso contracted entrants, and U.D.T.-Laystall come under B.P.

Earl Howe dropped the flag, but already Rodriguez was on the move. The young Mexican immediately shut off, and waited on Phil Hill. The line of cars was so long, that the tail-enders were over 13 secs. behind before they passed the timing strip. Rodriguez out-accelerated Phil Hill, but the latter went in front, and at the South Bend Ginther also overtook the Mexican, and Graham Hill had been caught and passed by Jim Clark.



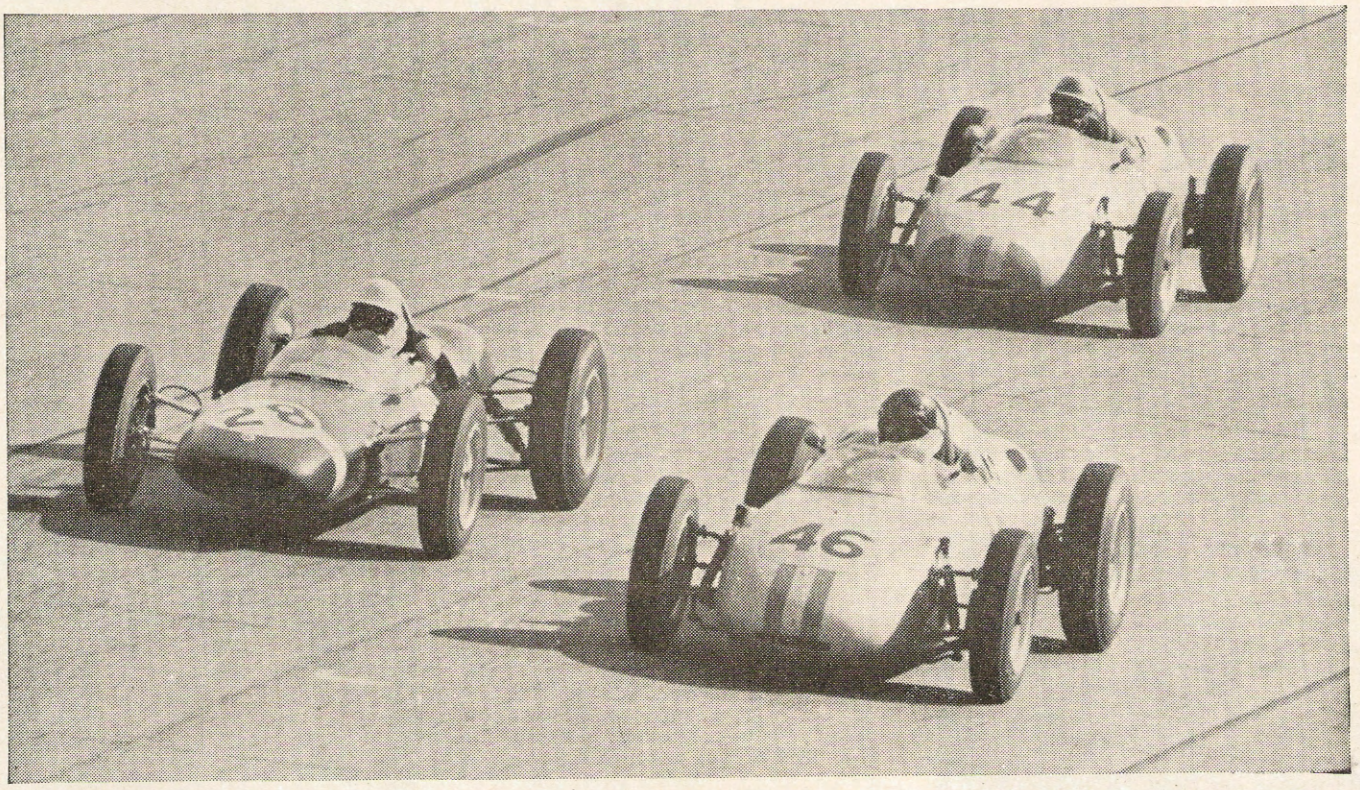
As the leaders swooped off the banking to complete the first lap, it was Phil Hill, Ginther, Rodriguez, Clark, Brabham, von Trips, Baghetti, Bonnier, Trintignant, Moss, Surtees and Graham Hill. Von Trips roared past Brabham and Clark, but going into the South Bend, he seemed to lose control and collided with Clark's Lotus. The Ferrari overturned, and reared up against a wire fence where many spectators were gathered. Von Trips was flung out, being instantaneously killed, but before the wrecked car finished up back on the track, it had created terrible havoc amongst the crowd. Jim Clark's Lotus also overturned, but the Scotsman escaped injury. For some time there was confusion, with officials attempting to remove the crashed Ferrari and attend to the dead and dying.

With two laps gone, it was Hill, Ginther, Rodriguez, Baghetti, Brabham, Moss and Gurney. Again there was an incident at the South Bend. Bonnier cut sharply in front of Surtees, and both cars collided. The Porsche driver continued, but the Yeoman Credit Cooper had to be retired at the pits with badly damaged suspension. Gerry Ashmore crashed at Vedano, and was taken to hospital.

Brabham was chasing the quartet of Ferraris, whilst Moss and Gurney were fighting it out almost wheel to wheel. Seidel's Lotus was in the pits, and Lippi's Osca-Tomaso was also in trouble. Ginther momentarily took the lead from Hill, but at the end of five laps the race order was:—

1. P. Hill (Ferrari), 14 m. 28 s., 207.373 k.p.h.
2. Ginther (Ferrari), 14 m. 28.1 s.
3. Rodriguez (Ferrari), 14 m. 28.2 s.
4. Baghetti (Ferrari), 14 m. 28.3 s.
5. Brabham (Cooper V8), 14 m. 28.6 s.
6. Gurney (Porsche), 14 m. 39 s.
7. Moss (Lotus), 14 m. 39.2 s.
8. Bonnier (Porsche); 9. McLaren (Cooper); 10. Brooks (B.R.M.); 11. G. Hill (B.R.M.); 12. Lewis (Cooper).

The struggle in front was immense, but Brabham grimly held on to the four red cars, and behind, Gurney, Moss, Bonnier and McLaren made a compact group, followed by the two B.R.M.s. Innes Ireland managed to edge in front of Lewis, who had Roy Salvadori close behind. The Ferraris kept chopping and changing places, with Ginther in front on lap 7, and third next time round behind Hill and Rodriguez. Masten Gregory stopped at the pits with his U.D.T.-Laystall Lotus, and Jack Fairman pulled Fred Tuck's Cooper in to try to cure a misfire.



PAST THE TRIBUNES comes Stirling Moss, in the four-cylinder Lotus, Dan Gurney and Jo Bonnier, in their Porsches.

Then, on the ninth lap the expected happened. Brabham coasted slowly into the pits to abandon the V8 with overheating. The race now became a Ferrari procession, albeit a high-speed one, for both Gurney and Moss were dropping about 2 secs. a lap to the Maranello machines. With 10 laps chalked up, the position was:—

1. P. Hill, 28 m. 39.7 s., 209.338 k.p.h.
2. Ginther, 28 m. 39.8 s.
3. Rodriguez, 28 m. 40 s.
4. Baghetti, 28 m. 40.1 s.
5. Moss, 28 m. 59.2 s.
6. Gurney, 28 m. 59.4 s.

After 11 tours, Graham Hill abandoned with engine trouble. Ginther took command for three laps, but the four red cars were so tightly bunched that it was difficult to sort them out individually. Bonnier had a lengthy pit stop, and dropped right out of the running.

Then proud Ferrari received a shattering blow, when both Rodriguez and Baghetti came into the pits at the same time. The Mexican's screen was covered in oil, and the Italian's engine had given up the ghost. Mechanics feverishly attacked the stricken cars, but eventually both were wheeled away to the dead car park.

This was a real turn up for the book, and an unlucky 13th lap for Ferrari. Still and all, Phil Hill and Ginther were firmly in the lead, with Moss and Gurney locked in combat some 25 secs. behind. Gregory, who had restarted, finally abandoned, as did Lippi. Bonnier was circulating very slowly, and the writing obviously was on the wall.

Ferrari were extremely worried, and signals were continually displayed to the two Americans. Consequently the lap speeds dropped slightly, and both Moss and Gurney began to creep closer. The pair were having a monumental dice, passing and repassing all round the circuit. Bruce McLaren, driving splendidly, had made fifth place his own, whilst behind, Tony Brooks was getting everything possible out of the B.R.M.

At the end of 20 laps the scoreboard read:—

1. Hill, 57 m. 17.9 s., 209.430 k.p.h.
2. Ginther, 57 m. 18.2 s.
3. Gurney, 57 m. 39.8 s.
4. Moss, 57 m. 39.8 s.
5. McLaren, 58 m. 29 s.
6. Brooks; 7. Lewis; 8. Salvadori.

All the others had been "doubled", the latest victims being Trintignant and de Beaufort. Now Ferrari began to have the wind up completely, for Ginther's engine lost its crisp note, and he gradually dropped behind Hill. On the 24th lap his car went to join the others in the dead car park, and Maranello's hopes rested entirely on Phil Hill. Dan Gurney was doing a magnificent job in holding Moss, and the pair were within 20 secs. of Hill. Then the latter started to open up a bit more, and pulled about 2 secs. a lap away from the battling pair.

By 25 laps, only Hill, Gurney, Moss, McLaren, Brooks and Lewis were on the same lap, and Jack Lewis was beginning to catch Brooks. The youngster was driving a superb race, completely cool and relaxed. Salvadori had seventh spot all on his own, with de Beaufort some way behind.

The Gurney-Moss dispute was highly exciting, both drivers getting everything possible out of their cars. Once or twice, Stirling actually passed Dan on the banking, but the Porsche and the Lotus were so evenly matched that neither could obtain any real advantage.

On lap 35 the general picture of the race was:—

1. Hill, 1 h. 40 m. 9.2 s.
2. Gurney, 1 h. 40 m. 38.6 s.
3. Moss, 1 h. 40 m. 38.9 s.
4. McLaren, 1 h. 42 m. 22.7 s.
5. Brooks; 6. Lewis; 7. Salvadori; 8. de Beaufort.

Then, to the consternation of Moss's well-wishers, the Lotus was driven slowly into the pits, and the unlucky Stirling had to abandon with wheel bearing failure. Unless anything happened to Phil Hill, a Ferrari victory was certain, and Dan Gurney had second place more or less in the bag.

The advance of Jack Lewis on Brooks was a minor sensation, and just before the end the B.R.M. was overtaken, and Lewis was in fourth place. Phil Hill pursued his way to final victory, after having driven a real World Champion's race. To the huge delight of Porsche, Dan Gurney sailed in to secure second spot, and after Bruce McLaren had acknowledged the flag for third place, all eyes were on the Lewis-Brooks struggle. Coming off the banking for the last time, Brooks made a desperate effort, and as they crossed the line it looked from the press box like a dead-heat. However, the timekeepers gave Lewis the verdict by one-tenth of a second, with three points in the World Championship. Into sixth place came Roy Salvadori, who had kept his end up magnificently. Only a dozen survivors were running out of the original 32, the race having taken a heavy toll mechanically.

It was indeed a blessing that a slight breeze kept temperatures within reason. It transpired that the unlucky Graham Hill also suffered from a puncture, just before his retirement.

Results

1. Phil Hill (Ferrari), 209.337 k.p.h. (129.182 m.p.h.)
2. Dan Gurney (Porsche).
3. **Bruce McLaren (Cooper).**
4. **Jack Lewis (Cooper-Climax).**
5. **Tony Brooks (B.R.M.)**
6. **Roy Salvadori (Cooper).**
7. Carel Godin de Beaufort (Porsche).
8. Bandini (Cooper-Maserati).
9. Maurice Trintignant (Cooper-Maserati).
10. **Tim Parnell (Lotus).**
11. **Henry Taylor (Lotus).**
12. Renato Pirocchi (Cooper-Maserati).

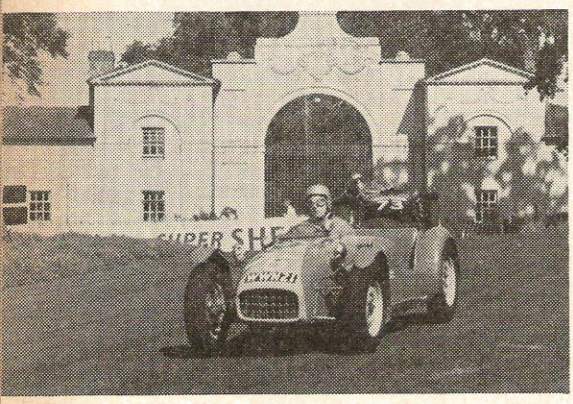
Fastest Lap: Baghetti (Ferrari), 2 m. 48.4 s., 213.776 k.p.h. (132.840 m.p.h.).

B.A.R.C. OULTON PARK

BY G. H. MACBETH

WHEN four cars overturn at one meeting on a circuit like Oulton Park, you can usually expect big trouble, but the British Automobile Racing Club were lucky on Saturday when, at their fourth Members' Meeting at this Cheshire parkland course, all four drivers escaped with little more than a shaking each. Worst hurt was G. H. D. Brown, making a dramatic debut in motor racing, who sustained a badly cut arm when, on his third lap of practice, he "lost it" at Island Bend and continued out of control virtually to Esso Bend where his TR3 inverted itself and came to rest close to the edge of the lake.

Racing opened with a handicap for



sports cars and scratch man Doug Graham was out immediately with a broken half-shaft, the car snaking wickedly after his first gear change and retiring at Old Hall Corner.

Meantime D. R. Powell, in an Allard-based Ford Special, called the GeeGee, made the best of his one-lap and one-minute start to lead for nearly half the race, before A. R. M. Pickering (Leco-M.G.) cancelled Powell's 20 seconds advantage to acquire first position. Towards the end the back markers suddenly appeared among the leaders, J. D. Hislop in a Lola-Climax, entered by Peter Dickinson, going extremely well to take second place on the sixth lap and to go in front on the final lap.

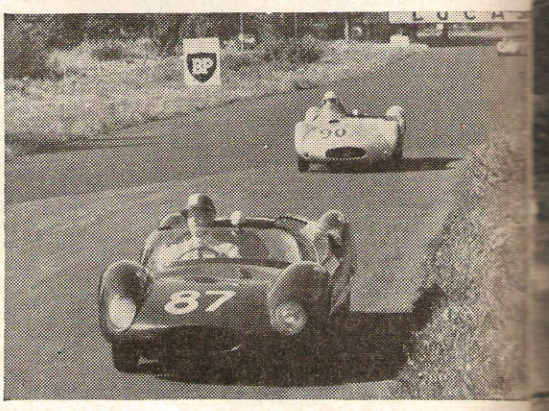
The closed car handicap which followed saw Edward Greenall on scratch and C. H. B. Wadsworth's Austin Seven on the limit mark, 2 mins. 20 secs. away, but not going sufficiently fast to hold off R. G. Smith's exceptionally fast Austin Seven for much more than a lap. Smith took the lead on the second time round but was already being hounded by Mick Cave's Austin A40 which took the lead on the third lap. Smith retired with overheating after holding second place for three more laps but by this time the field was closing up well, Paul Kelly (Courier) taking Chris Williams (Sebring Sprite) for third place on the fourth lap but not managing to pull away, while John Carden (Austin-Healey 100) closed right up on the pair of them so that at the finish two seconds covered the second, third and fourth cars.

By the time the field had left Knicker Brook on the first lap of the "marque" sports car race most of the interest was over, M. E. Waterhouse having tried to take his M.G.A Twin Cam (one of the ex-Dick Jacobs cars) past the expertly driven A.C.-Bristol of Bob Staples on this fast corner. The M.G. touched the verge, somersaulted over a tree (yes, over!) and deposited the driver safely on soft grass before smashing itself into an appalling mess beyond, luckily well off the course. Thereafter Bob Staples had a very easy run, which was a great shame, as Waterhouse's practice lap had been quicker than that of Staples and a fine scrap was lost. John Carden, now with his Austin-Healey in open trim, and G. H. F. Parkes (Austin-Healey 3000) ran in second and third places, finishing at 10-second intervals behind Staples, and the TR3s of W. J. Hemming and C. A. Fish both managed to keep in front of the hard-pressing M.G.A 1600 of Richard Ide. Staples is now unbeatable in the B.A.R.C.'s annual "Freddy Dixon" Trophy competition, decided throughout the season's Marque races.

LEFT: J. S. MacEwan leads P. D. Ivey out of Lodge Corner. RIGHT: Colin Escott, sports-car race winner, leads A. R. Pickering down the back leg.

The penultimate round of the Cibié Cup scratch race competition for saloon cars up to 1,000 c.c. and 1,001-1,600 c.c. produced the expected hair-raising battle between Bob Jankel (Super Speed Anglia) and "Doc" Merfield (Willment Anglia) and this time it was Jankel who came out on top, taking over the front place from Merfield on the third lap and staying there. Both were menaced throughout by Mick Cave's A40 and all three took the flag within less than three seconds, Jankel and Cave sharing fastest lap at an astonishing 2 mins. 13 secs. (74.73 m.p.h.). The larger class was led throughout by Jeremy Hodgson in Bill Blydenstein's Borgward, fourth overall. Since both groups had less than the six runners needed to score full points in this competition, tomorrow's final round at Goodwood finds Jankel and Merfield level in their bid for first place and Hodgson level with Cuff Miller (Sunbeam Rapier) and third in the class at Oulton Park behind Alan Frazer's Rapier for third place and the 1,600 c.c. class leadership, which should bring about a worthwhile struggle all round.

The scratch race for sports cars up to 1,100 c.c. and of unlimited engine capacity came next, providing Colin Escott



in the Cooper Monaco entered by N. Cussons with a runaway win from Doug Graham, for whom Brit Pearce had fitted a new half-shaft since the earlier race, having to go really hard to keep in front of the 1,100 c.c. Lola-Climax of Peter Boshier-Jones.

The final event was for G.T. cars, without special reference to the dreaded Appendix "J", so that Gordon Jones was able to have a run in his Climax-engined Marcos and Harry Digby was not ineligible because his Sprite was fitted with Daniel Richmond's remarkable twin double-choke Weber set-up on the B.M.C. twin-port head. Digby and John Woolfe (T.V.R. Grantura with B.M.C. engine) shared the back of the grid, having missed their proper practice sessions, but this did not seem to worry them unduly, for they were both in the middle of the large field of cars by the time they reached Old Hall Corner and, at the end of lap one, Woolfe lay third behind Jones and Greenall's Elite and only John Carden's Austin-Healey 100 and R. M. Wilson's Elite separated Digby from the leaders, he having passed all his class rivals. Three laps later he was past Wilson and was fifth overall and that is the way the race ran out, with Woolfe harrying Jones and Greenall and making fastest lap at 2 mins. 5 secs. (79.52 m.p.h.), Carden fourth, Chris Williams second in the 1,000 c.c. class to Digby and Cave again among the prize winners, taking third place in the class with his A40, ahead of all the other two-seaters, among whom John Seabrook was going well until he spun at Lodge Corner on the last lap but one, overturning and smashing his hard top but receiving no injury.

Results

Sports Car Handicap: 1, J. D. Hislop (Lola-Climax), 78.51 m.p.h.; 2, A. R. M. Pickering (Leco-M.G.); 3, N. Garbett (Lotus-Climax). **Fastest Lap:** Hislop, 2 m. 3.8 s., 80.29 m.p.h.

Closed Car Handicap: 1, M. H. Cave (A40), 72.47 m.p.h.; 2, P. C. Kelly (Elva Courier); 3, C. M. M. Williams (Sebring Sprite). **Fastest Lap:** Hon. E. G. Greenall (Elite), 2 m. 8.6 s., 77.29 m.p.h

Marque Scratch Race: 1, R. A. V. Staples (A.C.-Bristol), 75.66 m.p.h.; 2, J. Carden (Austin-Healey 100); 3, G. H. F. Parkes (Austin-Healey 3000). **Fastest Lap:** Staples, 2 m. 9.2 s., 76.93 m.p.h.

Cibié Cup Saloon Car Scratch Race: 1, R. Jankel (Super Speed Ford Anglia), 73.51 m.p.h.; 2, D. P. Merfield (Willment Ford Anglia); 3, M. H. Cave (Austin A40). **Fastest Lap:** Jankel and Cave, 2 m. 13.0 s., 74.73 m.p.h. **Up to 1,000 c.c.:** 1, Jankel; 2, Merfield; 3, Cave. **1,001-1,600 c.c.:** 1, J. Hodgson (Borgward), 71.24 m.p.h.; 2, A. B. Fraser (Rapier); 3, E. W. Cuff Miller (Rapier). **Fastest lap:** Hodgson, 2 m. 18.2 s., 71.92 m.p.h.

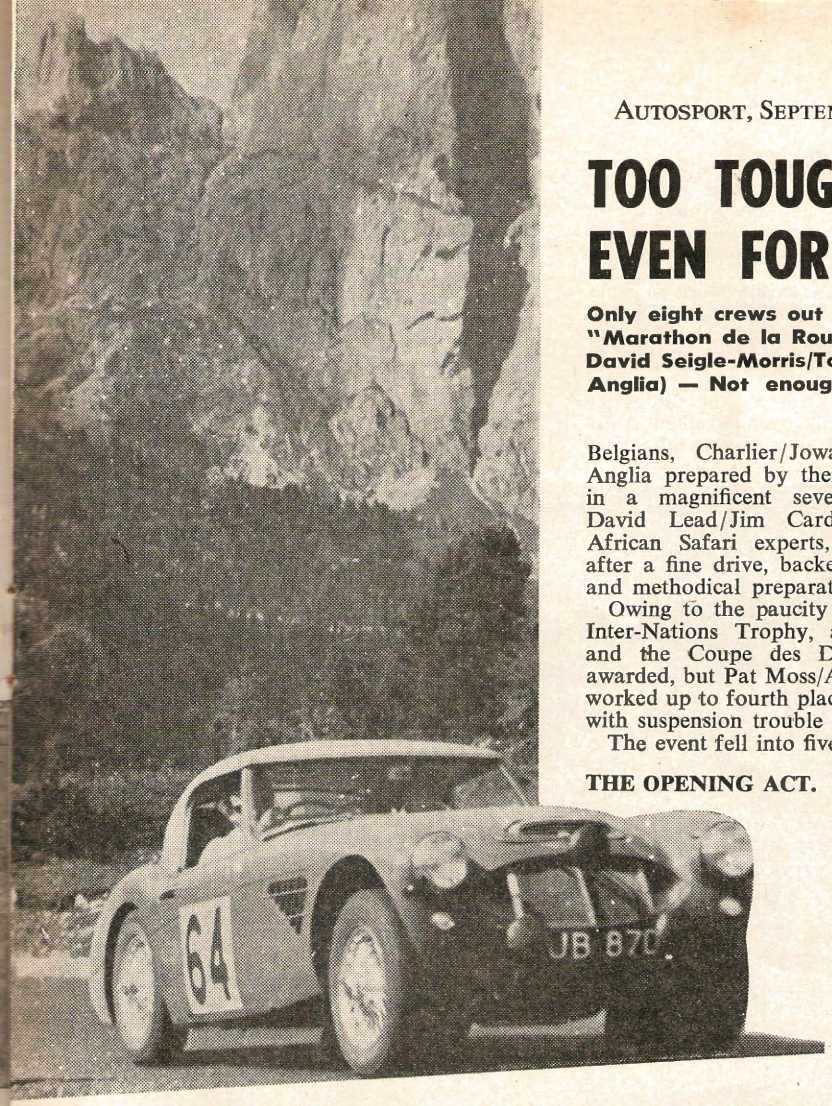
Sports Cars up to 1,100 c.c. and Unlimited: 1, C. G. Escott (Cooper Monaco), 86.06 m.p.h.; 2, D. Graham (Lotus); 3, P. Boshier-Jones (Lola). **Fastest Lap:** Escott, 1 m. 52.8 s., 88.12 m.p.h. **Up to 1,100 c.c.:** 1, Boshier-Jones, 82.86 m.p.h.; 2, I. G. F. Harrison-Hansley (Lola-Climax); 3, L. W. Keens (Lola-Climax). **Fastest Lap:** Boshier-Jones, 1 m. 58.2 s., 84.09 m.p.h. **Unlimited:** 1, Escott; 2, Graham; 3, Hon. E. G. Greenall (Elite). **Fastest Lap:** Escott, as above.

Grand Touring Cars up to 1,000 c.c. and Unlimited: 1, G. M. Jones (Marcos-Climax), 77.60 m.p.h.; 2, Hon. E. G. Greenall (Elite); 3, J. Woolfe (T.V.R.-Grantura). **Fastest Lap:** Woolfe, 2 m. 5.0 s., 79.52 m.p.h. **Up to 1,000 c.c.:** 1, H. B. Digby (Sprite), 74.03 m.p.h.; 2, C. M. M. Williams (Sebring Sprite); 3, M. C. Cave (A40). **Fastest Lap:** Digby, 2 m. 12.0 s., 75.30 m.p.h. **Unlimited:** 1, Jones; 2, Greenall; 3, Woolfe.

TOO TOUGH— EVEN FOR MARATHONIANS ?

Only eight crews out of 85 starters survive the first Liege-Sofia-Liege — The "Marathon de la Route" decisively won by Citroens — Fine Performance by David Seigle-Morris/Tony Ambrose (Austin-Healey) and Charlier/Jowat (Ford Anglia) — Not enough finishers for Coupe des Dames and Team Prizes

BY JOHN GOTT



SOLE BRITISH FINISHERS—and class winners—David Seigle-Morris and Tony Ambrose.

THE Royal Motor-Union of Liège has long been famed for running the fastest, toughest and least restricted of all true road rallies, but although the 1961 Marathon, the first Liège-Sofia-Liège, will certainly go down in rally history as the toughest rally ever, it perhaps went too far in severity.

The entry of 89 crews included most of Europe's top rally drivers on cars with a fine rally record and "works" support was given to them by B.M.C., Ford, Citroën, Mercedes, Porsche, Regie Renault, SAAB, Volvo and, interestingly enough, by the Japanese firm of Prince making its first essay into the rally business. Nevertheless, only eight of these "crack" crews survived the 3,432-mile route, which had to be covered almost non-stop, except for a rest of four hours at the turning-point, Sofia.

The crux of the rally was the return run across Yugoslavia which caused no less than 55 cars to drop out. At this stage Trautmann/Ogier were in a near unassailable lead with their Citroën, a make which showed to great advantage on the rough tracks in Yugoslavia, but retired with gearbox failure on reaching Italy. The lead was then taken over by Bianchi/Harris on another Citroën, which make numbered no less than three cars amongst the eight reaching Liège—a truly remarkable performance.

The best British performance was put up by David Seigle-Morris/Tony Ambrose on their "works" Austin-Healey 3000 which finished sixth, but two young Belgians, Charlier/Jowat, on a Ford Anglia prepared by themselves, finished in a magnificent seventh place, and David Lead/Jim Cardwell, the East African Safari experts, finished eighth after a fine drive, backed up by careful and methodical preparation.

Owing to the paucity of finishers, the Inter-Nations Trophy, all team prizes, and the Coupe des Dames were not awarded, but Pat Moss/Ann Wisdom had worked up to fourth place before retiring with suspension trouble in Yugoslavia.

The event fell into five main phases.

THE OPENING ACT. Spa to Kranjska Gora, 1,260 km. (783 miles), from 10 p.m. Wednesday, 30th August, to 6.45 p.m. Thursday, 31st August. 85 starters, 76 finishers.

Within 10 miles of the floodlit start from Spa, where the crowds of spectators were thicker than ever, came an 18 km./11¼ mile section from Stavelot to Montenau timed to the second. As the fastest car scored zero and all others were penalized according to the difference in minutes and seconds between their times and B.T.D., a "Leader Board" was immediately established.

As last year, Oreiller's Alfa GSV-Zagato headed this, but his time of 10 mins. 53 secs. (which represented an average of nearly 62 m.p.h. from a standing start over narrow lanes with straights at the most 200 yards long), improved on his last year's time by 56 secs. Second was Jamotte (Porsche S.90) in 11 mins. 6 secs. and third David Seigle-Morris in the Healey 3000 with 11 mins. 13 secs. The whole Healey team was favourably placed within the first 15 cars, but Carlsson's SAAB in 12 mins. was by far the fastest of the small cars, beating Greder's Renault Alpine and Sprinzel's Sprite by almost 2 mins. Bianchi was the fastest Citroën driver in 11 mins. 51 secs., but Bohringer in the big Mercedes 220SE was even faster, returning 11 mins. 41 secs.

Inevitably someone runs out of road on this opening stage and this year it was the Japanese Prince, which removed a most interesting entry very early on. The driver alleged that this was due to a spectator, but several competitors remarked how badly the Prince rolled even on the short run from Liège to Spa.

The run through the night to Neu Ulm was not unduly difficult, but two fancied crews went out with mechanical trouble. Feret/Monraisse, leading Regie Renault's official team, fell out with valve trouble, and Carlsson/Pavoni retired the "works" SAAB with piston failure. This was the same trouble which had occurred on the "Alpine" and it would seem that in Group III form the SAAB, although shatteringly fast, is far from reliable.

Owing to the tourist traffic, the run through Austria was "neutralized" at 46 k.p.h./28 m.p.h., but, even so, two unfortunate accidents eliminated three more top crews. Nicol/Joly hit a lorry with their Peugeot 404 and a three car collision eliminated the "works" Volvo P.1800 coupé of Gunnar Andersson (currently leading the European Championship), and the P.V. 544K of Nottorp/Hellberg. This latter accident was no fault of the rally crews as a tourist in an M.G.A drifted a corner on the wrong side of the road and collided with Andersson whilst Nottorp, following close on his team-mate, could not avoid the wreckage. Andersson and his co-driver, Walter Karlsson, went to hospital, but were not detained, but apparently the tourist will be detained for three weeks—in gaol!

On this stage, the Huntridge/La Trobe Mini-Minor, which had been rather hastily prepared, but which had gone very well over the Stavelot-Montenau section, retired with suspension troubles.

At Canazei, the 77 remaining crews prepared to attack the famous Dolomite passes, Pordoi, 7,356 ft., and Falzarego, 6,945 ft. At this control the inherent dangers of the "go-as-you-please" timing system became all too obvious. By allowing crews to book in at their own chosen times during the four-hour period that the controls were open, M. Garot had hoped to avoid bunching, unnecessary "dicing" and to make time-keeping as easy as possible for the crews. Many of the entries (including a lot of experienced drivers who should have known much better) had however, driven unnecessarily hard and were selfishly determined to book out at the exact moment that the controls opened. At Karlsrühe approximately 30 cars had taken off together almost simultaneously in a massed start which for "hairiness" made even Formula Junior starts look rather tame. This was stupid and selfish, but it was at least in the middle of the night when there was little other traffic on the road. At Canazei the same mad rush took place when tourist traffic was heavy and the inevitable result was a mass of justified complaints from rightly incensed tourists and a strong possibility that rallies will not be again allowed to use the passes in the tourist season.

This sort of behaviour is anti-social and can only result in stricter time-keeping, with penalties for being early and, worse still, a reduction in the permitted lateness from 4 to 2 hours. In

addition to being anti-social, it was also unintelligent as was exemplified over the Predil to Kranjska Gora section (56 km. (34½ miles) in 50 mins.), which included a climb up and over the Moistrocca Pass. As much of this section was over loose, dusty roads on which the leading car leaves a near impenetrable dust-cloud, it was obviously mere common sense to try to adjust one's starting time to when the atmosphere would be comparatively clear. However, the leading "peleton", then 10 cars strong, took off within seconds of each other and indulged in a terrific "dice" in a whirling cloud of dust. Fortunately there was no other traffic on the road, so tourists were not endangered, but several cars were pushed much harder than necessary and many drivers unnecessarily lost time through being unable to see where they were going.

Only seven crews managed the section on time, no fewer than three being on Citroëns, *i.e.*, Trautmann/Ogier, Bianchi/Harris and Rolland/Augias, the others being Walter/Wenscher (Porsche) (easily the fastest in an unnecessarily rapid 46 mins.), Poirot/Harmand (Porsche), Bohringer/Altonen (Mercedes 220SE) (second fastest in 49 mins.) and Seigle-Morris/Ambrose (Healey 3000). Pat Moss did 52 mins. and Blockley retired his Sprite on the section.

The Citroëns, the Mercedes and the Seigle-Morris/Ambrose Healey 3000 were already showing their paces, but the number of Citroëns amongst the leaders was a clear indication of the way things were likely to run out.

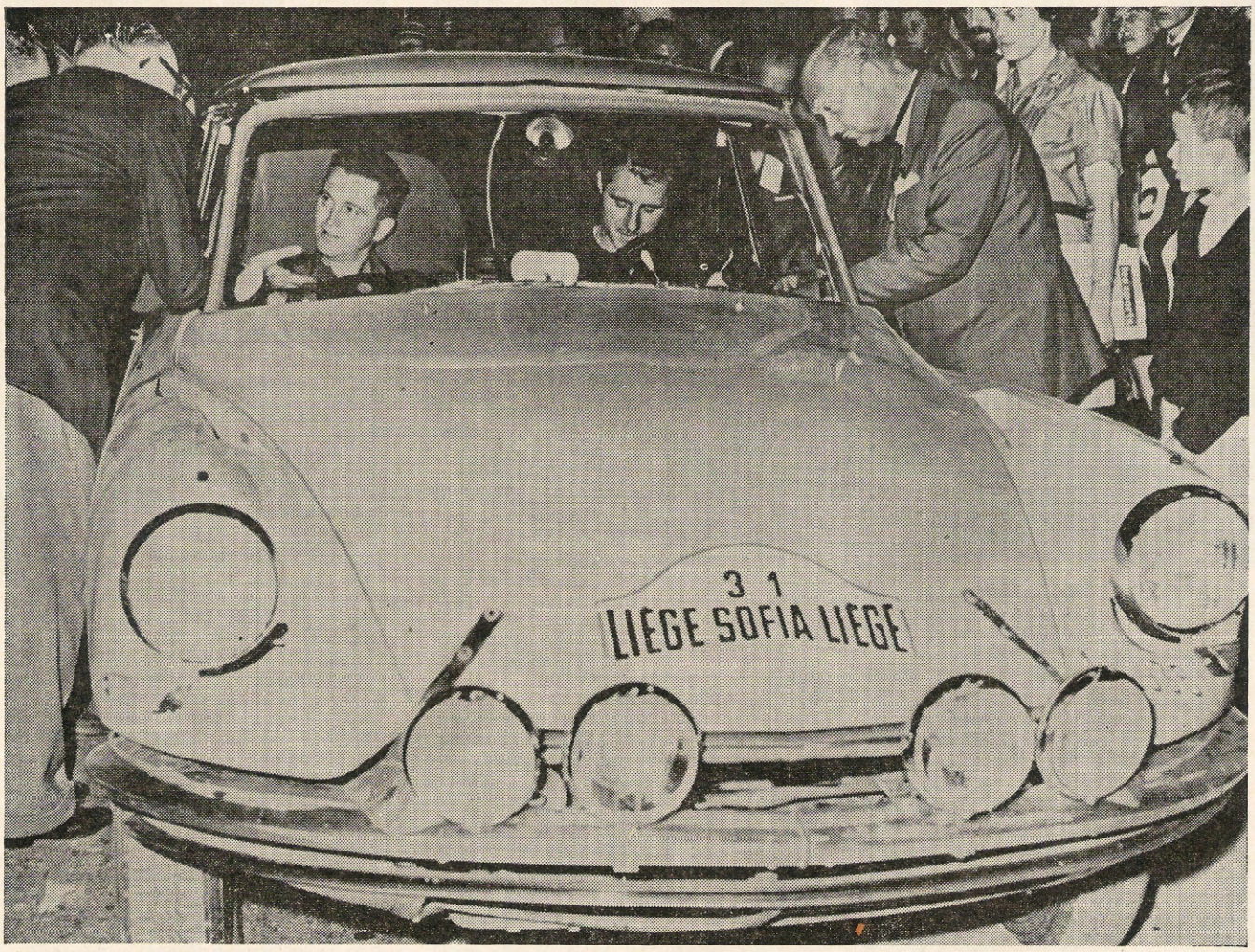
INTERLUDE. Kranjska Gora to Sofia, 1,013 km. (630 miles), from 6.45 p.m. Thursday, 31st August, to 7.30 a.m. Friday, 1st September. 76 starters, 68 finishers.

Although the run to the Bulgarian capital was mainly over excellent Autoput, the required average was around 50 m.p.h. and the second night of the Marathon always finds out weaknesses amongst cars and crews who are not in the top flight. The Levillan/Fury Citroën went out with brake trouble at Ljubljana, where 11 crews were late, including the Seers/Aldersmith M.G. Midget, plagued with electric troubles, and the Nutter/Nelson Mini-Minor, which was still fitted with a thermostat and accordingly boiling. This car, later, was outside time at Belgrade and so "hors course", a fate which also befell the Donnay/Mombaerts Porsche. Contrary to the reports of the recce. crews, the Bulgarian customs officials proved courteous, speedy and efficient and the public enthusiasm in that country for the Marathon was quite fantastic; the entire population of even small villages seemed to knock off work to see the cars through and there were huge crowds in Sofia itself.

On the run from Belgrade another three cars fell out; two, the Guichet/Badoche Citroën and the Wauters/Gossiaux Volvo, as the result of accidents, and the third, the Jamotte/Quintin Porsche, with carburation bothers. The Ruiters/Stapelaere Alfa Giulietta was also excluded at Sofia for arriving 2 mins. too late.

Thus at the halfway stage 68 crews were still in the hunt, with the Seigle-Morris/Ambrose Healey 3000 leading the field by 1 sec. from the Walter/Wenscher Porsche, which was in turn only 27 secs. ahead of the Bohringer/Altonen Mercedes 220SE. Citroëns still had four cars in the first 10 places, of which the highest was the alloy bodied DS19 with all "mod. cons." of Bianchi/Harris in fourth place, 10 secs. behind the Mercedes. Trautmann, biding his time, was seventh.

Pat Moss/Ann Wisdom were 10th and the other British crews were placed as follows: Grimshaw/Jones and Gott/Shepherd (Austin-Healey 3000s), 20th and 22nd; Sprinzel/Actman (Sprite), 23rd; King/Sproxton (Ford Zodiac), 34th; Hiam/Astle (Mini-Minor), 37th; Cobbett/Rolfe (Ford Zephyr), 43rd; Lead/Cardwell (Mercedes), 46th; Hook/Holmes (Vauxhall), 50th; Easter/Freeborough (Austin 7), 57th; and Seers/



CONGRATULATIONS for the winners as the victorious pair, Bianchi/Harris, arrive at the final control, where the road book is stamped for the last time.

Aldersmith (M.G.), 66th, 1 hr. 6 mins. behind the leaders.

When the Marathon ran via Rome, it was, however, always said that, as with the Mille Miglia, "He who leads at Rome will not lead at Spa," and the veterans were beginning to wonder whether the same tag would not hold true of Sofia. Unfortunately for B.M.C. and Britain, it did; indeed, of the leading 40 cars at Sofia only six were destined to reach Spa.

These unpleasant facts were, however, only a suspicion in the minds of the surviving crews as they knocked off for four hours of well-earned rest. Some didn't rest when they should have done, for Merckx/van Vooren were disqualified for trying to work on their Austin Seven in *parc fermé*.

THE CRUCIBLE. Sofia to Col, 1,636 km. (1,022 miles), from 11.30 a.m. Friday, 1st September, to 11 a.m. Saturday, 2nd September. 67 starters, 12 finishers.

The next 24 hours' motoring was probably the toughest in any rally ever run. Perhaps de Macar/Jambline suspected this, for they didn't start, saying that they were too fatigued.

The others set off, however, in good heart, with more than 10 cars leaping away in a massed start as soon as the control opened. This was a fine spectacle which greatly amused the citizens of Sofia, but it signally failed to impress the Yugoslav customs officials at Gjueshevo, where the "peleton" arrived almost wheel to wheel. After a junior official had been abused by a driver, the chief officer ordered a "work to rule", as a result of which the later arrivals were held up for over half an hour. Both the Bohringer/Altonen Mercedes and the Gott/Shepherd Healey, which were running in close company behind the leading mob, were delayed for 35 mins., but both made the Skopje control on time, as did the other Healeys. Twenty-one crews were, however, penalized for lateness and a further eight, including the Seers/Aldersmith M.G., now suffering from a broken exhaust system, and the Houel/Berthier Denzel, retired on the section. Skopje to Pec was less difficult as there were about 15 miles of tarred road in the middle of the section, but eight crews were again penalized, including the Army Vauxhall crew of Lt.-Col. Hook/Major Holmes, which was now running dangerously late.

These two opening Yugoslavian sections were difficult enough, but they were simple compared to the stages to come, for which the figures speak for themselves.

Pec to Rijeka, 205 km./127 miles in 3 hrs. 30 mins. 57 starters, 14 retirements, 40 crews penalized.

Rijeka to Kotor, 60 km./37 miles in 1¼ hrs. 43 starters, one retirement, 17 crews penalized.

Kotor to Split, 325 km./202 miles in in 5 hrs. 42 starters, 17 retirements, 23 crews penalized.

Split to Novi, 320 km./200 miles in 4½ hrs. 25 starters, six retirements, six crews penalized.

Novi to Col, 320 km./200 miles in 4½ hrs. 19 starters, seven retirements, 10 crews penalized.

It is difficult to convey in words the sheer physical endurance required over these sections. For hour after hour the cars slid and bumped over roads which a veteran Safari driver described as worse than anything in Africa, whilst the crews sweated it out in a cloud of choking, bitter dust. The schedule was such that there was no time to stop for food or drink, and any form of mechanical trouble meant almost certain exclusion on time. Passing other cars in a blinding cloud of dust on unfenced roads running alongside deep gorges was a frightening risk which had to be taken time after time by the faster cars, several of which were put out by hitting rocks which the drivers just could not see in the dust, and others of which ran off the road for the same reason.

Under such conditions the independently sprung saloons came into their own. Seigle-Morris went into a ditch from which he was tugged out by teammate Grimshaw, and Walter dropped back with plug trouble due to the appalling fuel, so a bitter battle for the lead was waged between the Citroëns of Trautmann/Ogier and Bianchi/Harris and the Mercedes of Bohringer/Altonen.

On these dirt roads the brilliant young Finn, who has recently won both the Polish and the Finnish 1,000 Lakes rallies by his fantastic driving on loose surfaces, more than held his own against all that the Citroëns could do, which, with Trautmann at the wheel, has to be seen to be believed.

Only the two Citroëns and the Mercedes did Pec to Rijeka on time, so Bohringer/Altonen took over the lead, as they had been ahead of both Citroëns at Sofia. Kotor to Split saw the end of the "clean" run of Bianchi/Harris, for Harris hit a tree and dropped 14 minutes, which did not, however, lose the car its third place. On the Novi to Col section Trautmann took over the lead for which he had fought so long, as the Mercedes had a succession of punctures—but no tyre levers to change the tubes! Thus only Trautmann performed the fantastic feat of doing all the Yugoslavian sections on time.

Independent suspension had shown its worth over the appalling roads, but a magnificent effort on behalf of cart-springs had been put in by Pat Moss and Ann Wisdom, who by sheer brilliant driving had lifted their Healey into fourth place, only to have the front suspension break up near Col and enforce their retirement.

At Col only 12 cars were still left in, the leaders having lost 1 min. 26 secs. and the 12th car, the gallant Mini-Minor of David Hiam/Derek Astle, being no less than 2 hrs. 57 mins. adrift. However, to be in the running at all when so many had fallen out was a magnificent achievement, which was also shared by the Safari experts, Lead/Cardwell, who had unobtrusively taken their Mercedes 220SE into 10th position, and the staggering Ford Anglia of the "unknowns", Charlier/Jowat, who were 11th.

The only other British crew still running was David Seigle-Morris/Tony Ambrose in a meritorious seventh place, their Healey being the sole survivor of the team, as Grimshaw/Jones had dropped out with suspension trouble and Gott/Shepherd with a smashed sump. The Sprinzel/Actman Sprite had broken its rear springs and then worn a hole in the petrol tank, so it too had to retire. whilst the Hook/Holmes Vauxhall, the Cobbett/Rolfe Ford and the Freeborough/Easter Austin Seven just ran out of permissible lateness and the King/Sproxton Ford went missing on Novi to Col.

In all, the Yugoslavian stage had put out 55 cars, many smashed beyond repair, but fortunately no crews were badly injured.

WE'VE MADE IT! David Seigle-Morris/Tony Ambrose, the only British crew on a British car to finish the 1961 Marathon, look justifiably pleased at their achievement. M. Garot, of the Royal Motor-Union (third from left), is apparently pondering how he can stiffen up next year's Marathon!

UP goes the barrier, and the David Hiam/Derek Astle Mini-Minor hustles through—passing a Citroën rally service "depot".

THE AGONY CONTINUES. Col to Trafoi, 704 km. (462 miles), from 11 a.m., Saturday, 2nd September, to 1.15 a.m., Sunday, 3rd September. 12 starters, eight finishers.

It is always the intention of the Royal Motor-Union that the winners of the Marathon shall remain in doubt until the last of the Alpine passes has been climbed. In normal years, with the Croce Domini and the Gavia (both thought too rough for the "Alpine" route), the Vivione and the Stelvio, to say nothing of half-a-dozen little passes between Forno di Zoldo and Rovereto, this could well be the case. In 1961, however, Yugoslavia had so firmly fixed the leaders' places that only mechanical trouble could alter them. This hit the unlucky Trautmann, who for the second year running came out of Yugoslavia in an unassailable lead, only to have his car break up under him, this year with gearbox failure. Bianchi/Harris, therefore, passed into the lead, 41 mins. ahead of Bohringer/Altonen, who were, however, themselves in suspension trouble and only 8½ mins. ahead of the Walter/Wenscher Porsche and 9½ mins. ahead of the Neyret/Terramorsi Citroën. Rather than risk a complete collapse, the Mercedes crew took it fairly easily over the rough stuff, wisely determining to hang on to a safe fourth place (and £350!), rather than join the non-finishers in a blaze of glory.

At club H.Q. in Liège is a magnificent scoreboard upon which is shown the passage of all the cars through each control. From this it was obvious that unless the cars failed, the first six, the Bianchi/Harris Citroën, the Walter/Wenscher Porsche, the Neyret/Terramorsi Citroën, the Bohringer/Altonen Mercedes, the de Lageneste/Burglin Citroën and the Seigle-Morris/Ambrose Healey, must finish in that order. What was more dramatic was whether the five other cars, respectively Verrier/Jourdain (Citroën), Patte/Lhote (Volvo), Lead/Cardwell (Mercedes), Charlier/Jowat (Ford Anglia) and Hiam/Astle (Mini-Minor), all of whom had more than 2½ hours lateness, could reach the controls up to Trafoi at the far side of the Stelvio before they closed. On the Forno di Zoldo to Rovereto stage the gallant Mini-Minor, now in trouble with its suspension, dropped 8 mins. Over the Croce Domini it was "clean", but the Volvo dropped 8 mins., the Citroën 5 mins. and the Anglia 1 min. Over the Vivione, all were late and the Volvo retired, its crew knowing that they would never get over the Stelvio on time and not wishing to punish a gallant machine any more. David Hiam and Claud Verrier hurled their cars desperately down the 40-plus hairpins, but to no avail, as the remorseless clock beat them both, the Mini failing by only 2 mins.—a truly heart-breaking end to a most gallant drive. The best performance over the Gavia-Vivione-Stelvio loop was by the Bohringer/Altonen Mercedes with 16 mins. lateness, followed by the Walter/Wenscher Porsche and the Bianchi/Harris Citroën with 20 mins. Next up was the astounding Ford Anglia with 25 mins. lateness, an effort which wrested seventh place from the Lead/Cardwell Mercedes, and netted the young Belgians an additional £35 in prize money.

Official Classification
(Replacing the Provisional Classification published in the issue of 8th September)

1. Bianchi/Harris, **B** (Citroën DS19. Group IV), 40 m. 58 s. late.
2. Walter/Wenscher, **D** (Porsche Carrera. Group III), 1 h. 31 m. 21 s. late.
3. Neyret/Terramorsi, **F** (Citroën ID19. Group II), 1 h. 34 m. 16 s. late.
4. Bohringer/Altonen, **D/SF** (Mercedes 220SE. Group II), 1 h. 53 m. 40 s. late
5. de Lageneste/Burglin, **F** (Citroën DS19. Group III), 2 h. 7 m. 41 s. late
6. **Seigle-Morris/Ambrose, GB (Austin-Healey 3000.** Group III), 2 h. 44 m. 20 s. late.
7. Charlier/Jowat, **B (Ford Anglia.** Group IV), 3 h. 10 m. 32 s. late.
8. **Lead/Cardwell, GB** (Mercedes 220SE. Group II), 3 h. 19 m. 19 s. late.

Category Classification

Group II, Touring. 29 Starters, three finishers.
Unlimited: 1, Bohringer/Altonen (Mercedes 220SE); 2, **Lead/Cardwell** (Mercedes 220SE).
Up to 2 litres: Neyret/Terramorsi (Citroën ID19).
Group III, Grand Touring. 48 Starters, two finishers.
Unlimited: Seig'e-Morris/Ambrose (Austin-Healey 3000).
1,600-2,000 c.c.: de Lageneste/Burglin (Citroën DS19).
Up to 1,600 c.c.: Walter/Wenscher (Porsche Carrera).
Group IV, Sports. Eight starters, two finishers.
Bianchi/Harris (Citroën DS19); Charlier/Jowat **(Ford Anglia).**

For eight crews, the survivors of 85 who had left Spa with such high hopes three nights ago, the main suspense was over and all that remained was the long trail back to Spa.

THE LONG DRAG HOME. Trafoi to Spa. 862 km. (535 miles), from 1.15 a.m. to 4 p.m., Sunday, 3rd September. Eight starters and eight finishers.

This, however, could never be considered a "piece of cake", for the cars were battered and the crews were desperately weary. Bianchi was worried about his engine, Seigle-Morris about his suspension and Bohringer about his axle. The least worried of all were Charlier and Jowat, the "unknowns" who had brought their cheap, home-tuned Ford Anglia through the toughest Marathon ever, a feat which merited the applause with which they were greeted at Spa. Ironically enough, Norman Masters had been sent out from England to look after another Belgian Ford Anglia, which had retired early on in Yugoslavia.

But any crew which completed the 1961 Marathon will be able to say with pride that they were of the élite which the toughest rally yet devised was unable to defeat: it is likely to be many years before a similar claim can be made, for even the Royal Motor-Union are unlikely to run so hard a Marathon again. All honour, therefore, to the eight magnificent crews who finished the first Liège-Sofia-Liège.

Club News

By MICHAEL DURNIN

THE **Shenstone and D.C.C.** are to run their Buxton rally on 14th-15th October and have invited B.T.R.D.A., B.A.R.C., 432 M.C., Lancs and Ches M.C., M.G.C.C., M.M.E.C., Pathfinders and Derby M.C., Stafford and D.M.C. and Sunbac. The 200-mile event will start from Lichfield. Regs. from M. F. Finnemore, 3 High Street, Sutton Coldfield, who must have all entries by 2nd October. . . . On 1st October **Allard O.C., Herts County A. and Ae. C., North London E.C.C.** and **Triumph S.O.A.** are to co-promote a sprint at Eelmore Plain near Farnborough. Entries to Mrs. R. W. May, 25 Hardinge Road, London, N.W.10. . . . **Vickers (Weybridge) M.C.** are promoting their Vanguard Rally on 21st-22nd October and have invited Chiltern C.C., Craven M.C., C.S.M.A., B.A.R.C., Fairey Av. Co. M.C., Hants and Berks M.C., London M.C., Mid-Surrey A.C. and Smiths M.C.; the event counts towards the Central Southern Association championship. Regs. for this 300-miler (which is to start at Byfleet, Surrey, and finish at Newbury, Berks) are available from Mrs. Margaret Hussey, Kimberley, Swallowfield, Berks, who should have all entries by 18th October. The club promise to find a winner on the road and say that the event will be on Tulip cards, six-figure references (no ¼s) and marked map. . . . A new venture, the **Alpine and Rapier M.C.,** is being started and will, when enough members have been enrolled, be registered with the R.A.C. Details from Mrs. J. Pennells, 21 Avondale Drive, Loughton, Essex. . . . Regs. are available for the London M.C.'s Norwester Rally, which is to take place 28th-29th October and will be open to T.E.A.C., M.G.C.C. (S.-E.), Liverpool M.C., Harrow C.C., Hants and Berks M.C., Forces M.C., Circle C.C., Bolton-le-Moors C.C. and B.A.R.C. Starting from a point near Harwell, the rally will cover some 350 miles. Secretary of the event is Mrs. M. E. Wells, c/o Rogers, Chapman and Thomas, 36 Southampton Street, Strand, London, W.C.2, who must have all entries by 9th October.

LIVERPOOL M.C. JEANS GOLD CUP RALLY

THE Liverpool Motor Club's Jeans Gold Rally which was run over a testing 200-mile course in the Pennines and the Lake District last week-end was won convincingly by D. E. Pollard and J. A. Baines in a Sunbeam Alpine hardtop. The runners-up were Tony Fisher and Brian Melia (Austin Seven), followed by Reg McBride and Don Barrow (Ford Anglia).

The rally started near Blackburn at 10.30 p.m. on the Saturday evening and an excellent entry of 86 was received including most of the "circus" who were out to improve their championship positions. The route was known to competitors before the start, and a route card showing the directions of approach and times due at some 60 map references was handed out half an hour before the starting time of each car. Those who had competed in the rally before were not expecting an easy night despite being forewarned as to the route, for the terrain available in the North ensures the necessity for hard driving and accurate navigating. Mike Hughes was the clerk of the course for the third successive year and he always tries to lay on a rally which is as near as possible to the better Continental events.

START of the Jeans Gold Cup Rally for the Anglia of Phil Simister/ Graham Robson. Graham later described the rain as the heaviest he had ever seen!

At the start the weather was warm and dry and competitors expected a hot and dusty ride. However, within half an hour of the first car starting, the Pennines were in the throes of one of the most spectacular thunderstorms ever seen. For the drivers it was a case of peering through an almost solid wall of rain whilst lightning alternatively lit up the whole scene and then plunged it back into darkness. Navigators of the earlier cars were suffering, too, as at the height of the storm no fewer than eight gates had to be opened!

Most of the entry lost time on this section and it is rather a pity that an event of this nature should have become a gate-opening contest, although it does appear that this was unintentional as the organizers had meant to have the gates opened. Some competitors were in trouble from the elements, Bobby Parkes and Roy Dixon (Healey 3000) losing eight minutes when their wipers fused and Harry Jacoby's TR3A being amongst those who lost time stopping to dry out the electrics. Tony Fisher's Austin Seven and the Anglia of Roy Fidler and John Hopwood were both seen to be motoring at great speed despite the rain, which Graham Robson, navigating for Phil Simister, described as the worst he had ever seen in his life!

The rally was heading via the West Riding to the Farmers Arms Hotel at the south end of Lake Coniston, which marked the end of the first of the two stages into which the event was divided, and by the time this was reached everyone had lost marks. Just prior to the end of this stage competitors had to tackle two 30 m.p.h. special stages timed to the second by qualified timekeepers. The first of these allowed 90 seconds for a climb of Tow Top which only Parkes and Jacoby did on time, the test obviously favouring powerful cars. The second one, a 40-second dash through a well surfaced but twisting woodland road, was more equitable and seven cars cleaned it.

Unfortunately, it turned out that insufficient time had been allowed for competitors both to tackle the special stages and refuel at the official garage, and penalties incurred at the Farmers Arms control were subsequently scrubbed.

The route then led via a selection of the narrower and higher Lake District hills and passes, including the Woodlands Station Road, to Cockley Beck Bridge, at the eastern end of Hardknott. From here a five-minute special stage led over Hardknott and included both the climb and the descent, thus evening out the differences between big and small cars as was shown by the results when Parkes did best time on the big Healey followed by the Herald coupé of B. Hadfield and G. Haggie.

Continuing east, the route then doubled back via Ulpha to Cockley Beck again and then over Wrynose Pass to

(*continued on page* 374)

Coming Attractions

14th-22nd September. Tour de France.
15th-18th September. Viking Rally.
16th September. *Peterborough M.C. Race Meeting, Silverstone.*
16th-17th September. *Forces M.C. Cotswold Rally.*
Godiva C.C. Godiva Rally. Starts, Coventry and Bolton, approx. 7.30 p.m.
17th September. Grand Prix of the Century (I.C.), Monza.
B.A.R.C. Hill-Climb, Brunton, near Collingbourne Deuces, Dorset.
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk.

JAGUAR DRIVERS' CLUB SILVERSTONE

BY PATRICK MCNALLY

GORDON LEE scored a hat trick at the Jaguar Drivers' Club meeting at Silverstone last Saturday when he won all three races he was entered in after a superb high-speed demonstration in his Lister-Jaguar. The organizing club were fortunate enough to have ideal conditions for their meeting which included the Michael Head, the Classic and Colibri Trophy races.

Just as exciting as ever was the duel in the first race of the day, a five-lapper for cars complying with the 750 Formula. David Boorer, after leading from start to finish, came home a couple of seconds ahead of Mike Forrest's incredible Austin Seven saloon; however, Forrest set fastest lap of 1 min 25.4 secs. which is really motoring! B. A. M. Small lay in third place for the first lap until M. Thompson displaced him; behind these two came R. Eade and G. A. Yearsley.

There followed a five-lap handicap for Austin-Healey, M.G. and A.C. cars. In the Austin-Healey class A. Tester won from M. G. Greaves and J. Downs, all three in Sprites. In the M.G. class, Pat Baron (M.G. Midget) just won from A. Olins (M.G.A 1600 with J. Rider and Gordon Cobban following. The A.C. class was won by A. Pollard from D. Duncan and F. J. Warnell.

Another handicap race followed with different awards for XK and Jaguar saloons. Overall winner was L. Foot who led from the second lap in his 3.4, comfortably winning his class from Peter Woodroffe and our trans-Atlantic friend D. Hadoulis (3.4s). In the XK class, J. P. Trew just won from C. M. Leaver and L. Fowler—all three in 120s. Donald Smith had led this class at one stage but his efforts for an overall victory had caused a last lap spin which dropped him to fourth place in his class. Jack Lambert in the "E"-type was a little too harshly handicapped and was never in the chase.

Although Mike Beckwith finished second in the Lotus handicap event, he certainly gave the spectators value for money. The race was won by Peter Deal (Seven) who was first away, a minute ahead of scratch man Beckwith. Deal led after the second lap from D. S. Russell and R. S. Chapman (Sevens); after three laps Peter Deal was drawing well away from the rest of the field and I have a feeling that he must have foxed the handicappers! With four of the five laps completed, Mike Beckwith (Eleven) had moved into fourth place but despite a superb drive, his fastest lap, 1 min. 10 secs., a speed of 82.70 m.p.h., he was just unable to catch the winner.

The Colibri Trophy race was the next item on the programme, the awards being presented by the well-known manufacturers of cigarette lighters. Rodney Crouch, secretary of the meeting, tells me that Colibri have decided to make this an annual affair which seems to be a first-class idea. Peter Woodroffe won the over 2,500 c.c. class quite comfortably after a very steady drive in his 3.4 from John Dean (3.4); these two also finished one-two overall. Fifth overall, and winner of the 2,500 c.c. class, was J. G. Binns (TR3) who finished some way ahead of J. M. Pinks and L. C. Hawkins who were both in 2.4 Jaguars.

J. D. Allen won the up to 1,000 c.c. class in his Mini-Minor from G. Proctor's Ford 105E. Roger Nathan (Lotus Elite) finished third overall and also won the 1,600 c.c. class from Mrs. Lambert (Lotus Elite).

The most exciting race of the day was a 10-lap scratch race for sports cars up to 1,000 c.c. and from 1,601 to 2,500 c.c. As the cars came round on the first lap the leader Edward Marchant took to the grass but succeeded in holding his Lotus Seven beautifully to continue at the head of the field. J. M. Manfield (Lotus Seventeen also arrived too fast at Woodcote, spinning across the track right in front of the timekeepers' box, this manoeuvre cost him half a dozen places. With half-distance gone, Marchant had a comfortable lead from R. Burnard (A.C. Bristol), the latter leading the large class from F. J. Warnell (A.C. Bristol) and Peter Marten (Morgan Plus 4). Ken Wiggins (Lotus Seven) had a moment at Woodcote when he went on the grass to avoid a sliding Sprite, the ensuing spin going on for a good hundred yards, the driver only avoiding hitting the pits by use of full throttle. The R.A.C. steward viewed this display with disapproval and Mr. Wiggins found himself black-flagged. Meanwhile, Marchant had won comfortably from Burnard, with Deal second in his class and in third place.

A frantically long heading in the programme told us the next race was for Jaguars of all shapes and sizes. Gordon Lee (Lister) made an incredibly quick start to lead the pack into Copse Corner, and for the following nine laps continued to extend his lead. Michael Salmon lay in second place throughout the event unable to make a serious challenge as the limited-slip differential on his immaculate "D"-type was not functioning correctly, causing the back axle of the car to tramp and generally waste power, particularly on the exits of Copse and Woodcote. In third and fourth places lay Robin Sturgess ("E") and Peter Sargent in his specially modified "E". These two engaged in a race-long scrap culminating in Sturgess's red car finishing a second ahead.

Gordon Lee scored his second victory of the day in the all-comers scratch event. Gordon made by far the best start to lead from Mike Beckwith on the first lap, but by the time they passed the pits Mike Salmon had moved into second place. Peter Sargent, having altered the front suspension on his "E" was obviously finding the handling better for he was having his revenge on Robin Sturgess whom he led throughout this race. With four laps gone Gordon Lee was well in the lead with Mike Salmon dropping back a fraction; Mike Beckwith lay in a comfortable third position well ahead of the two "E"-types. D. Marriott (Lotus Eleven) succeeded in splitting the "E"s on lap four, a position he maintained to the finish. When Gordon Lee took the flag, he had lapped even Peter Sargent in the "E"-type, the only people on the same lap as him being second man Salmon, who was still suffering from rear axle trouble, and Mike Beckwith who took third spot.

The last race of the day saw classes for sports cars over 1,000 c.c. but under 1,600 c.c. and sports cars over 2,500 c.c. At the Le Mans start a certain amount of drama was caused when it appeared that Gordon Lee's Lister would not fire; however, Gordon did get off about half a lap down on the rest of the field. Peter Sargent had made the best start and led for two laps until Mike Beckwith succeeded in passing him on lap three. Gordon Lee had already moved up into third place to the delight of the crowd and on the fourth lap had passed Beckwith and started to extend the lead. Behind Beckwith's well-driven Lotus Peter Sargent was having it more or less his own way leading N. J. Scott-Wallace ("C"-type) who in turn was tussling with D. Marriott (Lotus Eleven). Little or no place-changing went on in the last three laps and Gordon Lee crossed the line three seconds ahead of Mike Beckwith, with Peter Sargent in third place.

Although the meeting ran more or less to time it was pointed out that no specific periods had been allocated to the various cars to be scrutineered or practised in the morning, resulting in a certain amount of chaos and aggravation to competitors. Certain clubs run scrutineering and practising to very exact schedules, which makes life easier.

Results

750 Formula Cars: 1, D. Boorer, 65.84 m.p.h.; 2, M. Forrest; 3, M. Thompson. **Fastest Lap:** Forrest, 67.78 m.p.h.

Handicap Race for Austin-Healey, M.G. and A.C. Cars: 1, A. Tester (Austin-Healey Sprite), 67.69 m.p.h.; 2, M. G. Greaves (Austin-Healey Sprite); 3, J. Downes (Austin-Healey Sprite). 1, P. Baron (M.G. Midget), 63.31 m.p.h.; 2, A. Olins (M.G.A 1600); 3, J. F. Rider (M.G.A). 1, A. Pollard (A.C.), 58.03 m.p.h.; 2, D. Duncan (A.C. Ace); 3, F. J. Warnell (A.C. Ace).

Handicap for XK and SS cars and Jaguar Saloons. XK and SS cars: 1, J. P. Trew (XK 120), 72.69 m.p.h.; 2, C. M. Leaver (XK 120); 3, L. Fowler (XK 120). **Fastest Lap:** R. B. Beck (XK 120), 76.37 m.p.h. **Jaguar Saloons:** 1, L. Foot (3.4), 68.17 m.p.h.; 2, P. J. Woodroffe (3.4); 3, D. Hadoulis (3.4). **Fastest Lap:** Woodroffe, 73.28 m.p.h.

Lotus Handicap: 1, P. W. Deal (Lotus Seven), 72.07 m.p.h.; 2, M. G. Beckwith (Lotus Eleven); 3, D. Goodwin (Lotus Seven). **Fastest Lap:** Beckwith, 82.70 m.p.h.

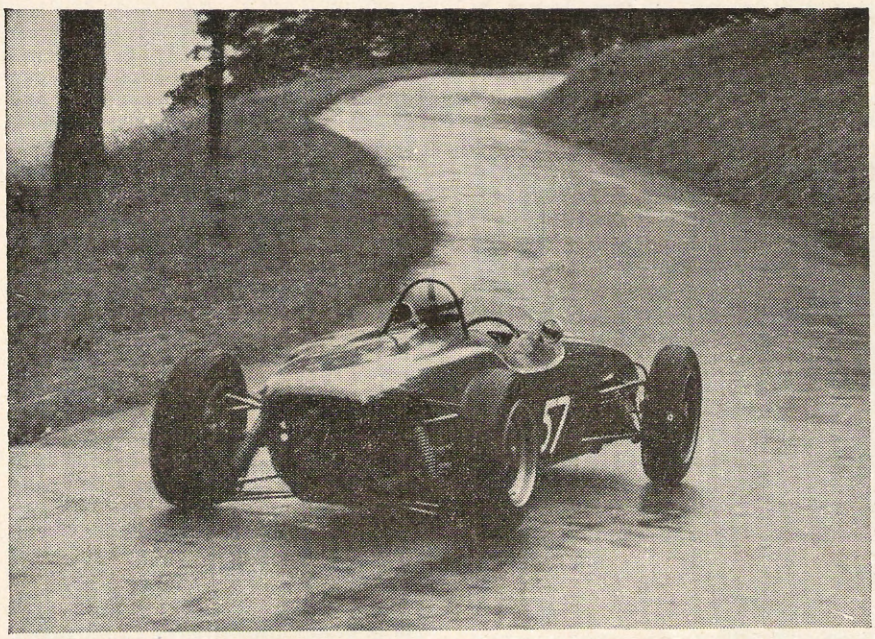
Colibri Trophy Race. Up to 1,000 c.c.: 1, G. D. Allen (Mini-Minor); 2, G. Proctor (Ford Anglia); 3, R. Bunting (Austin A35). **1,101 c.c. to 1,600 c.c.:** 1, R. D. Nathan (Lotus Elite); 2, Mrs. I. N. Lambert (Lotus Elite); 3, M. W. Winch (Simca Aronde). **1,601 c.c. to 2,500 c.c.:** 1, J. G. Binns (Triumph TR3); 2, J. M. Pinks (Jaguar 2.4); 3, L. C. Hawkins (Jaguar 2.4). **Over 2,500 c.c.:** 1, P. J. Woodroffe (Jaguar 3.4); 2, J. W. Dean (Jaguar 3.4); 3, D. Hadoulis (Jaguar 3.4).

Sports Cars up to 1,000 c.c.: 1, E. Marchant (Lotus Seven), 74.22 m.p.h.; 2, P. W. Deal (Lotus Seven); 3, J. M. Manfield (Lotus Seventeen). **Fastest Lap:** Manfield, 76.98 m.p.h. **Sports Cars 1,601 c.c. to 2,500 c.c.:** 1, R. Burnard (A.C. Bristol), 73.61 m.p.h.; 2, F. J. Warnell (A.C. Bristol); 3, P. W. Marten (Morgan Plus 4). **Fastest Lap:** Warnell, 75.97 m.p.h.

Jaguar Scratch Race: 1, Gordon Lee (Lister-Jaguar), 83.22 m.p.h.; 2, M. Salmon ("D"-type); 3, R. Sturgess ("E"-type). **Fastest Lap:** Lee, 85.38 m.p.h.

Bentley and Lagonda Cars. Bentleys: 1, H. Rose (4½-litre), 62.96 m.p.h.; 2, C. Morley (6½-litre); 3, B. M. Russ-Turner (4½-litre). **Fastest Lap:** Russ-Turner, 67.63 m.p.h. **Lagondas:** 1, I. G. MacDonald (Lagonda), 63.67 m.p.h.; 2, J. M. Read (Lagonda Rapier); 3, J. B. Edwards (Lagonda M45). **Fastest Lap:** J. Goodhew, 75.18 m.p.h.

All-Comers Scratch Race: 1, Gordon Lee (Lister-Jaguar); 2, M. Salmon (Jaguar "D"-type); 3, M. G. Beckwith (Lotus Eleven). **Sports Cars 1,001 to 1,600 c.c.:** 1, M. G. Beckwith (Lotus Eleven), 80.02 m.p.h.; 2, D. Marriott (Lotus Eleven); 3, P. Danby (Lotus Seven). **Fastest Lap:** Beckwith, 82.70 m.p.h. **Sports Cars over 2,500 c.c.:** 1, Gordon Lee (Lister-Jaguar), 80.36 m.p.h.; 2, P. J. Sargent (Jaguar "E"-type); 3, N. J. Scott-Wallace (Jaguar "C"-type). **Fastest Lap:** Lee, 85.13 m.p.h.



BUGATTI OWNERS' CLUB

National Hill-Climb Prescott

STORY AND PICTURES BY PATRICK BENJAFIELD

IT was a day of mixed weather at Prescott on Sunday, the morning session being run in dry weather, and the afternoon in wet, rain setting in after the lunch interval and continuing, on and off, for the rest of the meeting.

During the morning, stirring things were done. Tony Marsh set up a new hill record in the new class for Formula 1 cars in the magnificent time of 50.70 secs., knocking 0.26 of a second off his own time set up earlier this year, in his Lotus-Climax.

Apart from that, no fewer than 10 other class records went. In the dry the hill was obviously "running fast", and everyone took advantage of the fact. Five of the new records were repeat performances by the present holders, and five are new holders.

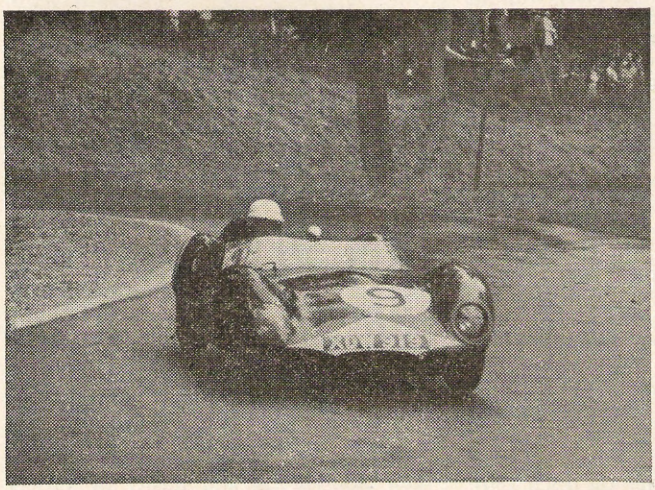
In Class 3, for 500 c.c. cars, M. J. Ledbrooke beat his old record, but was in turn beaten by P. W. Hughes (running as a reserve) whose Cooper got up in the very fast time of 53.33 secs. A similar thing happened in Class 4b, where Jim Berry improved his time to 55.05 secs. but was beaten by John Horton (Connaught) in 54.83 secs. and then Gordon Parker got the HK Jaguar up in a fine 54.38 secs. Again in Class 9 we had the old holder running, but Tony Marsh was unable to improve his old record in the Elite, and was, in fact, beaten by both Philip Scragg in an Aston Martin DB4 and the new holder, Austin Nurse, who got his Elite up in 58.34 secs. Marsh was magnificent in the wet, however, and only dropped his time in this class by about 2½ secs. and no one was anywhere near him. One could not help feeling that the moral victory was his, without trying to detract from Austin Nurse's first effort.

Again, Tony Marsh's driving of the Formula 1 Lotus in the wet was extraordinary. Most people had extreme difficulty in keeping their cars "on the island", and several lost it here and there. Tony appeared to go almost as fast as ever, showing masterly technique, and he still kept his time well below 60 secs.

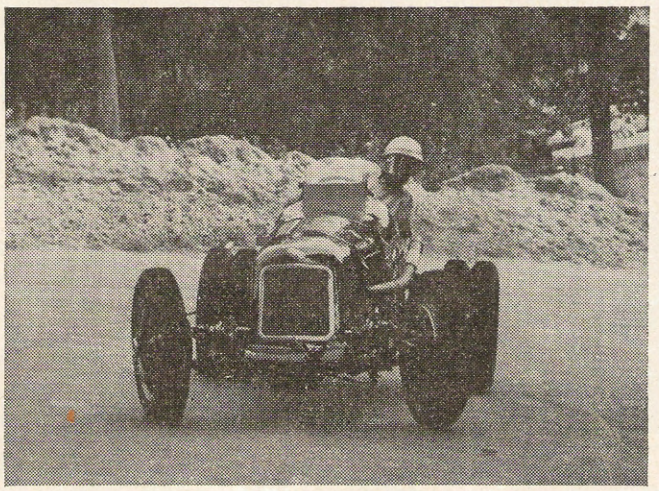
The championship classes were, unfortunately, all run in the wet, which somewhat ruined things. Tony Marsh was easily fastest, next was Jim Berry and third David Good, which will be somewhat of a relief to him!

The organizers ran the meeting in interesting fashion, most of the time alternating racing cars with the sports cars, which kept the crowd interested, at any rate while the weather was dry, and it was good to see the former land speed record-holder, George Eyston, open the course at the beginning by driving John Horton's Type 35 Bugatti.

ABOVE LEFT: Tony Marsh during one of his masterly drives in the wet, leaves the esses on his way to the top.
ABOVE: Taking a long view of Peter Boshier-Jones, as he mounts Pardon on his way to breaking the class record for sports cars up to 1,100 c.c.



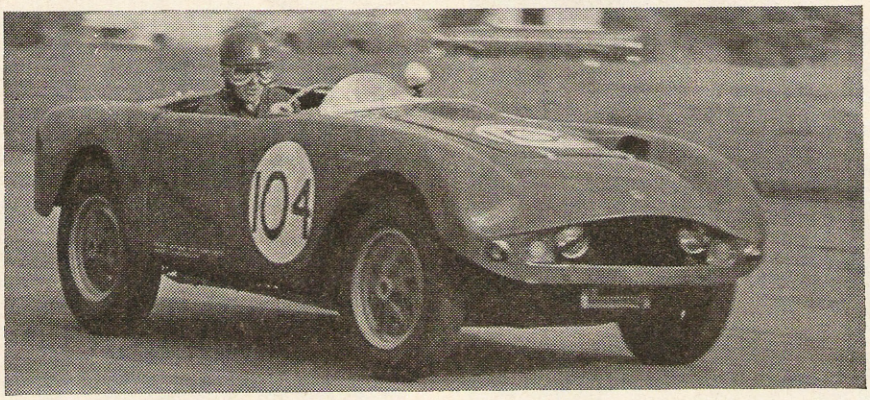
Peter Boshier-Jones coming through the esses in the Lola during his "Championship" runs in the wet; his two runs were nearly the same time.



Jim Berry takes the ex-Raymond Mays E.R.A. through Pardon during his first run. He could not match Gordon Parker's new figures for the class.

B.R.S.C.C. at RUFFORTH

Large Entry for Popular Northern Airfield Circuit



WINNER of the unlimited sports and G.T. race was Pat Fergusson (Turner-Climax).

A FINE gathering of Northern enthusiasts was treated to an entry of first-class quality at the increasingly popular venue four miles from York last Sunday. The weather too was warm and sunny, and the B.R.S.C.C. organization up to its usual high standard.

The programme consisted of seven scratch races, catering for sports, saloon, G.T. and racing cars, attracting entries from far and wide in addition to the regular local competitors, thus providing fairly close racing, except in the racing classes where runaway victories seemed to be the routine.

At 2 p.m. competitors for the first race, 10 laps for sports cars up to 1,200 c.c., promptly formed up on the grid, with C. L. Smith's Coldwell U2 in pole position attended by D. A. Soley's Lotus VII and Robertshaw's rapid Downton Sprite, the rest of the field divided between numerous Lotus VIIs, Sprites, and single examples of Lola, R.G.F. and the prototype Marcos in open form in the hands of C. P. T. Nicholson.

First away was the Coldwell U2, closely followed by Soley's Lotus, with Robertshaw's Sprite in third place, and even after two laps these three had broken away from the rest of the field and commenced to swap positions up to half distance, when the Lotus VII took the lead from the U2, holding it to the flag. Farther down the field private battles were taking place between the three Sprites of J. M. Wheatley, P. J. Smith and J. Burgess, whilst the Lotus VII of M. D. Roberts spun on lap seven and dropped two places to sixth in the effort.

Race 2 for Formula Junior proved most entertaining for the first stages, when Peter Warr's immaculate Lotus 20 shot into the lead followed by Peter Procter's Alexis and Rodney Bloor's Lotus 20; almost immediately Procter spun on the back of the circuit and dropped to fourth but, really getting the bit between his teeth, climbed rapidly back and by the fifth lap had taken Warr for first place, increasing his lead by 3 secs. per lap for the remainder of the 16 laps in the most inspiring manner. Warr continued to keep the Lotus in second spot until lap 12 when Geoff Breakell's similar model passed him after working through the rest of the field, whilst Pitcher was trying hard to oust Bloor from fourth place, only to retire with engine trouble, followed by Bloor himself on the penultimate lap. Meanwhile Procter had really weighed up the Alexis and was leading by almost half a lap, leaving Breakell and Warr to take second and third places, though the latter almost had a moment when Fletcher's Lotus-Ford spun in front of him nearing the close of the race. Thus the crowd witnessed another victory for Peter Procter, surely one of the fastest conductors of Juniors in the country today.

Following this came the 10-lap race for sports and G.T. cars up to 1,600 c.c. with a fine array of Lotus VIIs, Elvas, Porsches and M.G.As lining up to do battle. Immediate leaders were the AUTOSPORT World Cup team men Lanfranchi and Mitchell, the former's Elva Courier just maintaining the lead from the pale yellow Marcos, followed in turn by Peter Lanfranchi's Toucan Mk. III and Smith's Coldwell U2. By half way Tony Lanfranchi had pulled ahead a little, only to have a wheel fly off, fortunately without incident, since the car was skilfully controlled by the driver, while the offending wheel carried on across the infield of the circuit at some velocity. Brother Peter was in trouble too and had lost his third place with an oil drum jammed under the Toucan's chassis, positions changing to John Mitchell in first place, with the U2 second and M. D. Roberts's Lotus VII third, though the U2 made a determined but fruitless bid for first on the last lap.

Race 4, covering 10 laps for sports racing cars of any capacity, was comparatively uneventful, the promise of a scrap between Diggory's Lister-Jaguar and Mackay's Shannon-Lotus going in favour of the tremendous power of the Jaguar engine, though Mackay nipped into the lead cheekily for a few hundred yards on the first three laps. The race tended to the processional, and to the end the Lister held its lead over the Shannon-Lotus, whilst Mackay's Scottish compatriot, Norman Ferrier, brought the Lola into third place followed by Dawson's Lotus XI and Hayden's Lola, all strung out behind the two leaders, who eventually finished one second apart.

The next 10-lapper, for sports and G.T. cars of unlimited capacity, produced great excitement on the very first lap when Bill Allen's Team Elite developed a wobble going into Grange Curve and rolled in a hair-raising manner, fortunately without injury to the driver, and surprisingly little damage to the car. This let Pat Fergusson's "Tatty Turner" run away with the race by about 30 secs. followed by a Le Mans replica Frazer-Nash, beautifully driven by Cedric Booth, and John Mitchell's Marcos, after the retirement on the last lap of Clive Hunt's other Team Elite. Fourth place went to Tom Threlfall's Elite while farther down the field David Baker's DB2/4 almost succeeded in collecting oil drums scattered after a violent spin by R. Hamilton's XK 120. Much of the anticipated excitement of the race as programmed must have been lost by the absence of David Hobbs's Mechamatic Elite, due to its presence at the Frankfurt Show.

Saloon cars and Climax G.T. cars were next on the list for an eight-lap race, and once again Fergusson's Turner dominated the field, after a hurried fitting of the hard top for G.T. qualification. In the saloon car class Rodney Bloor's A40 failed to show its usual form and retired, leaving Harry Ratcliffe's Minor to romp away with the class and finish third overall in front of Elites and Climax powered G.T. cars. Tom Threlfall's Elite held second position with Kaye's Elite fourth, whilst P. J. Dodd's 3.8 Jaguar won the over 1,600 c.c. saloon class.

Final race on the programme brought out the heavy metal again for 10 laps for sports and racing cars of any capacity. Though the power of the Diggory Lister-Jaguar gave it more than a fighting chance, the little Juniors were there too and the superior handling of Breakell's Lotus 20 proved too much for the Lister. Perhaps favourite for the race, Peter Procter's Alexis completed only one lap, retiring with a loose undershield, while Mackay's Shannon-Lotus had a lengthy pit stop on laps three and four, spoiling any chance of a place.

So at the end of the race a varied selection held the pole positions, with winner Geoff Breakell well ahead of second man Jim Diggory, followed by the Midland Racing Partnership Cooper-B.M.C. of David Baker and Norman Ferrier's Lola-Climax. The story may have been very different with the Alexis on the scene or even Peter Warr's Lotus 20, which had stopped with an offending oil drum wedged under the suspension. So ended a well organized meeting, with few non-starters and plenty of variety to sustain interest.

JULIAN EASTEN.

Results

Sports Cars up to 1,200 c.c.: 1, D. A. Soley (Lotus VII); 2, C. L. Smith (Coldwell U2); 3, J. Robertshaw (Downton Sprite). **Winner's Speed:** 64.84 m.p.h. **Fastest Lap:** D. A. Soley, 67.91 m.p.h. **Formula Junior:** 1, P. R. Procter (Alexis); 2, G. Breakell (Lotus 20); 3, P. Warr (Lotus 20). **Winner's Speed:** 73.76 m.p.h. **Fastest Lap:** Procter, 76.12 m.p.h. **Sports and G.T. up to 1,600 c.c.:** 1, J. Mitchell (Marcos Ford); 2, C. L. Smith (Coldwell U2); 3, M. D. Roberts (Lotus VII). **Winner's Speed:** 65.13 m.p.h. **Fastest Lap:** Lanfranchi, 67.11 m.p.h. **Sports Racing Unlimited:** 1, S. J. Diggory (Lister-Jaguar); 2, J. Mackay (Shannon-Lotus); 3, N. Ferrier (Lola-Climax). **Winner's Speed:** 70.89 m.p.h. **Fastest Lap:** J. Diggory, 72.59 m.p.h. **Sports and G.T. Unlimited:** 1, J. P. Fergusson (Turner-Climax); 2, E. C. Booth (Frazer-Nash); 3, E. J. B. Mitchell (Marcos). **Fastest Lap:** Fergusson, 68.15 m.p.h. **Saloon and Climax G.T. Cars:** 1, J. P. Fergusson (Turner-Climax); 2, T. J. Threlfall (Lotus Elite); 3, H. W. Ratcliffe (Minor). **Sports and Racing Unlimited:** 1, G. Breakell (Lotus 20); 2, S. J. Diggory (Lister); 3, D. Baker (Cooper F.J.).

CORRESPONDENCE

"Ruddspeed" at Brighton

PROMPTED by your correspondent's comments on the absence of the Rudd entry at the Brighton National Speed Trials, after many uninterrupted years of successful participation, may I apologize most sincerely to anyone interested and in particular to those who may have been excluded from entering due to the full list.

The arrival to my wife of a new "Ruddspeed" baby was clouded by the threat of serious complications which added to a series of mishaps to the cars concerned in the last hours of Friday and led to my making a decision that in my considered opinion was the best for all concerned.

Thank you for being so kind as to notice my non-arrival. I trust that I will not let the side down next year. K. N. RUDD.

WORTHING, SUSSEX.

Mr. Bradpiece Speaks Again

I HAVE now returned from room 101, where I have received the appropriate corrective treatment through the good offices of "Re-think" and "Newspeak".

I desire to apologize to AUTOSPORT, Stirling Moss, Mr. Blackwell and society at large, for my original letter which displayed ignorance and ill-nature. Furthermore, I desire to freely confess my guilt at hiring my pen to certain reactionary traitors for vast sums of gold. These traitors have been proved to be agents of the dreaded Brabham Society from Australia, whose leader has had the temerity and insolence to fulfil all the requirements and conditions in order to become World Champion Racing Driver! Whereas we all know that another should occupy this throne, were it not for some devilish Machiavellian scheme that we simple people do not understand. In mitigation of my offence, I can only plead that we unfortunates who live in the "Prole Sector" do not clearly comprehend the politics by which some are more equal than Champions, but undoubtedly it is all very logical when it is explained by the Ministry of Prejudice.

I have re-examined my original letter and I see now that I should never have been so ill-natured as to plead for a show of British Sportsmanship, nor should I have been so ignorant of the true state of affairs (whatever that may mean) as to believe that Brabham gained his title on his own merit. In fact, Brabham does not really exist—he is, in fact, Moss made up to look like a fictitious Brabham in order to provide himself with competition!

However, this admission of overwhelming guilt on my part cannot release me from suffering the proper penalty adequate to the enormity of my offence, therefore I propose to banish myself from your Correspondence Column until some such time as I feel that I have expiated my offence to many of your readers.

MANCHESTER, 8. N. BRADPIECE.

Dissatisfied with "Unsatisfied"

I HAVE read AUTOSPORT and many other periodicals on motor racing and allied subjects for many years, and I have never encountered such an appalling outburst as the letter from your "Unsatisfied Customer" in the issue of the 1st September, 1961.

It was an example of confused, immature thinking, directed with bitterness against a sportsman whose name has been a household word since he entered his profession.

During recent years British achievements in various sports have been modest, and when a British racing driver carries his colours to victory in so many major events as Mr. Moss has done, then I consider that his accomplishments should certainly be given unstinted publicity.

It would be presumptuous of me, a reader, to criticize the Editor for publishing such a letter, but on reflecting unemotionally, I must congratulated AUTOSPORT for being unbiased, and for giving us a glimpse of the views—even if warped—of the opposition!

TIDWORTH, HANTS. THOMAS W. BROWN.

TR4 Prop-Shafts

IN the centre pages of your 1st September issue of AUTOSPORT you give a description of the Triumph TR4 and the specification records that a Hardy-Spicer propeller shaft is fitted to this car. May I respectfully point out that this is not so.

For some months now this company has supplied 100 per cent. of the propeller shaft requirements for Standard-Triumph International and this includes the TR4. We appreciate that in view of Hardy-Spicer's long association with the motor industry this sort of error can easily be made as a matter of habit. Consequently we think you may be interested to know that although we have been in this business only a relatively short time, we already supply approximately 50 per cent. of the British motor industry's propeller shaft needs, including vehicles as diverse as the Ford Anglia and the Leyland lorries.

We would suggest that in your reviews of new cars it would be as well to check the origin of the propeller shaft.

B. J. SANDEMAN,
Sales Manager.

B.R.D. CO., LTD., ALDRIDGE, NEAR WALSALL, STAFFS.

The Editor is not bound to be in agreement with opinions expressed by readers.

But for the sign of good petrol

THERE'S NOTHING LIKE SUPER NATIONAL

National

Shades of John Peel! The huntsman's request is on the London-Exeter Road at Clyst St. Mary, Devon. (NB map ref. 1/Q17). Wherever you drive, fill up with your favourite petrol at a friendly National station.

MI/I

Jeans Gold Cup—*continued*

Little Langdales. By now one or two cars were showing signs of the strain, Tony Fisher's Mini having been revolved on a wet main road and Tish Ozanne's smart black Austin 7 showing signs of contact with a solid object. Keith Moore, normally seen racing a vintage Norris Special, had retired his Mini with clutch slip and the Minor of Matthews and McMillen was without reverse gear, and a Triumph and a VW were reported to have become involved with each other somewhere in the hills.

From Langdales a section round Tarn Hows brought the cars down the "tricky" side of Lake Coniston to the end of the night section back at the Farmers Arms, where officials were struggling with results by candle-light, the power having failed during the storm.

A feature of the Jeans is the driving test section for the Peter Reece/Barry Davies Memorial Trophy, and after a short rest competitors headed off on a scenic untimed tour of the Trough of Bowland area, taking in the six "natural" tests en route. Although not appreciated by all the competitors, who were by now feeling a little the worse for wear, these tests were, in fact, excellently laid out and the results arrived at on a class handicap basis. In view of the rain no one achieved bogey time on any test except Stephen Clipston in his VW who bettered the set time on one test. The results finally showed that the Trophy for this year was won by G. J. Allen's Mini, next best being Bill Bengry's VW.

Back at the finish most people reported an enjoyable night although it was perhaps generally felt that the provision of more time controls would have improved matters. Unfortunate, too, was the rather long delay in announcing results.

IAN HALL.

Results

General Classification: Jeans Gold Cup: D. E. Pollard/J. A. Baines (Sunbeam Alpine), 22.8 marks lost; 2, A. T. Fisher/B. Melia (Austin Seven), 24.6; 3, R. McBride/D. Barrow (Ford Anglia), 25.6; 4, R. Fidler/J. Hopwood (Ford Anglia), 26.4; 5, B. Harper/R. Crellin (Sebring Sprite), 27.6; 6, G. H. F. Parkes/R. Dixon (Austin-Healey 3000), 27.8; 7, G. J. Allen/S. Woolley (Mini-Minor), 28.2; 8, B. T. Hadfield/G. D. Haggie (Herald coupé), 28.2; 9, J. Grimshaw/D. H. Ralphs (Sunbeam Alpine), 30.2; 10, B. Bengry/D. Skeffington (VW), 33.6. **Team Prize:** A. T. Fisher and B. Bengry. **Ladies' Award:** Mrs. P. Mayman/D. Hewitt (Herald coupé). **B.T. and R D.A. Award:** D. E. Pollard/J. A. Baines. **Best Liverpool M.C. Member Award:** K. H. James/I. J. Hall (Sprite Mk. 11). **Class 1:** 1, R. Fidler; 2, G. J. Allen. **Class 2:** 1, S. Clipston/J. King (VW); 2, N. S. Morley/G. E. Morley (Sunbeam Rapier 111A). **Class 4:** 1, R. McBride; 2, B. Harper. **Class 5:** 1, G. H. F. Parkes; 2, F. G. Dronsfield/A. Parkin (Triumph TR3A). **Driving Tests:** 1, G. J. Allen; 2, B. Bengry; 3, K. H. James; 4, N. S. Morley. Note: There was no Class 3.

LONDON MOTOR CLUB SPRINT AT BRANDS HATCH

A Competitor's View

AN impressive 2 mins. 2 secs. run by Hugh Dibley in his Lola at Brands Hatch on 3rd September not only brought the London Motor Club's sprint meeting to a close but also collected the Nancy Mitchell Challenge Trophy for him.

Although rain threatened once or twice, the weather held fine and at times got almost unpleasantly hot, perhaps being responsible for the incorrect times produced for some competitors' first runs by the R.A.C. timekeeper's apparatus. The club were luckily able to correct the errors from separate records. Apart from this and the antics of one flag marshal who appeared paralysed whenever the blue flag was wanted, or produced it for competitors who had just succeeded in passing someone else, everything went off in the usual efficient manner expected of the L.M.C. A first class commentary added to everyone's enjoyment. Paul Steiner was spotted having a lazy day at Clearways.

Two laps from a standing start was the order of the day, competitors being allowed two runs after three practice laps in the morning and the event saw an excellent entry of over 100. Practice actually saw the unfortunate retirement of the 3.4 Jaguar driven by J. B. L. Jacobs, when it perched itself astride a bank at the bottom of Paddock.

R. Lyons and D. Hadoulis each had a comfortable win in their class but R. Bunting had to push his Austin Seven to win from the similar car of J. Seymour Williams. M. H. Cave's remarkabiy fast Austin A40 won from T. A. Crawford's hot Ford Anglia, both cars being driven extremely well and right on the limit. A great battle developed between the Rapier of A. B. Fraser and the Riley of R. H. Longton when their times tied after the first two runs, resulting in their having to have a third go, when Fraser got home first.

B. H. Shiers spun his Warwick on the second run at the bottom of Paddock and it was surprising that more people did not end up in the same place, since several competitors followed the inside line of Paddock up to the apex and then touched their brakes to get round the last little bit.

The ladies' award was hotly contested between Shelley Marten and Mrs. Freeman. On the second run Mrs. Freeman managed to get her Sprite round very well to win by 1.6 secs.

J. R. Olthoff drove his potent M.G.A Twin-Cam beautifully to record 2 mins. 12.6 secs. and 2 mins. 12.4 secs. respectively, winning his class by nearly 10 secs. from V. Clark's Twin-Cam. Sports cars 1,651 c.c. to 2,200 c.c. saw the largest field, with 14 runners, and was led after the first leg by R. C. Burnard's A.C.-Bristol. However, Hugh Braithwaite then got Clearways sorted out, footed down and the Lawrence-tuned Morgan won. A. Dence went very well in this class in his newly acquired Morgan Plus 4.

R. H. Ham and B. Rodger had a splendid time in the Warwicks, both driving the same cars. Rodger won his class from Ham in the Triumph-engined version, but the latter got his revenge by winning the over 3,001 c.c. class in the big one.

The sports-racing cars saw K. G. Holland win the class driving his Lotus 11 really fast to record 2 mins. 6.2 secs. and 2 mins. 6 secs., but Hugh Dibley's 2 mins. 2.2 secs. and 2 mins. 2 secs. in the Formula Junior class took B.T.D.

H. R. BRAITHWAITE.

Results

Best Time of Day: Hugh Dibley, L.M.C. (Lola-Ford), 2 m. 2 s. **Group I:** D. Hadoulis (Jaguar 3.4), 2 m. 25.4 s. **Group II:** M. H. Cave (Austin A40), 2 m. 22.2 s. **Ladies' Award:** Mrs. J. Freeman (Sprite), 2 m. 30 s. **Class Awards:** R. Lyons (Austin 7), 2 m. 42 s.; R. Bunting (Austin 7), 2 m. 28.4 s.; A. B. Fraser (Rapier), 2 m. 24 s.; B. Rodger (Warwick 1,991), 2 m. 24.6 s.; P. Barguss (Lotus 7A), 2 m. 19 s.; T. Bone (Sprite), 2 m. 22 s.; A. C. Saunders (T.V.R.), 2 m. 20.2 s.; J. H. Carlton (M.G. TD), 2 m. 30.2 s.; J. R. Olthoff (M.G.A T/Cam), 2 m. 12.4 s.; H. Braithwaite (Morgan Plus 4), 2 m. 12.8 s.; R. Burnard (A.C.-Bristol), 2 m. 15 s.; P. F. Skidmore (Healey 100/6), 2 m. 24.2 s.; R. H. Ham (Warwick 350), 2 m. 18.9 s.; K. G. Holland (Lotus 11), 2 m. 6 s.

AUTOBOOKS

Booksellers to the Motorist

104, ISLINGWORD ROAD

Brighton, Sussex, England

WORKSHOP MANUALS

We hold without doubt the largest stock in the U.K. Our mail order department will deal with your order on the day it is received. Here are a few examples. To order STATE YEAR, MAKE and MODEL, and enclose remittance:

Ford 8-h.p., 10-h.p., Anglia, Prefect 1932/53 .. .. **30/–**
Ford Anglia, Prefect 1953/59 (OK Popular 1959/60) **35/–**
Ford Consul/Zephyr I **32/6**
Ford Consul/Zephyr II **35/–**
Jaguar 1½, 2½, 3½, 1945/48 .. .. **45/–**
M.G., all models 1929/60 .. .. .. **36/6**
M.G. TD 1950/53 .. .. **30/–**
M.G. TC, TD, TF 1500, M.G.A. 1945/59 .. **40/–**
Morgan Plus 4, 4/4 I, 4/4 II **13/3**
Morris Minor MM II 1948/56 .. .. **30/–**
Morris Minor 1000 1956/60 .. .. **30/–**
Porsche all models **42/6**
Renault Dauphine **35/–**
Riley all models 1930/60 .. .. .. **36/6**
Triumph TR2/3 1952/59 .. .. .. **45/–**
Triumph Herald, all models **45/–**
Volkswagen all models to 1959 .. **37/6**

Many more Workshop Manuals and Maintenance Handbooks available on other makes and models. Send s.a.e. for quotation (state year, make and model).

CATALOGUE

Describing over 400 new and current books on motors and motoring. Gives every possible detail. Foreword by W. Boddy. Price 1/6 post free.

CATALOGUE SELECTION

Jaguar—A Biography by Lord Montagu of Beaulieu. This book, as the marque it portrays, is a classic. Lord Montagu has left no stone unturned for information, whilst setting out in print for the first time the history of perhaps the most exciting make of British car on the road today. The coverage of this book is from the early Swallow side cars up to the introduction of the 'E' type. 280 pages .. **31/6 ($4.30)**

My Twenty Years of Racing by Juan Manuel Fangio. Other books have been written, and more will doubtless be written, about this champion of champions, but only the man himself could have written as Fangio has done of the moments that live in his memory of his rivals as he knew them, of the fears that haunted him, of the price of victory, and of the dedicated ambition that drove him to become one of the few great drivers of all time and a legend in his lifetime. 240 pages .. .. **26/3 ($3.70)**

Brooklands to Goodwood by Rodney Walkerley. For the golden Jubilee of the British Automobile Racing Club Mr. Walkerley brings to life—not only to those who remember but to those who wish to know—these fifty years of high endeavour in the field of Motor Racing, during which the club became an internationally acknowledged organisation. From light cars to cyclecars, the story takes the reader onwards to the Junior Car Club, Brooklands, Donington and Jersey, and thence to B.A.R.C. and the friendly atmosphere of Goodwood. 200 pages. **26/3 ($3.70)**

World Sports Car Championships by C. Posthumus. An account of how after six years the championship came to Aston Martin via Ferrari and Mercedes. 200 pages **44/- ($6.30)**

The Sports Car Pocket Book by W. Boddy. The history and specifications of over 200 European and American sports cars. 256 pages, 230 illustrations **9/3**

The Racing Driver by D. Jenkinson. The theory and practice of competition driving by this leading motor racing journalist who has on innumerable occasions driven beside Fangio, Hawthorn and Moss **19/–**

A Turn at the Wheel by S. Moss. The years covered by this book, 1957-60, will have a special place in history as the period in which British racing cars and drivers achieved complete dominance over their foreign rivals. 200 pages **26/3**

Note: Any book reviewed in "Autosport" or any other magazine can be obtained from us by return post.

AUTOBOOKS

THE C.C.H. SPRINT MEETING

A Good Day of Sport in the Sunshine

LAST Sunday, some 60 members of the Harrow, Chiltern and Circle Car Clubs gathered together their families and friends and descended on Brands Hatch for their annual sprint meeting, an informal event with a minimum of regulations and intended for all club members who might wish to try their hands at this simplified form of circuit racing.

As one might expect, the assembled machinery was varied, to say the least, and included such opposite numbers as a Lola, an elderly Ford Zephyr, an Alvis saloon, an E-type Jaguar and a trailer-borne modified Mini. Entries were, of course, sorted out into classes of roughly equal potency, the largest class consisting of closed cars up to 1,200 c.c., which, of course, included the cheeky and nimble Mini-Minors and Austin Sevens, as well as a really remarkable Ford Anglia.

A total of six practice laps were allowed, and before much time had elapsed, certain names began to stand out as likely contenders for class honours. In the small saloons, nobody was getting very close to G. Allen's Weber-carburettered Mini, or to T. Crawford's amazing Anglia, which must surely boast a Junior engine. In the bigger saloons, H. Soper in his 2.4 Jaguar was driving with speed and control, while A. Waring's Sunbeam Rapier also was well handled. The open car class for up to 1,000 c.c. machinery was obviously going to be easy meat for R. Cridland's Lotus 7A, on which the writer could make little impression in his Sprite. S. Godwin in his Terrier was certainly going to be the man to beat in the open class up to 1,500 c.c., while J. Carlton's ex-Tomei, ex-Constable M.G. TD is always surprisingly rapid. The open class up to 2,500 c.c. was contested by K. Tomei's present M.G., a Twin-Cam, while D. Gray had supplemented his Mini by entering a very shiny new Porsche Super 90 in this class. The class for Climax-powered and over 2,500 c.c. cars was poorly supported in numbers, but contained the potential winner in the form of John Bekaert with his 1,100 c.c. Lola. It also contained other exciting stuff—namely, D. Dixon's Le Mans Healey 3000, driven by M. Bond, and R. Weston's brand new E-type Jaguar.

By the time practice was over and timed runs were due to begin, it was apparent that the competitors fell broadly into two types, as is usually the case at sprint meetings. On the one hand there is the serious enthusiast, with a well-prepared highly tuned car and most probably a polished driving style to match, while on the other hand there is the ordinary type of motorist who regards the proceedings as an amusing and instructive relief from everyday motoring. There is no doubt that much can be learned by a few laps of a race circuit such as Brands Hatch—but perhaps a word of advice would not come amiss. It is simply that the oldest and most important rule in cornering—provided that you wish to emerge on the other side of the corner!—is "slow in, fast out". If this slogan could be emblazoned on the hoardings which surround our race circuits it might do a lot more good than adverts. for engine oil, etc., and it might have prevented the two accidents at notorious Paddock Bend which spoiled the day's fun for G. Allen and T. Cummins by severely damaging their cars, though fortunately without harm to themselves.

There were two runs for each entrant, each consisting of two laps of the 1.24-mile club circuit, the better run only to count in the results. Surprisingly, many people failed to improve on their first run times. The usual horde of Minis which can be expected to dominate any form of motoring sport these days, simply hurtled round the circuit, and although the "tiddler" class was expertly taken by Crawford's Anglia, Allen and Bunting in their Minis were perilously close on his tail, all three being considerably faster than any of the bigger saloons present, and also faster than all the under 1,000 c.c. sports cars!

As expected from the practice times, Cridland's Lotus was far too good for anything else in its class (although nearly 6 secs. slower than Crawford's Anglia) and Godwin's Terrier was followed by that strange machine, Parker's Nimbus, both cars being powered by 1,172 c.c. Ford engines.

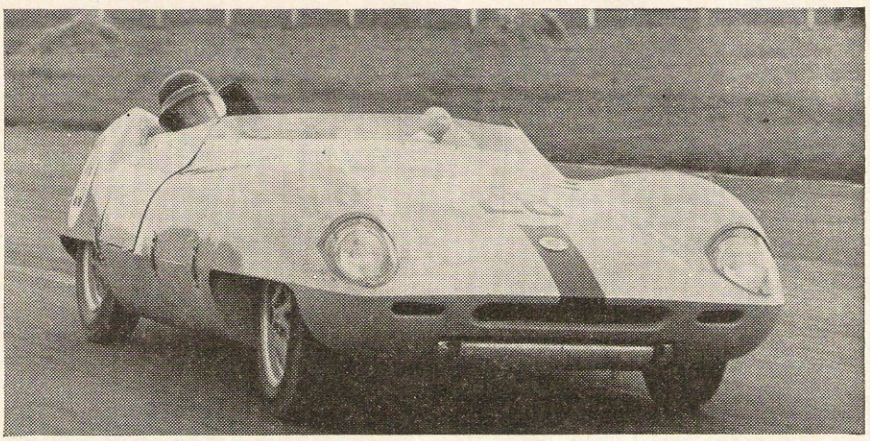
Tomei duly took his class with the Twin-Cam and Tunnard's M.G.A 1600 put up a good show, both these at least being quicker than the 850 c.c. B.M.C. wonder-cars. John Bekaert drove in the manner everybody has come to expect of one of our leading exponents of short-distance speed events, and is indeed a very hard man to catch at the Hatch.

SAM ACTMAN.

Results

B.T.D.: John Bekaert (Lola), 2 m. 6 s. **Best Member of: Harrow Car Club:** S. R. Godwin (Terrier), 2 m. 13.8 s. **Circle Car Club:** K. P. Tomei (M.G. Twin-Cam), 2 m. 16.8 s. **Chiltern Car Club:** M. Bond (Healey), 2 m. 19.4 s. **Best in Class: Class A:** T. A. Crawford (Anglia), 2 m. 24 s.; G. Allen (Mini), 2 m. 24.6 s.; R. Bunting (Mini), 2 m. 26.4 s. **Class B and C** (amalgamated): A. B. Waring (Rapier), 2 m. 39 s.; H. Soper (Jaguar), 2 m. 47.4 s.; A. W. Shirley (Riley), 2 m. 49.4 s. **Class D:** R. Cridland (Lotus 7A), 2 m. 29.4 s.; S. M. Actman (Sprite), 2 m. 34.6 s.; T. V. Hewitt (Fairthorpe), 2 m. 39.6 s. **Class E:** D. Parker (Nimbus), 2 m. 18.4 s.; J. H. Carlton (M.G. TD), 2 m. 29.2 s. **Class F:** P. J. Tunnard (M.G.A), 2 m. 23 s.; G. Bernard (Elva Courier), 2 m. 30 s. **Class G:** R. C. Weston (Jaguar), 2 m. 25.4 s. **Team Award:** Pegasus Racing Team—Tomei, Tunnard and Carlton.

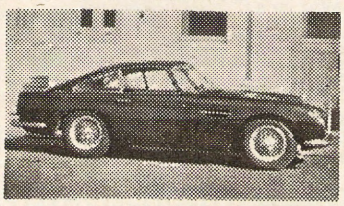
WINNER of the main event at the Aintree Autumn meeting was G. D. Hill (Elva). A full report and pictures will appear next week, as it has had to be held over from this week's issue.



RUDDS for your ASTON MARTIN!

★ SALES

New DB4 overdrive saloon on demonstration at your address. Distance no object.



★ LATEST GT saloon on demonstration with occasional four seats fitted. ★ ATTRACTIVE DELIVERY schedules. Confidential financial arrangements.

★ SERVICE

The most comprehensive ASTON SERVICE with replacement substitute cars while our works-trained fitters service and tune from 1954 to latest GT. Fully equipped to deal with every aspect of your Aston including chassis checking, crash rebuilding. Economical collection and delivery service throughout Great Britain.

PART EXCHANGES, HIRE PURCHASE

★ Ruddconditioned Used Astons

MARK 3 saloons. We offer a selection of occasional 4-seater sports saloons. Realistic prices for first-class fully guaranteed cars.

Examples : 1959 White/Black, reduced to £1,865. 1958 Dark Green/Grey, reduced to £1,895. 1959 Caribbean Pearl/Black, reduced to £1,995.

SEVERAL OTHER UNREPEATABLE ASTON OPPORTUNITIES
These are MAIN AGENTS' RECOMMENDATIONS.

WE OFFER THE BEST ASTON SERVICE AT HIGH STREET, WORTHING 7773/4

RILEY C.C. PATHFINDER RALLY

THE Riley Car Club's Pathfinder Rally was an illuminated affair last week-end, with thunder and lightning the whole night. Monsoon-type rain was beating down as the 35 competitors gathered at Mearnskirk Garage, near Glasgow. One competitor did not turn up and it was not surprising considering the weather and the fact that he had drawn number 13. Right from the start it was obvious that George Youngsson had organized a corker, and in the first section only 15 cars passed through one of the route checks. It was not, however, an impossible route to do, and this was borne out by the fact that there was someone clear in every section.

The rally was extremely well-organized with 27 time sections and 45 marshals spread out over the route, which took the competitors through Lanarkshire, Renfrewshire and Ayrshire. This event was the tenth out of the 12 that make up the *Motor World* Championship. The top position in the championship is being held at the moment by Logan Morrison and navigator Ross Finley with 227 points, the second place being held by Logan's brother Sandy with 213.

By the fourth section it was clear that Logan was well on his way to chalking up another win. This was a tight section round Loudoun Hill in Ayrshire, and Logan Morrison (Mini), Brian Coyle (Mini), Hamish Wilson (Hillman) and Ian Brown (TR3A) were the only ones clear on it.

During the night there were a few casualties and by the half-way soup halt about 10 competitors had retired. The soup halt was followed immediately by the driving tests where there were more mishaps. Peter Roxburgh broke a half-shaft on his Triumph Herald and had to retire. David Black's dynamo decided to stop working at this point and he borrowed a battery from the Dauphine of marshal Jim Ferns, who kept his engine running to recharge it. David then went on to finish the rally, and collected a class win and the team award. Not so lucky was J. Martin (Riley 1.5), whose crown-wheel went and he had to retire.

Section 10 was a very tricky section with two and three minutes separating each of the time checks. By then there were only 20 cars left in the rally and only 19 went through this section. Jim Bryden, navigating for Tom Paton (Fiat), was feeling decidedly unwell at this point and they decided not to attempt it. Logan Morrison went through the time checks without a penalty.

Near the end of the 13th section the cars had to go through the ford near Kilmarnock, and with so much rain during the night the marshals had kept their eyes on it to see that it could still be crossed. Although the water was high all the cars managed to navigate the ford without incident and some of the drivers found little difference between the ford and some parts of the roads they had driven on.

The rally finished at the Stuart Hotel in East Kilbride and 20 competitors checked-in there along with some others who had retired but turned up for their breakfast. For the first time in Scotland an award was made to the navigator of the winning driver in each class and this was much appreciated by the tired crews.

R.Mc.A.

HUDDERSFIELD M.C. DRIVING TESTS

THERE was only a disappointing entry of 21 for the Huddersfield Motor Club's Flather Star driving test meeting, held in Huddersfield on 9th September.

Although driving test specialists from all over the country had made the big effort and travelled from as far away as Shropshire, Nottingham, Cheshire and the South, the locals must have been frightened away by the thought of competition and there were only three entries from the organizing club and few from neighbouring clubs.

The organizers had taken a good deal of trouble about the organization, even to laying on a hot meal at midday for the competitors.

The tests were at a Territorial Army drill hall and the seven tests were laid out one by one on the drill square. They were not as tight as those used last year and an effort had been made to keep them open and fast.

Weather stayed fine for the event and in the afternoon a lot of spectators turned out to see the test experts in action.

The overall result was a seven-second win for R. Squire in a Sprite with a total time of 283.2 seconds, with D. B. Smith in an NSU Prinz 30 second and best of the saloons, in 290.6 seconds.

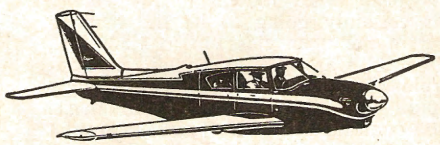
Results

Best Performance, and best sports and saloons, up to 10 ft. 6 ins. overall length, class: R. Squire (Sprite), 283.2 s. **Best Opposite Class, saloons over 10 ft. 6 ins. long:** W. T. Meredith (Herald), 343.4 s. **Class Results. Class 1:** 2, D. B. Smith (NSU Prinz 30), 290.6; 3, P. J. Anton (Mini), 294.0; 4, J. M. Wheatley (Mini), 295.8; 5, E. J. S. Townend (Sprite), 300.4. **Class 2:** 2, G. Wheatley (Rapier), 354.6; 3, M. Fretwell (Minor 1000).

David Buxton Limited

MASERATI, LOTUS and T.V.R. DISTRIBUTORS

Appointed Agents for Fiat, Borgward and Mercedes-Benz



AGENTS FOR PIPER AIRCRAFT

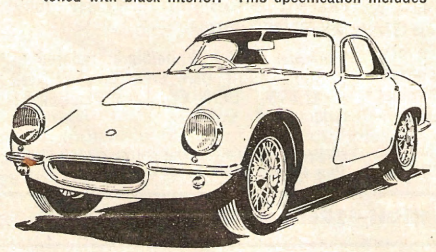
FORD CONSUL DE-LUXE, 1958 model. First registered December, 1957. Two careful owners and only 1,700 miles from new. Virtually unmarked, finished in off-white, green dual-toned with cream leather upholstery. Fitted fresh-air heater, demister, push-button radio and several other extras. This must be one of the finest cars on offer. £545.

JAGUAR XK 120 open sports 1954 model. First registered April. Three owners from new with a total mileage of 36,000 miles from new. Engine recently completely overhauled by the last owner. In unspoilt pillar-box red with grey interior, complete with many extras, including push-button radio H.M.V., heater, wing mirrors, badge bar, whitewall tyres. The engine is now fully run in and has exceptionally fast acceleration to 100 m.p.h.

M.G. T.F., 1954 model. Exceptional condition throughout, less than 500 miles on new engine, which was recently installed by our Racing Division early this year. Red with beige interior upholstery, fitted with luggage rack, heater and a full complement of dash switches, spot lights, etc. Four brand new Dunlop Road tyres and a good spare, tonneau cover to match new hood, side screens.

M.G. "A" 1600. Finished in unmarked red, in immaculate condition throughout, this car has been beautifully maintained by a very fastidious owner. With polished head, radiator, all pipes, including engine parts, shining in chromium silver. Fitted with heater, radio, screen washers, road speed tyres. An outstanding example of this fine motor car, offered at £695 with our usual guarantee.

NEW LOTUS ELITE, 1961. Latest specification special equipment model. Finished in white/silver dual-toned with black interior. This specification includes all synchromesh gearbox, heater, twin carbs wishbone rear suspension, Michelin "X" tyres. Available for immediate delivery. LIST PRICE.



AUSTIN-HEALEY SPRITE. Speedwell conversion, 1960, one owner. This car has a surprising performance. Fitted with radio, heater, screen washers; all extras, including ammeter on the dash. Finished in off-white with red interior, £575.

CONNAUGHT F.1, ex Archie Scott-Brown. This car has been completely overhauled and is in "ready to race" condition. Many spares, including eight wheels; ideal for Formule Libre sprints, hill-climb events. Full specification and history available.

PIPER LIGHT AIRCRAFT. Range from the amazing high performance Colt or Tri Pacer to the fabulous Comanche range. The Piper Aircraft stands supreme in the field of light private and executive aircraft. Inclusive price range from £2,500 for the Colt to £12,500 for a fully equipped Comanche which is itself a most advanced single-engine production aircraft in the world. Tailor-made communications and navigation radio can be provided at competitive cost. All of these are available for your inspection. Our representative will gladly provide quotations and running estimates together with applications for any type of aircraft for any purpose.

AUSTIN-HEALEY 100/6 1958 model. One owner from new and only 14,000 miles from new. In exceptionally clean condition, finished in cream/blue dual-toned with black leather interior. Fitted with many extras, including heater, overdrive, wire wheels, wing mirrors, screen washers and push-button radio. Offered at £725, with our usual guarantee.

MERCEDES-BENZ. We are officially factory appointed sales and service agents and can demonstrate all the superb range from 220 S.E. fuel injection to the 190 S.L. two-seater. Factory-trained technicians are at your service, also we have a full complement of spares for all models in our stores. Telephone or write for demonstrations or any literature on this range of cars.

TRIUMPH TR3 "A". Registered 1958, one owner from new and has been meticulously maintained, unraced or rallied and has just had a new clutch fitted. This car has a full complement of extras, including heater, screen washers, wing mirrors, spot lamps and road speed tyres. Front disc brakes are standard. Finished in yellow with lake blue interior. Offered at a very reasonable price at £745. We have several other TRs in stock from £440.

PORSCHE 1500 SUPER COUPE, 1955. Superb example of this incredible car. 35 m.p.g. 110 m.p.h., occasional four-seater, engine and gearbox fully overhauled and recent complete respray in mid-blue. Left-hand drive, fitted heater and the usual Porsche extras. Unrepeatable at £695.

FIAT. As factory-appointed agents we offer demonstrations and early delivery of all models, including the new 1800 to 2100 types. LIST PRICES. £450 to £1,400.

BORGWARD. See and try the new Borgward Isebella, the car with all extras as standard equipment. An incredible economy for its size and performance.

JAGUAR 2.4. Special 1957 model. Fitted overdrive, radio, heater, sliding roof, seat covers, Avon Super Speed tyres. Works stage II engine, finished special factory red, excellent appearance and performance. £675.

SUNBEAM ALPINE. Registered September, 1959. Finished in moonstone, fitted with matching hardtop black tonneau, radio, heater, wood rimmed steering wheel, competition overdrive, brakes and disc pads, Koni dampers, clutch, Lucas lamps and reversing lights, Michelin "X" tyres, Alpine horns, safety belt, Barwell moded head and many more extras. £895.

MORRIS OXFORD ESTATE SERIES III. Grey with red interior, fitted heater, excellent condition throughout. A good, economical and useful vehicle. Six months' guarantee. £495.

MERCEDES-BENZ 190 S.L. Since June 1959 this car has been the property of one fastidious owner, meticulously maintained from new. The car is finished in unmarked black, red interior. Fitted with radio, winding aerial, heater and every possible extra. This must be the finest example of this superb car available. Full six months' guarantee. £2,000.

We have pleasure in offering the above selection from our quality sports and performance cars. We can still offer virtually unrestricted Hire Purchase facilities. Part exchange welcome

telephone Derby 40526/7/8 **59-61 London Road, Derby**

A55 by Courtesy of Car Mart Ltd.

I'm all right, Jacques — or one Frenchman's answer to the parking problem; a runaround that folds up small enough to pass through his own front door.

Outrageously odd . . . or superbly stylish . . . you'll get safer braking on any car with Ferodo Anti-Fade Brake Linings. Make sure your garage fits **FERODO**

FERODO LIMITED CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

10/38

Published by AUTOSPORT, 159 Praed Street, London, W.2. Editorial Engravings by Austin Miles, Ltd., London, and printed in England by Keliher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1. Registered at the G.P.O. as a Newspaper.