

THE EUROPEAN GRAND PRIX

# AUTOSPORT

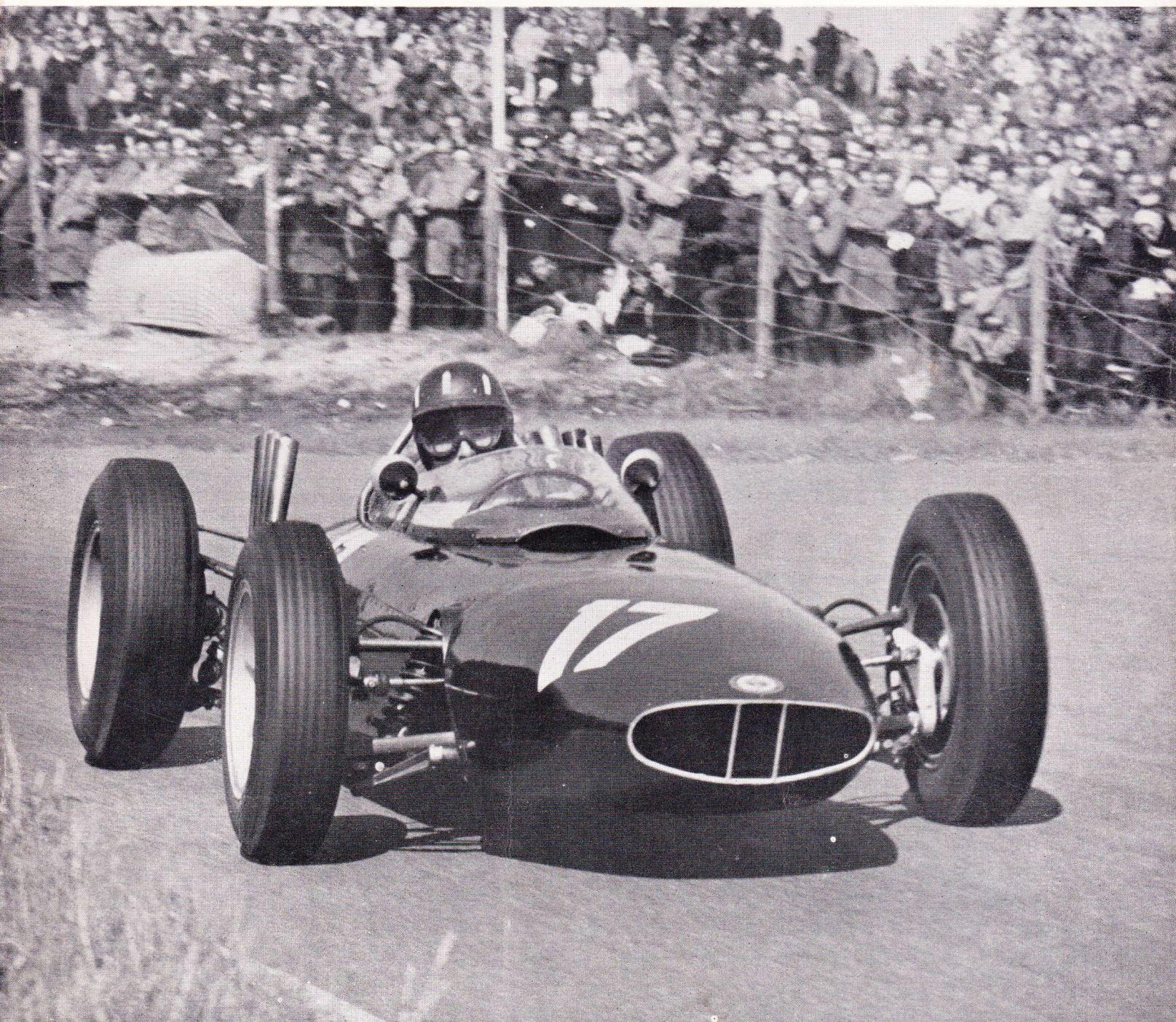
BRITAIN'S MOTOR SPORTING WEEKLY

MAY 25, 1962

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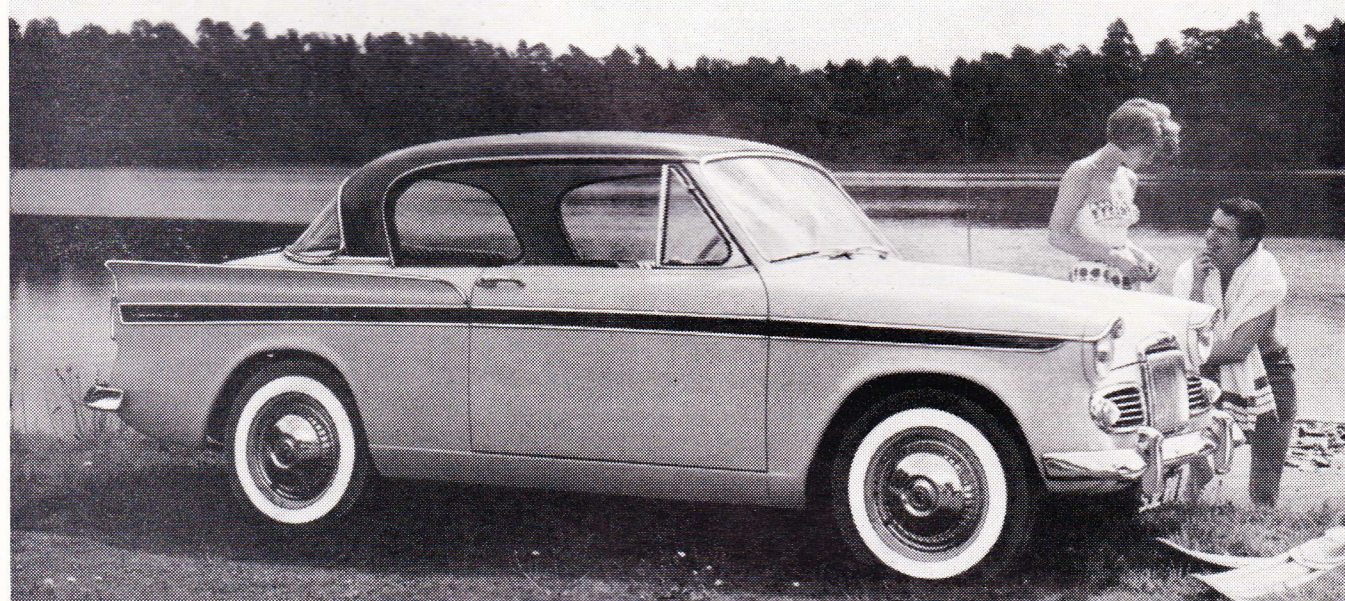
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THE NEW SIX-CYLINDER TRIUMPH VITESSE : THE SPA GRAND PRIX  
CLUB RACING AT AINTREE AND CADWELL PARK : THE NAPLES GRAND PRIX

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BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 21

May 25, 1962

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## EDITORIAL

### FIRST ROUND TO B.R.M.

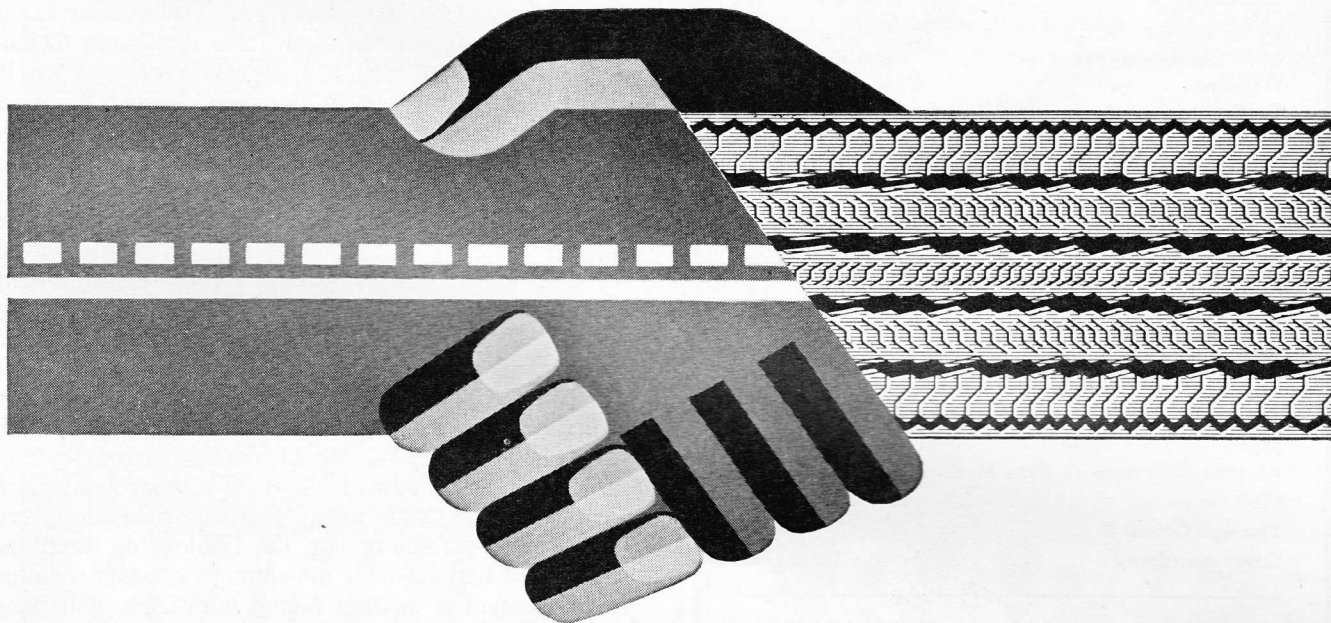
THAT the combination of Graham Hill and V8 B.R.M. is without question a formidable one was proved at Zandvoort last Sunday, with a resounding victory in the Grand Prix of Europe on the Zandvoort circuit. Hill drove a superbly judged race, brushing off the strongest possible challenge from Lotus, Porsche, Lola and Cooper—all with eight-cylinder engines—and the red V6 cars of Ferrari. In point of fact, the issue was never in doubt after the 22nd of the 80 laps. Jim Clark's new monocoque Lotus was delayed with clutch trouble after 11 laps, and Bruce McLaren's six-speed Cooper-Climax V8 fell victim to gearbox bothers after 22 laps. Thereafter Graham Hill had it all his own way; he never looked like making a mistake, and the Owen car sounded as if it would go on for ever. So regular became his progress that interest was switched to the Trevor Taylor-Phil Hill battle for second place, the honours finally going to the young Team Lotus driver after the finest performance of his career to date. However, few will underrate the Maranello cars, for it is known that Enzo Ferrari has something up his sleeve for the not-so-distant future, and Phil Hill remains a driver of real Championship class. Unfortunately, the main effort will have to come from the World Champion, for Baghetti still has a great deal to learn in "top-league" stuff, whilst Ricardo Rodriguez must appreciate the fact that Grands Prix can be won only by drivers who stay on the circuit. Porsche have much work yet to do on the "flat-eights", and it was a pity that Dan Gurney's fine effort should have come to an end with gearbox selector trouble. Very satisfying was the fifth place by the young South African, Tony Maggs, who put up a valiant show in what is now virtually the Cooper-Antique. John Cooper must also be fairly pleased with the possibilities of the new V8, which would appear to be yet another of those Surbiton productions which have a habit of getting into the hit parade. Nevertheless, talk of Zandvoort mainly concerned the unorthodox Lotus monocoque, with which Chapman has once again startled rival designers. Whilst space-frames remain the fashionable wear, the folk from Cheshunt have the courage to adopt a design reminiscent of a modern racing bob-sleigh, and hang the components on to it. Monocoque construction for a single-seater is not new, as folk who recall Issigonis's Lightweight Special will agree, but to break away entirely from accepted Grand Prix practice requires confidence (and ability) of the highest order. The introduction of such a machine proves without question that Formula 1 racing is still very much a challenge to engineering skill. There is little doubt that Great Britain still has a say in racing-car design.

### OUR COVER PICTURE

VICTOR of the Dutch and European Grand Prix at Zandvoort on Sunday was Graham Hill in the 1962 V8-engined B.R.M. This George Phillips photograph shows him accelerating away from Tarzan Corner on the way to a well-deserved win, the second time a car from Bourne has won a Grande Epreuve at the Dutch circuit in the sand-dunes.

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# A NEW TYRE WITH TOTALLY NEW ROAD GRIP



Dunlop, first to use high-adhesion rubber in tyre manufacture, now introduce a tyre for everyday motoring built in the latest **road-hug** rubber. This new 'Gold Seal C.41' also incorporates the unique Dunlop **safety shoulder** and **safety tread** to provide a

totally new and far safer grip in cornering, braking and emergency stopping, plus new steering control over raised white lines, cat's eyes, metal strips and the like. It is available in sizes for most popular modern cars—at no extra cost.



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**GRAHAM HILL**  
**B.R.M.**

**2<sup>nd</sup> & 3<sup>rd</sup>\***

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(Subject to Official Confirmation)

# PIT and PADDOCK

## "RALLY BANNED AT SEALAND —ACT OF 1625 IS QUOTED"

FLINTSHIRE County Council were poised yesterday to invoke an Act of 1625—and stopped an international car driving tests meeting organized by Liverpool Motor Club due to be operated with a transatlantic radio hook-up.

The meeting affected involved the annual tests taken simultaneously by the Liverpool club at Sealand Aerodrome and Liverpool Motor Club of New York with a radio link to compare the times and decide the destination of a trophy.

The County Council decided to take action under the 1625 Sunday Observance Act which says that no person may leave his own parish for any gathering together other than the visiting of a cathedral.

Mr. Peter Ledger Lomas, secretary of Liverpool M.C. and organizer of the meeting, was informed by council officials on Friday, after all preparations were complete and radio sets had been installed, that the police had been instructed that, if there was a gathering together at Sealand—about a half-mile from the Cheshire border—within the meaning of the Act they would prosecute.

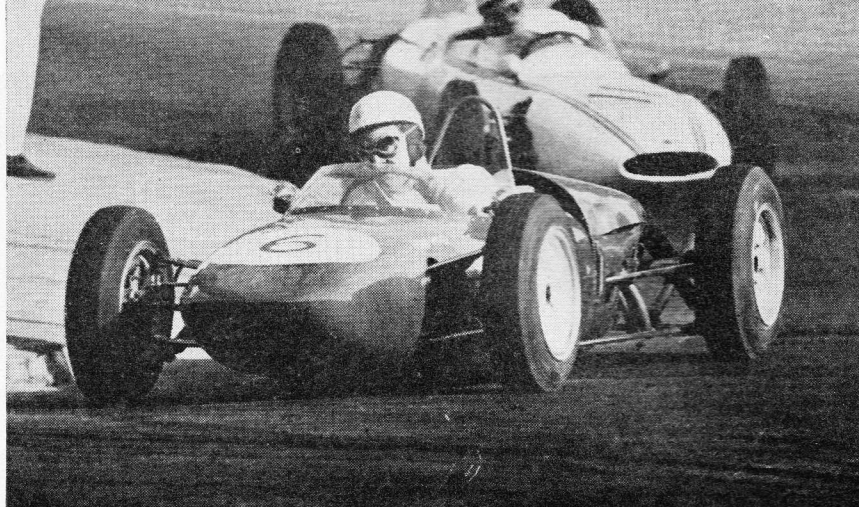
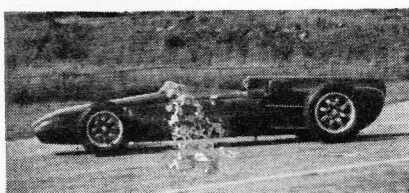
The New York club pressed ahead with their trials yesterday and their times will be compared with Liverpool's when, somewhere new, the meeting is finally held.

*Reprinted from the Liverpool Echo.*

IN this year of grace, 1962, there is surely something very far wrong when a County Council feels obliged to invoke a 300-year-old Act in order to stop a perfectly legitimate sporting event.

This seems, at face value, to be an unjustifiable interference with public freedom. Perhaps we are not in full possession of the facts, but the actions of the local council seem more like the antics of some comic turn than the viewpoint proper to public servants. The Crazy Gang have now retired and it seems time that Parliament swept our over-burdened statute books free from absurd and archaic debris which petty-minded public servants (let us stress that word servants) invoke when they feel like impertinent intrusions into the pleasures of their masters.

DAN GURNEY has startled the Indianapolis faithful by qualifying Mickey Thompson's Buick V8-engined entry at over 147 m.p.h. He also did several very quick laps in the experimental gas-turbine device.



*In the annual Eläintarhanajo-Djurgardsloppet held recently at Helsinki in Finland, the Formula Junior race was won by the Swedish ex-motor-cycle star Olle Nygren in a 1961 Cooper-B.M.C. He beat Ian Raby (Merlyn) (seen leading Nygren, above), David Hitches (Lola) and Curt Lincoln (Cooper)—no small performance considering this was his second car race!*

## 50th B.A.R.C. GOODWOOD MEMBERS' MEETING

ANOTHER important B.A.R.C. anniversary is this Saturday's Goodwood Members' Meeting which is their 50th. The first such meeting was held on 13th August, 1949. Several Grand Prix racing drivers made their name at Goodwood, notably Tony Brooks and Innes Ireland. Tony Brooks will, in fact, be at this meeting—as a commentator for ITV who will be televising this meeting. Statistics show that there have been more than 400 individual races since the first Members' Meeting and well over 2,000 men and women have participated. Tomorrow, there will be an eight-race programme of scratch and handicap events and amongst the interesting entries are: Brian Berrow-Johnson (Lotus 20), the Brands Hatch lap record holder, Hugh Dibley (Lola F.J.), Peter Marten (Deep Sanderson F.J.), Bill de Selincourt (Lister-Jaguar), Dizzy Addicott (Lotus-Buick), and Mike Ghazala who so spectacularly rolled his Ford Anglia at Brands Hatch recently.

AS the works Gemini Formula Junior cars will not be at Monaco, Peter Procter has been released to drive a Cooper-Austin for the Tyrrell Racing Organization in the Junior race. Tony Maggs will be driving in the Monaco Grand Prix and is, therefore, not eligible for the Junior race. Peter Procter will also be driving Tyrrell cars in other events when not required by the Gemini team.

PROVISIONAL results of the Tulip Rally gave Carlsson (SAAB) as finishing third overall and winning Class K (850 c.c. touring). It is now shown that the P. Gelé/C. Laurent DKW Junior, originally given as fifth, moves up to third place in the general classification and first in Class K, above Carlsson.

*In Salisbury, Southern Rhodesia, Clive Puzey has built a Formula Junior car using a B.M.C. engine, a Volkswagen gearbox, Mini disc brakes, etc. The car has performed very creditably over there—even hanging on to Alfa-engined cars! Clive Puzey started racing in Britain in 1960 with a Formula Junior Yimkin.*

AN addition to the calendar—the 750 Motor Club is holding a restricted race meeting at Silverstone on 28th July. Invited clubs include Aston Martin O.C., M.C.C., Peterborough M.C., Sunbac, B.A.R.C. and Club Lotus, and there will be events for cars of all classes, including saloon cars and *Formule Libre*, as well as 750 and 1172 Formula races. However, intending competitors under the latter two formulae should note that these races will not count towards the 1962 championships in either case, since points for these trophies will be allocated from the events at the B.R.S.C.C. Oulton Park meeting.

Regulations and entry forms are available from Ian Giles, 48 Longhill Road, Catford, S.E.6 (Hither Green 3544), but all other enquiries will be dealt with by the secretary of the meeting, Gordon Connelly, 98 St. Martin's Lane, London, W.C.2 (Temple Bar 7483).

## PRIX DE PARIS

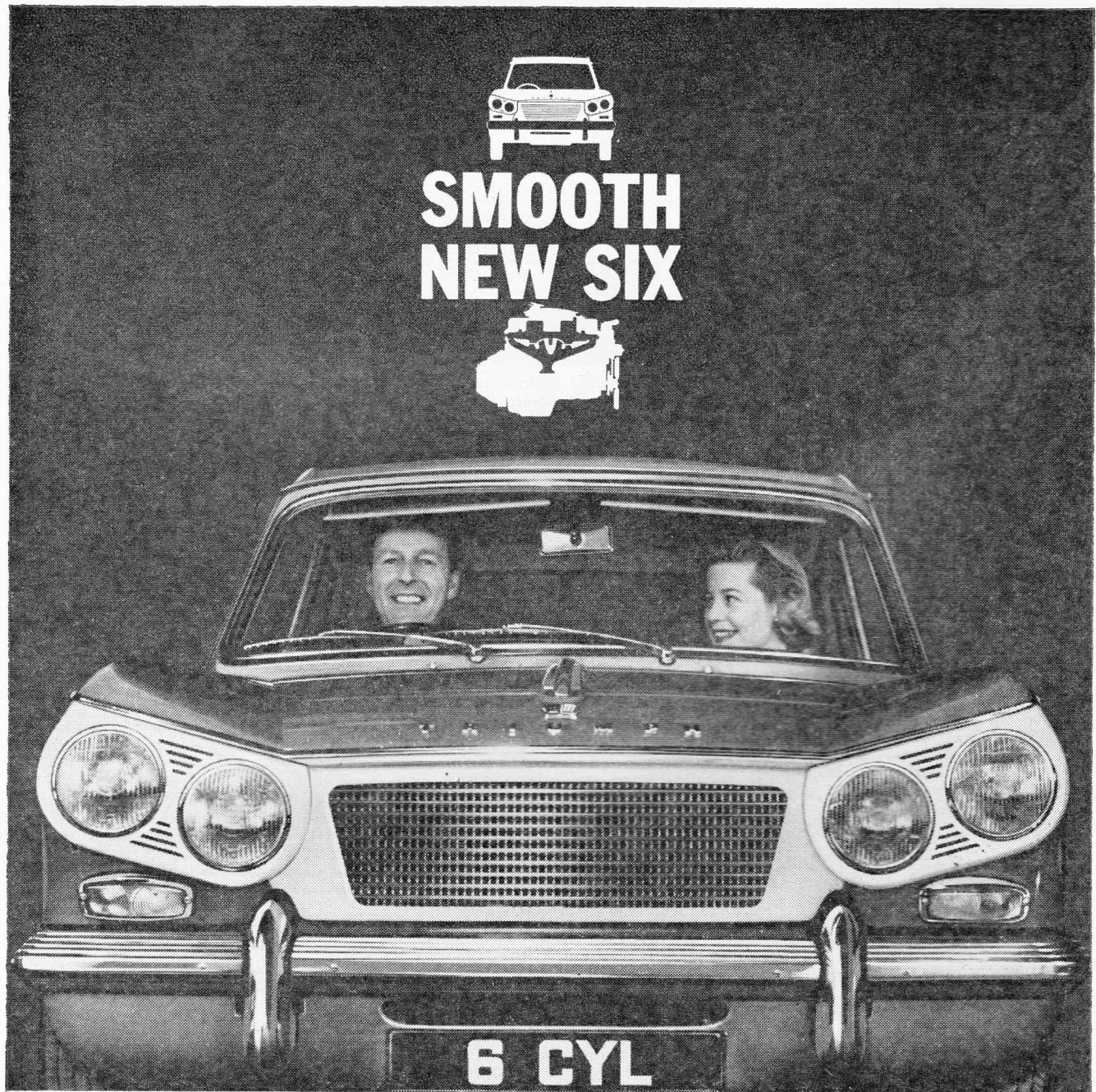
ON the aggregate of two heats, the Formula Junior race at the Prix de Paris Monthléry meeting last Sunday was won by a Brabham. Jo Schlesser repeated his victory of 29th April and beat the Frenchman Robert Bouharde (Cooper) and the American Russell Cowles (Cooper).

THE annual Swedish "Cannon Race" for Formula 1 cars will take place at Karlskoga on 12th August. There will also be races for Touring, Grand Touring and Formula Junior cars, and those interested should contact the Karlskoga Motorklubb, Postfack 5, Karlskoga, Sweden.

MONA HOWARD of the B.R.D.C. staff is being married on 25th May to Eric Browning in Kensington—reception in Headford Place Hotel.

HILL-CLIMBING enthusiast Phil Scragg has, we hear, ordered an American Chaparral sports-racing car. We thought that his Lister-Jaguar was hairy enough!

SIGNOR VOLPI's new project was well represented at Zandvoort, the portly Chiti almost climbing below the new Lotus and Cooper V8s to study the latest innovations.



## 6-cylinder TRIUMPH VITESSE

**THE SMOOTH SIX** 6-cylinder energy in a 17-cwt car! That's the Triumph Vitesse, the only car of its class in the world to have a 6-cylinder engine. The brand-new 1596 cc engine gives you a top speed of over 90 mph. And you sprint through the gears from 0 to 60 in 17.1 seconds.

**THE SUPPLE SIX** The Vitesse has all the mechanical magic of the Herald. Independent suspension front and back, and the Herald turning circle of only 25 ft.

**THE SMART SIX** Vitesse beauty is in the *concours d'elegance* class. And she's smart under the surface, too. Clever design



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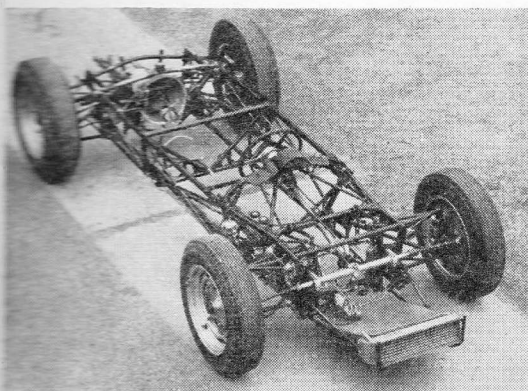
Duotone paintwork £9.12.6 extra

virtually eliminates greasepoints to cut servicing down to just once in 3,000 miles.

**THE SAFE SIX** 4-eye vision at night, solid steel chassis, front-wheel disc brakes. Take out a new Triumph Vitesse, and recapture the joy of driving a car designed to make motoring the pleasure it should be. Any Standard-Triumph dealer will be pleased to arrange it for you. You'll be under no pressure to buy, but be warned. The Vitesse is a temptress.



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### EIGHT-CYLINDER PORSCHE F1

ABOVE: The space-frame of the new Formula 1 Porsche showing the independent suspension, Rack-and-pinion steering and Porsche disc brakes are used. RIGHT: Compared with the 1960/61-type Porsche, the new car is much less bulky, being much smaller and lower. FAR RIGHT: The 1962 eight-cylinder Porsche cuts a very smooth line and no doubt it will give a good account of itself following the promise shown in the initial stages of the European Grand Prix last Sunday.

ON 12th May at the Automobile Club of Milan the annual presentation of the Alfa Romeo gold medals and cups took place. Also the Union of Italian Automobile Journalists presented the Nuvolari Trophy to Giancarlo Baghetti.

The following successful drivers of Alfa Romeo cars received gold medals and hand-painted scrolls for their achievements in their respective countries during 1961:—

Syd van der Vyver (South Africa); Chuck Stoddard and Al Weaver (U.S.A.); Gianfranco Bonetto, Albino Buticchi, Ricciardo Ricci and Romolo Rossi (Italy); Bruno Martellanz and Alexander Mayer (Austria); Ernst Furtmayr and Hans Bergmann (Germany); Milovan Rodica (Yugoslavia); Jose Batista Dos Santos (Portugal); and Fred van Beuren, Francisco Busch and J. L. Puente (Mexico). Richard Shepherd-Barron also received a gold medal and scroll for his successes in 1959.

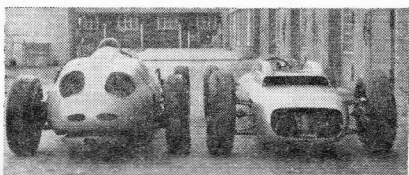
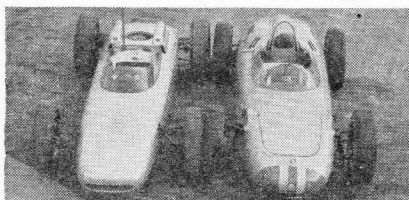
Amongst the drivers who received the very unusual Venetian glass cups (Alfa red, of course!) were Umberto Maglioli, Carlo Facetti, Elio Zagato, Adolfo Tedeschi and Signorina Ada Pace.

REVENTLOW AUTOMOBILES, INC., have not quite gone out of business, despite their announcement in February. A "skeleton" four-man team is working on a rear-engined sports car based on the Inter-Continental car that appeared in Australia in March. A V8 Buick engine will be used as well as a five-speed Colotti gearbox. It is hoped that the car will be completed by July.



THE American Kjell Qvale, who was to have sponsored a Cooper entry at Indianapolis this year but abandoned the project because of the lack of a suitable engine, is determined to have a go next year and is looking around for a power unit.

DUTCH enthusiast J. van Groningen argues that the veteran cars shown in our 27th April issue are not accurately dated by the French. He maintains that the Benz is 1898-99—not 1893. The Clement-Bayard he states is of 1906 origin, and the "mystery" car is a V et D-Sultan of circa 1904-1905.



### B.R.S.C.C. BRANDS HATCH NATIONAL

THE "long" Brands Hatch circuit is being used for the first time this year for this Sunday's B.R.S.C.C. National British race meeting which starts at 12.30 p.m. The main race is a 25-lap (66-mile) event for sports cars—the Grovewood Trophy. This should be a splendid spectacle as many "hairy" old beasts have been entered. There are no fewer than five "D"-type Jaguars, three Lister-Jaguars and one DBR1 Aston Martin. In addition there is a Lotus 15, two Cooper Monacos, Dizzy Addicott's Lotus-Buick, four Lotus 23s and Bill Moss in a works 1.216 c.c. Climax-engined Elva Mark 6. The 15-lap Junior race should be closely contested—Gemini Mk. 4s are opposed by Lotuses, Coopers, etc., and a 10-lap touring car race contains the usual assortment of motor cars. There are two G.T. races, one for 1-litre machines and the other for larger capacity cars. An interesting entry in the former race is Graham Warner's Ogle-Cooper-Mini (or should it be Cooper-Ogle-Mini—or, perhaps, Ogle-Mini-Cooper?). Roy Salvadori will have a busy day. He will drive John Coombs's 3.8 Jaguar in the touring car race and an "E"-type from the same stable in both the G.T. and sports car races. This meeting is the next round in the AUTOSPORT Championship and the leader Innes Ireland is scheduled to compete with the U.D.T.-Laystall Ferrari in the Brands Hatch event.

THE B.R.S.C.C. race meeting scheduled for 2nd June at Oulton Park has been postponed to 30th June due to track resurfacing.

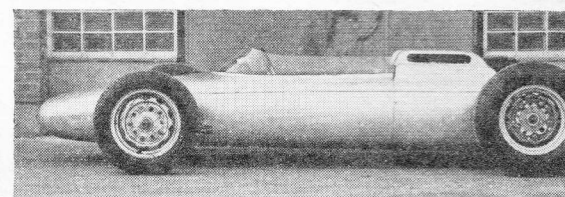
SWISS VICTOR. The Mayor of West Berlin, Willy Brandt, congratulates Joseph Siffert who won the Grand Prix des Nations at the Avus circuit on 13th May. His Lotus 22 won at a fantastic average speed of 118.31 m.p.h.

## SPORTS NEWS

### IAN WALKER RACING TEAM PLANS

ALTHOUGH Ian Walker retired from motor racing at the end of last year, he certainly does not intend to leave the circuits altogether. His recently formed Ian Walker Racing Team, based in North London, at present consists of two Lotus 22 Juniors and two Lotus 23 sports cars. By 1965, however, Walker hopes to sponsor a full team of Grand Prix cars. (Grand Prix teams from two Mr. Walkers are going to confuse a lot of Continental organizers!) For the remainder of this season, the bright yellow Ian Walker cars will have a very busy time, for they are scheduled to compete at the Nürburgring, Monaco, Mallory Park, Le Mans, Rheims, Rouen, Aintree, Brands Hatch, Goodwood, Copenhagen, Monza, Albi and Oulton Park. The team's three drivers, Paul Hawkins, Peter Ryan and Mike Spence, look like having a very successful season.

THE M.G. Car Club's Silverstone meeting on Saturday, which starts at 12.30 p.m., has a full programme of 11 events devised with the object of providing a good day's sport for club enthusiasts.



MASSIMO NATILI, the Italian driver who raced Scuderia Centro-Sud cars last year, was seriously injured at Monza recently when his car crashed and caught fire in a Formula Junior race. A spectator pulled Natili out of the burning car but walked away before any officials arrived. The "anonymous" spectator undoubtedly saved the life of Natili who was taken to hospital with second- and third-degree burns on his face, arms and legs.

L.M.B. COMPONENTS have opened what is possibly the largest and most comprehensive Mini-Ford centre in the country. They stock the majority of speed equipment and have modern service and fitting facilities. The general manager of L.M.B. Components, Ltd., is, incidentally, Jem Marsh of Speedex fame.

THE Ian Walker Racing Team have entered two 1-litre Lotus 23s in this Sunday's Nürburgring 1,000-kilometres race. The drivers will be Paul Hawkins/Peter Ryan and Peter Ashdown/Bruce Johnstone.

APPARENTLY the 750 class at the recent Blandford hill-climb was won in 36.09 secs. and not 38.27 secs. as printed in last week's issue.

THE Simca 1000 is now available in the United Kingdom.

PETER EVA has been appointed Equipment Sales Manager of Speedwell Performance Conversions, Ltd. He will be remembered for his enthusiastic driving of a Speedwell Austin-Mini last year—he also holds the 850 c.c. saloon car lap record at Brands Hatch.

# Ferodo First

## DUTCH GRAND PRIX

1st B.R.M. Graham Hill

2nd Lotus Trevor Taylor

3rd Ferrari Phil Hill



*results subject to official confirmation*

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# CARS ONLY AT CADWELL PARK

**B.R.S.C.C. Club Meeting on  
promising new circuit**

BY CHRISTOPHER NIXON

*SINGLE FILE: Round one of Cadwell Park's most interesting bends come Dick Fores (Elite), M. J. G. Dell (Tornado Tempest), J. Dangerfield (A.C. Ace-Bristol) and other cars in the G.T. race.*

NEVER let it be said that the B.R.S.C.C. rests on its laurels: always looking for new ideas that will appeal to both its members and the public, the club has just now come up with a new circuit—Cadwell Park, in Lincolnshire.

The Park was first used for motorcycle racing in 1934, over a three-quarter-mile circuit between Barn Corner and the Mountain. In 1952 it was lengthened to 1½ miles to Mansfield Corner and F3 races were sometimes included in motorcycle meetings. In August last year the present 2½-mile track was completed and last Sunday the B.R.S.C.C. staged the circuit's inaugural car meeting, and from the start it was a great success.

It is a fascinating circuit, a mixture of short straights and very tight bends, very much a drivers' circuit. It is also rather narrow but this tends to make it more interesting. Spectator amenities are good but the present system of letting the public rush across the track between races leaves a lot to be desired; a couple of bridges strategically placed should do the trick.

Tony Brooks, accompanied by his father, turned up to open the circuit officially for car racing. He made a short speech over the P.A. and then did a couple of quickish laps in Col. Hoare's magnificent 1958 Testa Rossa Ferrari. We could hear its exhaust note right round the circuit and Tony, his hair flying in the wind, obviously enjoyed

himself enormously, although, as he said afterwards, "with a rigid rear axle, you have to watch it on the twisty bits!"

The programme comprised seven 10-lap races and began with a Formula Junior event. No fewer than eight of the 12 starters were Jim Russell's pupils, which speaks volumes for the school. E. Dawson (Envoy) moved smartly into the lead and for three laps managed to hold his position. B. H. Griffin (Lotus), after a bad start, moved up very fast and relieved Dawson of first place on lap four. R. G. Pike (Ausper) then made a determined attack on the unfortunate Dawson and got by him two laps later. Behind these three came A. W. Rollinson (Cooper) of the Motor Racing Stables School, R. Hawker and J. Mastin (Lotuses), the latter having recovered from a spin.

Event two was for up to 1,000 c.c. sports cars and was won comfortably by A. P. Belcher (Terrier). D. L. Wragg (U2) led initially but was passed on lap three by Belcher. Wragg then lost ground until he was forced out on lap seven. A fine battle for second place developed between J. Oliver (Marcos) and J. O. Butt (Elva), Oliver finally emerging as the victor. A. J. Welch (Lotus) held fourth spot until lap nine when he was dislodged by J. H. Haynes (Lotus).

K. R. Paatz (Sprite), D. R. Driver (Lotus) and P. Francis (Lotus) were

having a hard scrap farther back in the field and eventually finished in that order, but not before Driver had been bombed by a partridge bent on self-destruction. The Lotus emerged through a cloud of feathers and continued on its way.

G.T. cars came next and this proved to be a runaway win for Paddy Gaston (Sprite s/c). R. A. Fores (Elite) led for the first lap but Gaston passed him as they roared out of the Mountain on lap two. E. B. H. Woolley (Turner) got close to the Elite early on but Fores managed to get away again and hang on to his second place.

J. S. Gamble held fourth spot in his Morgan until he spun on the Mountain three laps from the end. This let M. J. G. Dell (Tornado Tempest) into fourth. Fifth was J. R. Bloomfield (G.S.M.-Delta), sixth was L. G. Arnold (Sebring Sprite) and seventh P. J. Smith (Speedwell Sprite).

At the moment there is a capacity limit of 2,000 c.c. on this circuit and so there were no hairy sports or G.T. cars present. The sports-racing car event was headed by Roy Pierpoint's 2-litre Lotus and he led, not surprisingly, from the start. On the sixth lap, though, his radiator hose blew out and he retired on the circuit. Rodney Bloor (Lotus 23) moved up to first place and went on to an easy win. Tony Lanfranchi (Elva) kept station some way behind in second place and he was followed by D. Kamm (Atilla-Climax), T. Bone (Gilby) and C. A. G. Hodgson (Lotus), who spun twice in the last two laps but still came second in class.

Another Formula Junior event followed. Bill Bradley (Cooper) took the lead on lap two and romped home to win by nearly eight seconds from G. H. Breakell (Lotus). J. Taylor (Cooper) challenged Breakell strongly for some time, the latter seeming to have trouble selecting his gears. He got them sorted out in time to draw away from Taylor though, and crossed the line four seconds ahead. Ken Lyon was fourth and M. Long fifth.

The saloon car race was a bit professional, Rodney Bloor leading from start to finish in his A40. Behind him came J. Merfield (Anglia) and Rodney Bunting (A40).

(Continued on page 741)

*B. H. Griffin's Lotus 20 in the first Junior race.*





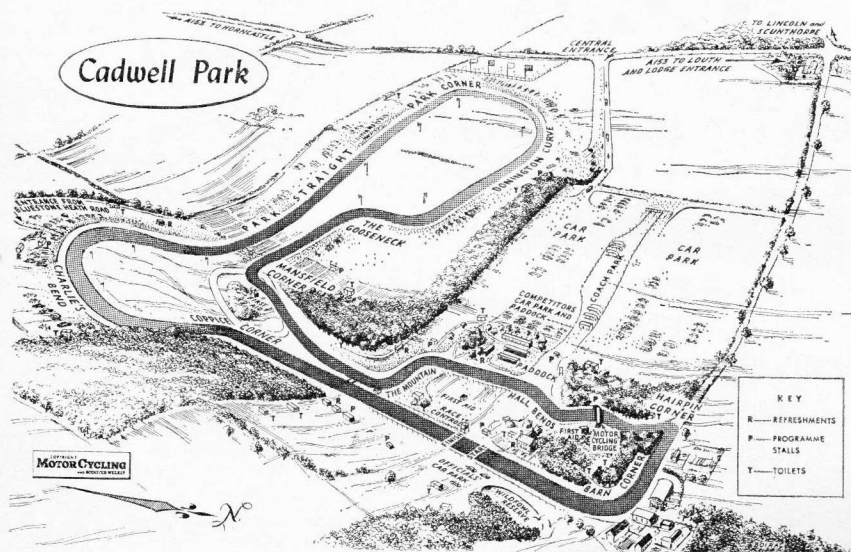
When you use Esso Golden  
you feel you're driving a better car  
—and you are!

**Cadwell Park—continued**

Warwick Banks (VX4/90) held fourth place for one lap before retiring. A. G. Payne thus moved up and behind him came a close-knit group comprising J. Bell (Anglia), M. G. Lacey (Austin 7) and C. A. Morgan (Mini-Cooper). After some very close racing indeed the battle was won by Bell, and Lacey, enjoying his very first race, beat Morgan to the line by a couple of inches to win his class, a very satisfactory debut.

The final race of the day was originally for single-seaters, but this was changed to *Formule Libre* and the first seven finishers in the sports car race were invited to compete.

Brian Hart in a Lotus-Ford romped away with this one to win by 16 seconds. J. Taylor (Cooper-Ford) made a bad start and then proceeded to drive very fast indeed but he couldn't get near Hart although he made a valiant attempt.



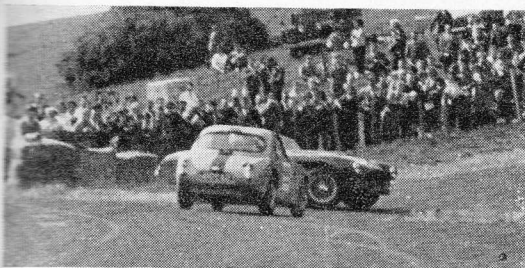
The 2.25-mile Cadwell Park circuit.

**Results**

**Formula Junior (A):** 1, B. H. Griffin (Lotus-Ford), 70.33 m.p.h.; 2, R. G. Pike (Asper-Ford); 3, E. Dawson (Envoy-Ford). **Fastest Lap:** Griffin, 1 m. 52.8 s., 71.81 m.p.h. **Sports Cars up to 1,000 c.c.:** 1, A. P. Belcher (Terrier-Ford), 64.99 m.p.h.; 2, J. Oliver (Marcos G.T.); 3, J. O. Butt (Elva-B.M.C.). **Fastest Lap:** Butt, 2 m. 02.4 s., 66.18 m.p.h. **Grand Touring Cars up to 2,000 c.c.:** **Outright Winner:** J. H. Gaston (Austin-Healey Sprite s/c), 62.19 m.p.h. **Class A, 1,001-2,000 c.c.:** 1, J. H. Gaston (Austin-Healey Sprite), 62.19 m.p.h.; 2, R. A. Fores (Lotus Elite); 3, D. Cunningham (Elva Courier). **Fastest Lap:** Gaston, 2 m. 7.6 s., 63.48 m.p.h. **Class B, up to 1,000 c.c.:** 1, E. B. H. Woolley (Turner-B.M.C.), 61.64 m.p.h.; 2, M. J. G. Dell (Tornado Tempest); 3, J. R. Bloomfield (G.S.M. Delta). **Fastest Lap:** L. G. Arnold (Austin-Healey Sebring Sprite), 2 m. 7.6 s., 63.48 m.p.h. **Sports-Racing Cars up to 2,000 c.c.:** **Outright Winner:** R. J. Bloor (Lotus-Ford), 68.41 m.p.h. **Class A, 1,101 c.c. to 2,000 c.c.:** 1, D. Kamm (Attila-Climax), 66.68 m.p.h.; 2, C. A. G. Hodgson (Lotus-Climax); 3, H. Jones (Lotus-Ford). **Fastest Lap:** R. F. Pierpoint (Lotus), 1 m. 54.6 s., 70.68 m.p.h. **Class B, up to 1,100 c.c.:** 1, R. J. Bloor (Lotus-Ford), 68.41 m.p.h.; 2, T. Lanfranchi (Elva-Climax); 3, T. Bone (Gilby-Climax). **Fastest Lap:** Bloor, 1 m. 56.6 s., 69.47 m.p.h. **Formula Junior (B):** 1, W. Bradley (Cooper-Ford), 72.74 m.p.h.; 2, G. H. Breakell (Lotus-Ford); 3, J. Taylor (Cooper-Ford). **Fastest Lap:** Bradley, 1 m. 48.8 s., 74.45 m.p.h. **Saloon Cars up to 2,000 c.c.:** **Outright Winner:** R. J. Bloor (Austin A40), 63.22 m.p.h. **Class A, 1,001 c.c. to 2,000 c.c.:** 1, J. C. Merfield (Ford Anglia), 62.46 m.p.h.; 2, R. Jones (Ford Popular s/c). **Fastest Lap:** Merfield, 2 m. 07.6 s., 63.48 m.p.h. **Class B, 851 c.c. to 1,000 c.c.:** 1, R. J. Bloor (Austin A40), 63.22 m.p.h.; 2, R. Bunting (Austin A40); 3, J. Bell (Ford Anglia). **Fastest Lap:** Bloor, 2 m. 06.0 s., 64.29 m.p.h. **Class C, up to 850 c.c.:** 1, M. G. Lacey (Austin Seven), 58.10 m.p.h.; 2, J. R. Barrett (Austin Seven); 3, D. E. Buckett (Austin Seven). **Fastest Lap:** Lacey, 2 m. 16.2 s., 59.47 m.p.h. **Formule Libre Race. Outright Winner:** B. Hart (Lotus-Ford), 75.23 m.p.h. **Single-Seater Racing Cars:** 1, B. Hart (Lotus-Ford), 75.21 m.p.h.; 2, J. Taylor (Cooper-Ford); 3, S. L. Wright (Cooper-Climax). **Fastest Lap:** Hart, 1 m. 44.0 s., 77.88 m.p.h. **Sports-Racing Cars:** 1, R. J. Bloor (Lotus-Ford), 70.48 m.p.h.; 2, T. Bone (Gilby-Climax); 3, P. B. Ross-Tuppin (Rejo-Climax). **Fastest Lap:** Bloor, 1 m. 50.6 s., 73.24 m.p.h.



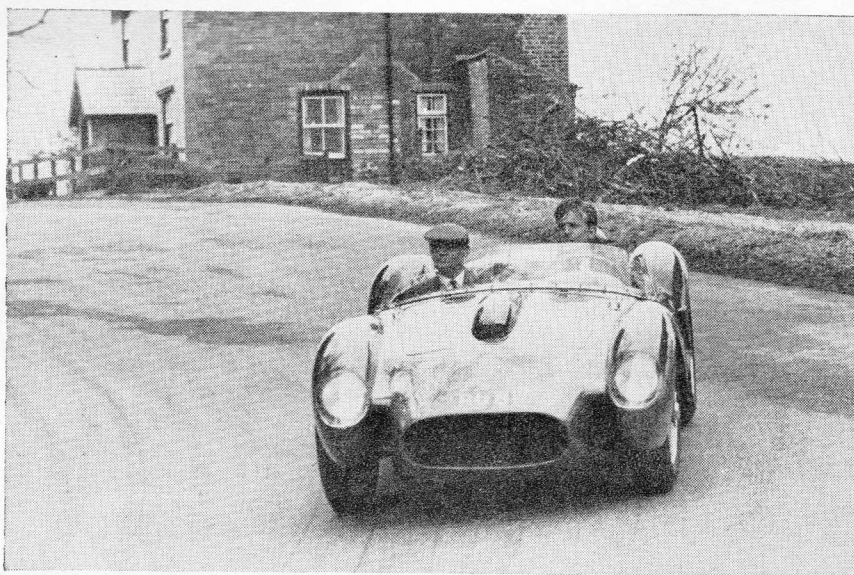
Start of a spin. J. Dangerfield's Ace-Bristol loses it . . .



. . . L. G. Arnold's Sebring Sprite takes avoiding action . . .



Whew! He just makes it!



Tony Brooks opened the circuit in a 1958 Ferrari Testa Rossa. Note the house in the background . . . one of the hazards of the twisty Cadwell Park circuit!

At the start, B. Mann, in one of the old, front-engined Lotuses, somehow got on to the grass. The car fish-tailed, scattering mechanics in all directions but happily missing all of them. The Lotus was damaged when it hit the bank and was black flagged next time round.

Hart won convincingly from Taylor, Rodney Bloor (Lotus 23), T. Bone (Gilby) and P. B. Ross-Tuppin (Rejo). Roy Pierpoint, who held second place for three laps, was forced to retire again,

this time with a broken crown-wheel and pinion.

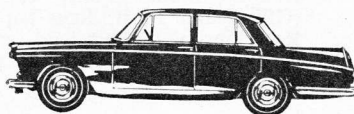
This brought the meeting to a close. It was not an exciting day's racing by any standards but a large crowd turned up and the circuit has undoubtedly proved to be a great success. What we really want is to do away with the two-litre limit and have Messrs. Salvadori, Hill, Sears, Parkes and Co., doing battle in 3.8 Jaguars. Then we'll see some motor racing!



You can bank on a Midget with safety. And that describes how it corners, hugs firmly to the road, comes docile to a stop — and pulls away again to pass in the only safe way, with a fast performance through the gears. All world-renowned M.G. features. All attributable to a great tradition, to M.G. Abingdon craftsmanship, to B.M.C. resources. You start with the best in sports motoring, when you buy a Midget. £472 plus £178.0.3 P.T.

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# GRAND PRIX OF EUROPE

## FOR B.R.M.

GRAHAM HILL in his V8 B.R.M. scored a thoroughly deserved victory in the Grand Prix of Europe last Sunday at Zandvoort, after a really brilliant drive. Jim Clark took the lead with his new Lotus, pursued by Graham Hill and by Dan Gurney (Porsche "8"). Both Clark and Gurney stopped after 11 laps, and the B.R.M. went into a lead which it held till the end of the 80 laps.

Trevor Taylor (Lotus V8) put up a magnificent show, and during a relentless pursuit of Phil Hill (Ferrari), after taking Innes Ireland (Lotus V8), he passed the World Champion into second place on the 62nd lap. Both Graham Hill and Taylor "doubled" fourth man Baghetti (Ferrari).

Bruce McLaren (Cooper V8) held second place for 10 laps, till gearbox trouble intervened on his 22nd circuit. He had the satisfaction of setting the fastest lap of the race with 1 min. 34.4 secs. (159.902 k.p.h.).

**Graham Hill Scores Decisive Victory in First 1962 World Championship Event — Second Place for Trevor Taylor (V8 Lotus) Ahead of the Ferraris of Phil Hill and Giancarlo Baghetti**

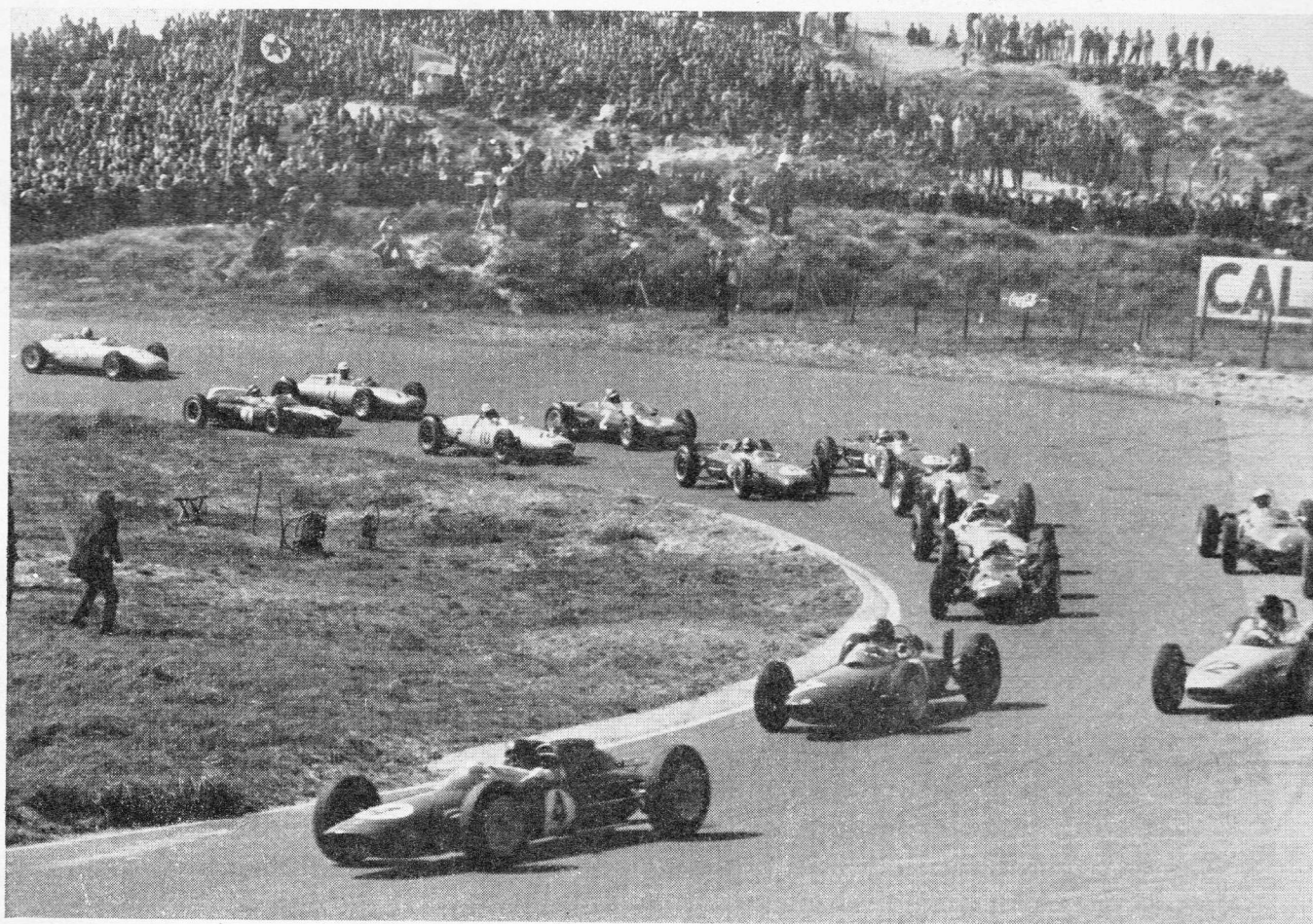
BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

after only nine laps, and Roy Salvadori's car was subsequently withdrawn. More spectacular was the exit of the U.D.T.-Laystall pair. Masten Gregory broke a drive-shaft coming into the sharp left-hander behind the paddock and he shot down into the dip. Innes Ireland had his brakes lock on when lifting after the pits for Tarzan Corner. The car tore through a fence, landing in the infield near the B.P. enclosure. Ireland escaped with a cut nose.

Richie Ginther went off course near the end of the race, and was completely unhurt. Rodriguez went off for the second time, also without injury to himself. Both flat-eight Porsches were in trouble. Dan Gurney with first a broken gear-lever, and then problems in the box itself. Bonnier finished seventh, after a stop to examine the rear-end of the new car.

Dutchman Ben Pon's race didn't last long, for he left the road on his fourth



Into fifth place came Tony Maggs after an immaculate drive with the 1961 Cooper-Climax "four", followed by Dutchman Carel Godin de Beaufort (Porsche "4"), first of his races ever to gain a point in a World Championship event.

Both Bowmaker-Yeoman and U.D.T.-Laystall had unlucky days. John Surtees broke a wishbone and went off course



**LAP ONE:** Jim Clark (Lotus V8) leads Graham Hill (B.R.M. V8), Dan Gurney (Porsche 8) and Bruce McLaren (Cooper V8) out of Tarzan after the start.

lap. Jack Brabham was involved in Rodriguez's first shunt on lap 5, and had to abandon at the pits with a damaged front end.

Zandvoort has been a lucky circuit for B.R.M., for their only Grand Prix victory since the organization entered racing went to Jo Bonnier in the 2.5-litre car in 1959 on the Dutch circuit.

The 1962 race was in complete con-



trast to last year's race, when all starters finished and there was not a single pit-stop. This year, there were several halts at the pits and only 10 cars were running at the end out of the original 20, although Seidel's Emerson was not classified, having done an insufficient number of laps.



THE "monocoque" Lotus V8—the Lotus 25—which made its debut at Zandvoort.

*WELL DONE! B.R.M. mechanics and supporters rush forward to welcome Graham Hill after his victory.*

CHIEF centre of interest at Friday's training was the pair of "flat-eight" Porsches for Jo Bonnier and Dan Gurney. This new design bristles with technical features; the frame is of the modern space-pattern, made up of triangulated steel tubes. Torsion bars are used for the all-independent suspension, the front being unusual in that the bars are located just below the top side tubes, practically on a level with the driver's shoulders. The Koni dampers are mounted vertically within the driver's compartment, and the anti-roll bar has a quickly removable centre torsion rod, which can be replaced from a selection of bars of varying tension and diameter. This rod is splined at each end. The upper wishbone is triangulated, and a single arm is used at the bottom, located by a radius rod secured to the main frame assembly, rather similar to Lotus practice. Steering is by rack-and-pinion.

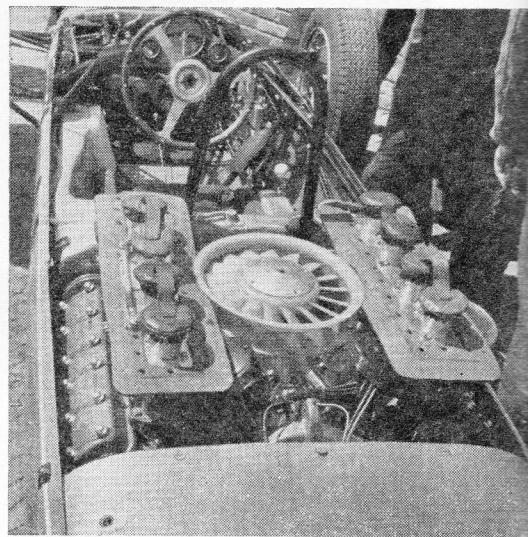
At the rear, torsion bars are also used; the upper suspension arm consists of a braced parallelogram, the bottom unit being a normal wishbone. The suspension is controlled by Koni dampers.

The rear wheels are Kronprinz light-alloy, bolt-on units carrying 6.50 x 15 ins. Dunlop racing tyres on a 7 ins. rim. In front, 5.00 x 15 ins. tyres are fitted on either 5 ins. or 6 ins. rims. The disc brakes are of Porsche design and manufacture, being unusual in that the caliper unit is located behind the hub centres, and the leading caliper pad works on the inside of the disc periphery. The trailing caliper works on the outside.

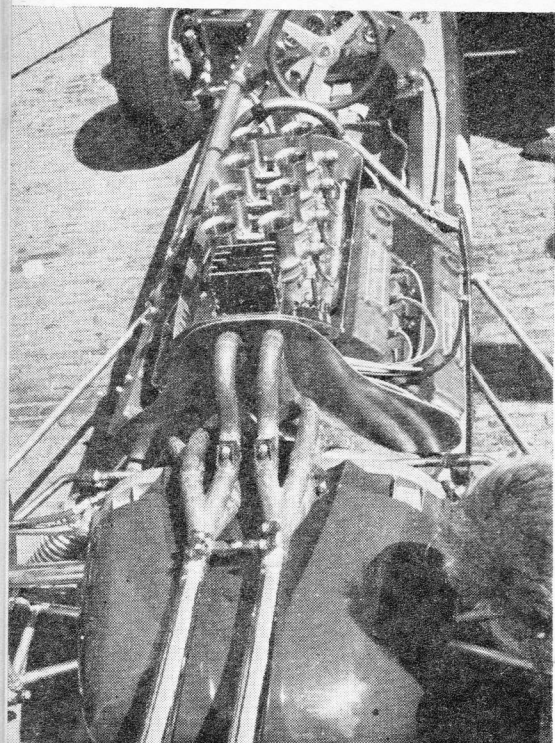
Of remarkably compact design, the horizontally opposed, eight-cylinder en-

gine has two overhead camshafts to each block. Light alloy is used for heads, blocks and crankcase. Four double-choke, 38 mm. Weber downdraught carburettors are fitted, and twin Bosch magnetos mounted at 45 degrees to each other supply ignition to the 16 sparking plugs. Cooling is by a horizontal turbo-fan made of polythene plastic material. Drive is by belt-and-pulley from the nearside camshafts, and thence by skew gears to a vertical shaft. No details were available concerning power-output, but a figure of 185 b.h.p. at 9,200 r.p.m. has been quoted.

The petrol tank is carried in the nose;



THE "flat eight" Porsche has a plastic turbo-fan driven by belts and skew gears.

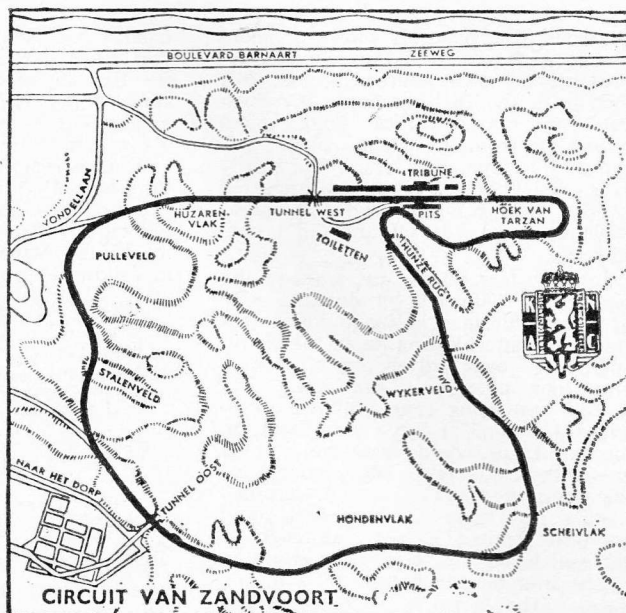




**VICTORY SMILE:** Graham Hill waves his helmet as he brings back the laurels after the B.R.M.'s second Zandvoort victory (above).

★

**RIGHT:** A circuit map shows how the course winds through the dunes.



dry-sump lubrication is employed. Transmission is via a six-speed, all-synchromesh gearbox and hydraulically-operated multi-plate clutch.

The Ferrari mixture was as before, the only noticeable difference being on Phil Hill's car, which had revised rear suspension with a slightly wider track. All three had six-speed gearboxes.

Jim Clark's Lotus-Climax V8 was a startling departure from the orthodox by Colin Chapman. Dubbed the "Flying Tea-tray", it is of monocoque construction. In place of a frame, two pannier fuel tanks are separated by a low, metal platform forming the floor, the structure carrying the normal Lotus suspension units and the V8 Coventry Climax

engine. The complete car is said to be about the same weight as a "four", or may even be lighter.

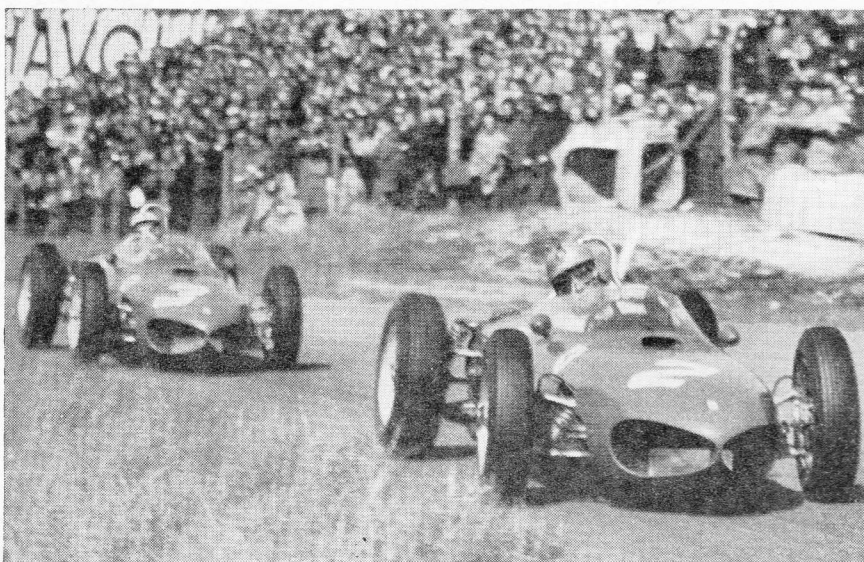
By dint of a superhuman effort, Bowmaker-Yeoman produced a new Lola-Climax V8 for Roy Salvadori, which had slightly different rear suspension to the Surtees car. U.D.T.-Laystall had the V8 Lotus which Masten Gregory drove at Silverstone for Innes Ireland.

For Friday's morning practice 18 cars were presented, the absentees being Jack Brabham (Lotus-Climax V8), Wolfgang Seidel (mythical Porsche-B.R.M. and/or Lotus V8) and Maurice Trintignant (Walker Lotus V8). Trintignant's entry was withdrawn, the Walker stable being unable to have a car ready in time. A

fitted with the ex-Moss engine. A "four" was brought as a spare. Seidel managed to acquire the Campbell-Jones Emeryson-Climax, and Dutchman Ben Pon had the 1961 Porsche "four" fitted with an experimental fuel-injected engine. A second Porsche flat-four with Weber carburettors was in the hands of Carel Godin de Beaufort, who had lost about three stones after a rigid diet.

Graham Hill in his Silverstone-winning B.R.M. dominated the session with a time of 1 min. 33.3 secs. Next best was Trevor Taylor (Lotus V8) with 1 min. 35.4 secs., and then Richie Ginther (B.R.M. V8) with 1 min. 35.6 secs. Fastest of the Ferraris was Ricardo Rodriguez with 1 min. 36.2 secs., three-tenths of a second quicker than Phil Hill. Baghetti's best was 1 min. 39.3 secs. The Porsche flat-eights both suffered from front-end bounce, Gurney doing 1 min. 37.1 secs., and Bonnier 1 min. 38.1 secs. Bruce McLaren did several fairly slow laps in the new Cooper. Innes Ireland achieved 1 min. 35.4 secs, with the U.D.T.-Laystall Lotus V8, and Masten Gregory returned 1 min. 38 secs. with the "four", 0.6 sec. faster than de Beaufort with the orange-nosed Porsche. John Surtees's best was 1 min. 37 secs. with the V8 Lola, and Salvadori did 1 min. 40.2 secs. in the four-cylinder car.

Ferrari messed around with rear suspension camber settings, but the best Phil Hill could do in the afternoon was 1 min. 35 secs., equalled by Surtees. Clark, probably in Taylor's car, did 1 min. 33.3 secs., but Graham Hill got down to a new unofficial record in 1 min. 32.6 secs. The Trevor Taylor V8 had engine troubles, and Colin Chapman arranged to fly back to England in his own plane for a replacement engine, leaving Trevor with the "four" for Saturday's training. Bruce McLaren edged the Cooper V8 down to 1 min. 35.2 secs., and Ginther with the older B.R.M. achieved 1 min. 34.5 secs. Gurney really got going with the Porsche "8" to the tune of 1 min. 34.7 secs., and Ireland managed 1 min. 34.1 secs. with his Lotus V8. Maggs, showing brilliant form, took the "old" Cooper "four" round in 1 min. 37.5 secs., only 0.5 sec. slower than Bonnier in his 8-cylinder



engine. It is even lower than is believed possible, and Clark had to adopt almost a lying-back driving position in the ultra-slim body.

For Bruce McLaren there was a new Cooper with V8 Climax engine. This has a six-speed Cooper gearbox built by Jack Knight driving through a Borg and Beck Bellville-Washer clutch. Wish-bones are of different design and shape from the 1961 car, and a new chassis has been constructed to accept the V8

**NEW BOYS:** Giancarlo Baghetti and Ricardo Rodriguez in their Ferraris: at this stage, the Mexican was a lap behind.

cable was sent to Jack Lewis, but his V8 B.R.M. was *hors de combat*, so he substituted his 1961 four-cylinder Cooper-Climax. Richie Ginther appeared with his Silverstone V8 engine in a 1961 B.R.M. chassis. Jim Clark was in the new monocoque Lotus V8, so Trevor Taylor was given the Silverstone car

Porsche. De Beaufort did a splendid 1 min. 37.4 secs. with the four-cylinder Porsche, and Pon returned 1 min. 40.9 secs. with the fuel-injection car, which had four plastic vertical intake pipes protruding from the engine cover. Salvadori did 1 min. 38.8 secs. in the hastily assembled Lola V8. Brabham appeared in what George Phillips called the park-railings-green Lotus V8, and did 1 min. 35.9 secs.

John Surtees set the cat amongst the pigeons on Saturday by doing 1 min. 32.5 secs. during a half-gale which sent clouds of sand blowing on to the circuit and blew over advertisement hoardings like ninepins. Brabham, after several easy-going tours, suddenly produced 1 min. 33.3 secs. Jim Clark, in the new Lotus, could better this by only one-tenth of a second. McLaren, getting the hang of the Cooper V8, returned 1 min. 33.9 secs. Graham Hill could not beat 1 min. 33.4 secs., although he got well below this during an extension to the training which was not officially timed. The Ferraris were completely out of the picture, best being Phil Hill with 1 min. 35.4 secs. The 8-cylinder Porsches were in and out spasmodically, Gurney finally doing 1 min. 34.9 secs.

The weather was frightful, and practice ended in showers of rain and a wind that almost blew the roof off the grandstand. In the practice for the National sports-car events, Rob Slotemaker made best time in two categories, with 2 mins. 07.5 secs. in an Austin-Cooper, and 1 min. 54.2 secs. in Ben Pon's Porsche Abarth Carrera—2.2 secs. faster than Tony Hildebrand in his Lotus-Climax "Seven".

Race-day was, surprisingly, fine, with the sun shining from an almost cloudless sky. The wind was fitful, but merely a zephyr compared to Saturday's blast, and large crowds made their way to the circuit from an early hour. After last year's debacle, the police had traffic well under control, and there were few of the hold-ups of 1961.

The Grand Prix was preceded by two 14-lap national races, for touring and Sports/G.T. cars. First event was won by Rob Slotemaker in an Austin-Cooper by 6.3 secs. from H. van Zalinge (Auto-Union), after Slotemaker had made a very halting start, finishing the first lap some 27 secs. behind the leader, van Zalinge. Slotemaker caught the German car three laps from the end, and during his progress lapped in 2 mins. 4.7 secs. (121.048 k.p.h.). "Jet pilot" Flinterman was third in a DKW.

Slotemaker also won the G.T. race, after a tremendous struggle with Tony Hildebrand. The former was driving Ben Pon's Porsche Abarth Carrera, finally winning from the Lotus-Climax "Seven" by seven-tenths of a second. Hildebrand, bringing the huge crowd to their feet, managed to get in front of Slotemaker by half-distance, but the superior speed of the Porsche told on the straight, particularly with the following wind. However, Hildebrand had the satisfaction of making the fastest lap, in the highly creditable time of 1 min. 51.9 secs. (134.895 k.p.h.). J. Vetter's twin-cam M.G. was too fast for a gaggle of S90 Porsches headed by Ad Bouwmeester, and took third place. R. van Nispen managed to invert his TR3 Triumph in a spectacular accident at Tarzan Corner, but luckily was unhurt.

After the Grand Prix drivers had cir-

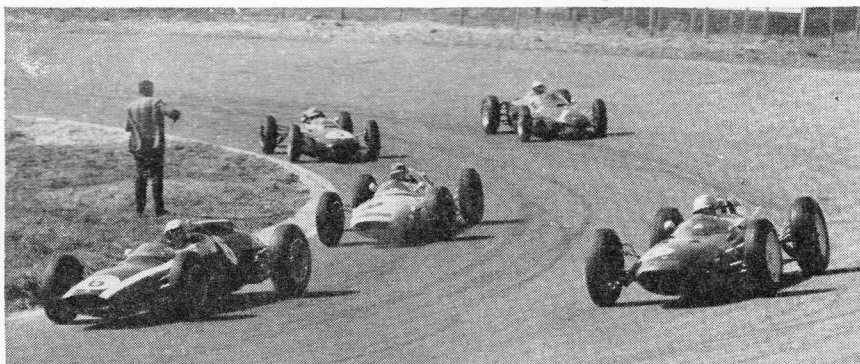
culated in a cavalcade of Austin-Healeys, the crowd settled down for the start of the first leg of the Drivers' Championship of the World. The starting grid emphasised the rapid strides made within a few months by the British V8 designers and constructors, for Dan Gurney's Porsche "8" (third row) and Phil Hill (Ferrari V6) in row four were the highest-placed drivers of non-British machines. Actual starting positions were as follows:—

Jim Clark (Lotus-Climax V8) 1m. 33.2 s.	Graham Hill (B.R.M. V8) 1 m. 32.6 s.	John Surtees (Lola-Climax V8) 1 m. 32.5 s.
Bruce McLaren (Cooper-Climax V8) 1 m. 33.9 s.	Jack Brabham (Lotus-Climax V8) 1 m. 33.3 s.	
Dan Gurney (Porsche "8") 1 m. 34.7 s.	Richie Ginther (B.R.M. V8) 1 m. 34.5 s.	Innes Ireland (Lotus-Climax V8) 1 m. 34.1 s.
Trevor Taylor (Lotus-Climax V8) 1 m. 35.4 s.	Phil Hill (Ferrari V6) 1 m. 35.0 s.	
Joakim Bonnier (Porsche "8") 1 m. 37.0 s.	Giancarlo Baghetti (Ferrari V6) 1 m. 36.3 s.	Ricardo Rodriguez (Ferrari V6) 1 m. 36.1 s.
Tony Maggs (Cooper-Climax "4") 1 m. 37.5 s.	Carel Godin de Beaufort (Porsche "4") 1 m. 37.4 s.	
Ben Pon (Porsche "4") 1 m. 40.9 s.	Roy Salvadori (Lola-Climax V8) 1 m. 38.8 s.	Masten Gregory (Lotus-Climax "4") 1 m. 38.0 s.
Wolfgang Seidel (Emeryson "4") 1 m. 46.0 s.	Jack Lewis (Cooper-Climax "4") 1 m. 43.2 s.	

John Surtees, Innes Ireland and Dan Gurney into the tricky Tarzan right-hander. Going like a Friendship space capsule, Gurney rocketed past everyone but Clark and Hill and tucked the new Porsche behind the B.R.M.

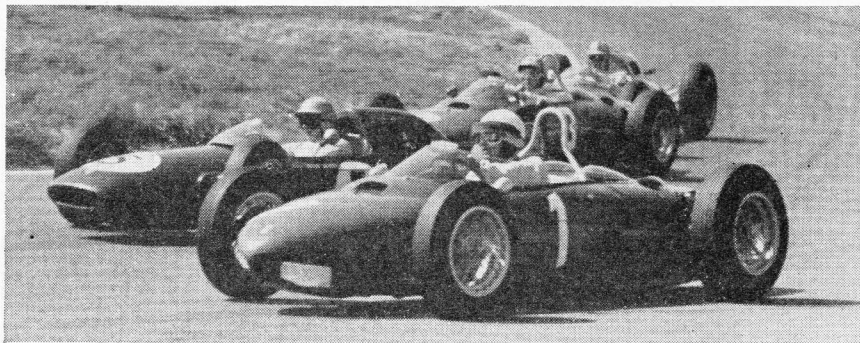
It was a splendid sight to watch the string of 20 G.P. cars stream round the Hunze Rug behind the paddock and up the rise towards the back leg of the circuit. Precisely 1 min. 40.5 secs. later Jim Clark's Lotus howled over the timing strip to complete lap one, pursued by Graham Hill, Gurney, Surtees, Phil Hill, Ireland, McLaren, Rodriguez and Brabham.

Clark had the bit between his teeth and covered his second lap in 1 min. 37.5 secs., pulling out nearly 2 secs. over Hill's B.R.M. Meanwhile, newcomer Ben Pon did it all wrong at the "Scheivlak" and his Porsche was out of the race; the young Dutchman was absolutely unhurt. The order remained unchanged next time round but Clark had got down to 1 min. 37 secs., without appearing to have widened the gap between his Lotus and the B.R.M. Gurney was making a real fight of it, the flat-eight Porsche making a lovely sound. Near where Pon's Porsche had ended its race Rodriguez went off-course with his Ferrari and during his gyrations the unfortunate Jack Brabham just touched the red car. The Lotus flew into the sandbanks, damaging the front-end more



QUINTET (above): Bruce McLaren (6), John Surtees (19), Innes Ireland (9), Phil Hill (1) and Trevor Taylor (5) at Tarzan Bend.

BUNCHED (below): Phil Hill, Trevor Taylor, Ricardo Rodriguez and Jack Brabham.



As retiring K.N.A.C. president van Haaren raised the flag all 20 engines were turning over, the shriek of the V8s drowning all else. There was no last-minute drama, although Masten Gregory was making frantic signs for the mechanics of the Rodriguez Ferrari to get the heck out of the way.

Down swept the Dutch tricolour and almost immediately Jim Clark hurtled into the lead, followed by Graham Hill,

than somewhat. Eventually Brabham reached the pits with the front section of the body almost draped over the cockpit and was forced to abandon. The Mexican eventually restarted well behind the rest of the field and was last for a lap or so until Seidel began the first of many pit stops with his most unhealthy-sounding Emeryson.

On lap five McLaren took Ireland for fourth place behind Gurney, the new

Cooper sounding tremendous, with the screech from the new gearbox blending with the Honda-like shriek of the Climax V8. Alas, Bruce hadn't the full complement of six gears, fourth speed having vanished more or less in the first few hundred yards. Behind Ireland, Surtees, Taylor and Phil Hill were having a free-for-all, pulling away from Baghetti, Bonnier, Gregory and Maggs. Salvadori was disappointingly slow with his V8 Lola and Ginther had not yet recovered from a poor start, his engine spraying oil out and making the course slippery in places.

Jim Clark spread his lead over Graham Hill to about 3 secs., but that is as far as it went. Taylor took Surtees, who was being hard pressed by Hill's Ferrari, and on lap eight, just as Clark doubled Salvadori, Phil Hill swept past Surtees. This was the latter's final appearance, for coming into the wooded section of the course at around 120 m.p.h. a wishbone broke and a front wheel collapsed underneath the car. The helpless Surtees ploughed into the undergrowth, collected some barbed wire, but fortunately emerged with only a scratched arm from a severely bent Lola and started to run back to the pits.

Graham Hill was now applying the pressure to James Clark, and on lap 10 the B.R.M. and the Lotus were practically side-by-side. Gurney, still very much in the picture, had the mortifica-

Taylor, Baghetti, Gregory, Maggs, Bonnier and Lewis at spaced intervals. De Beaufort was doubled by Graham Hill; Surtees arrived on foot at his pit simultaneously with Salvadori, and in view of the broken wishbone Reg Parnell withdrew the second Lola. Clark came slowly into the pits to have his clutch repaired and was followed by Gurney, whose mechanics immediately set about the tricky job of replacing the broken gear lever.

Bonnier looked most unhappy in the second of the eight-cylinder Porsches, being unable to make any impression on the four-cylinder Climax-powered cars of Gregory and Maggs. A lap behind Rodriguez was tearing round attempting to regain lost ground, actually lapping as fast as Graham Hill and coming up with team-mate Baghetti in the process, although one tour in arrears of the Italian.

Hill's B.R.M. was getting away from McLaren's Cooper at over half a second a lap, and the young New Zealander was doing the same to Hill's Ferrari. Ireland's brakes were a trifle peculiar, the car doing some weaving on the slow-down for Tarzan. Gregory was travelling at a remarkable pace with the Lotus "four" and Baghetti was not gaining an inch of ground.

With 17 laps covered Hill's B.R.M. was 9.5 secs. in front of the V8 Cooper and Lewis's Cooper "4" had been

4. Innes Ireland (Lotus).

5. Trevor Taylor (Lotus-Climax).

6. Baghetti (Ferrari); 7. Gregory (Lotus); 8. Maggs (Cooper); 9. Lewis (Cooper), 1 lap behind; 10. Bonnier (Porsche), 1 lap behind; 11. Ginther (B.R.M.), 1 lap behind; 12. Rodriguez (Ferrari), 1 lap behind, etc.

Bruce McLaren's bid lasted just two laps longer, for coming into the Scheivlak he abandoned with a broken quill-shaft in the gearbox. This left Graham Hill with a 25 secs. lead over Phil Hill, which he steadily set about increasing. On the 25th lap the gap between the two Hills was over 27 secs. and Ireland was 9.5 secs. behind the Ferrari. By now the B.R.M. had doubled Maggs's Cooper 4, leaving just half a dozen cars on the same lap. Bonnier had lost a lap when he stopped at his pit, the rear wheels were jacked up, mechanics shrugged their shoulders and off set the bearded Swede again. At the end of the procession, not counting Seidel who stopped more often than went, Gurney and Clark pressed on, with little hope of catching the leaders. Rodriguez had edged past Ginther and could now only set his sights on Lewis's near-veteran Cooper 4.

Trevor Taylor was now seen to be closing on Innes Ireland, the latter still having trouble in remaining in a straight line when the anchors were applied. Again Masten Gregory was very definitely making up on Baghetti, leaving Maggs behind.

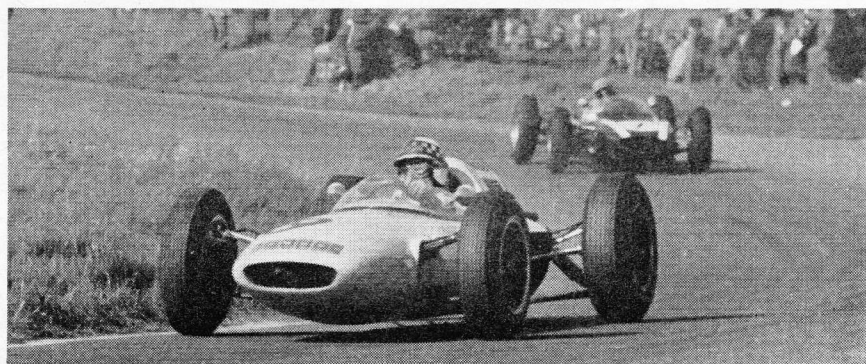
On the 30th lap Ireland was 11.5 secs. behind Phil Hill, but only led Taylor by 1 sec. Next time round they were wheel-to-wheel and then Ireland waved Taylor on just as Graham Hill lapped Gregory. It was now on the cards that Baghetti would also be added to the list, for he was not all that far in front of the U.D.T.-Laystall man. Graham Hill was announced as having put up fastest lap so far (on lap 22) with 1 min. 36.9 secs., but I had timed Bruce McLaren considerably faster just before he abandoned.

Graham sailed serenely on, taking the identical line each lap through the bends and ever increasing his lead. At half-distance (40 laps) the position was:—

1. G. Hill, 1 h. 5 m. 47.4 s.
2. P. Hill, 1 h. 6 m. 9.4 s.
3. T. Taylor, 1 h. 6 m. 17.6 s.
4. I. Ireland, 1 h. 6 m. 29.8 s.
5. Baghetti; 6. Gregory (39 laps); 7. Maggs (39); 8. Ginther (39), etc.

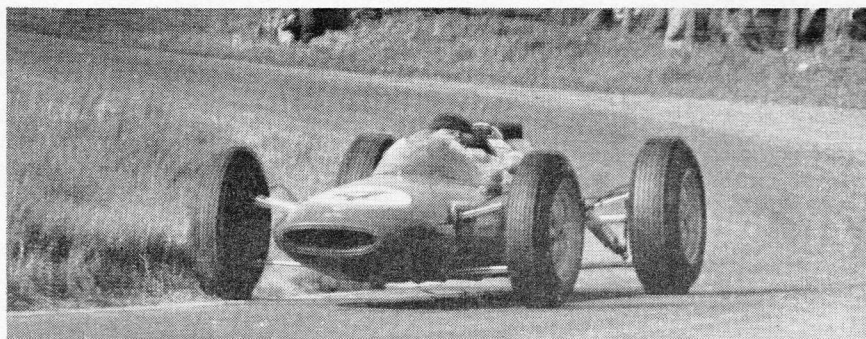
Now stop-watches were on Phil Hill and Trevor Taylor. The Yorkshireman had cut the World Champion's lead to 6 secs. on lap 44 and frantic signals went out from Dragoni in the Ferrari pit. However, it was pretty obvious that Hill could not get much more out of his car, flog it as much as he could. Yet he managed to hold the eager Taylor to 5 secs. for lap after lap. Dan Gurney gave up the struggle with a recalcitrant gearbox after 47 laps, leaving de Beaufort in 11th place with the old "four", a lap in front of Bonnier's "eight".

On the 48th lap Graham Hill was almost on the tail of Baghetti's Ferrari and, to the discomfiture of the "Prancing Horse" supporters, the Italian was doubled two tours later. Jack Lewis, who had walked back to the pits after his engine had stalled out on the circuit, was sent back by "Pop" to have another shot. Eventually the engine fired and Lewis rejoined the race in 13th position, ahead of Clark. There were 13 cars still in the race after Gurney's



LAPPING Tony Maggs (above), who finished fifth in his Cooper "4", is Innes Ireland (U.D.T.-Laystall Lotus).

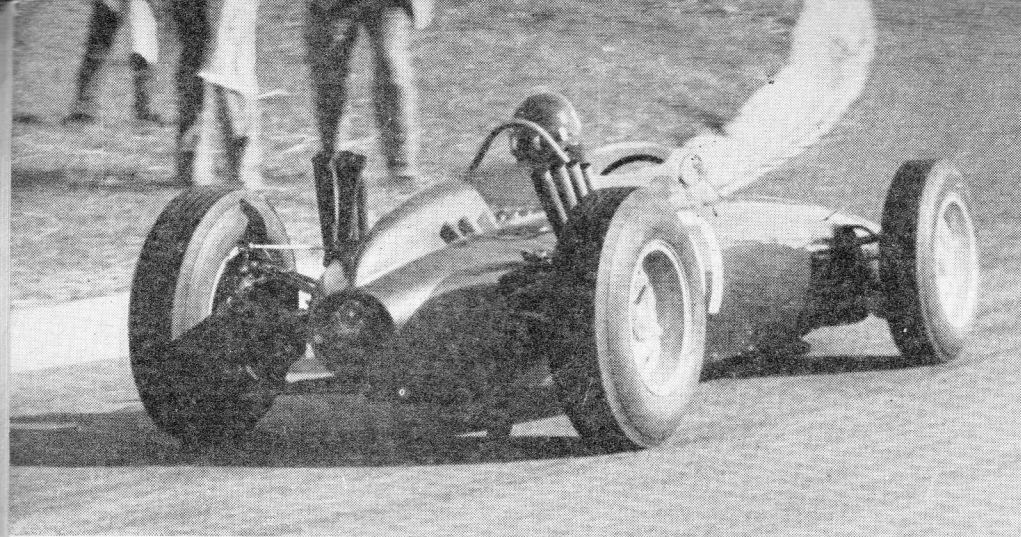
BELOW: Jim Clark, in the new monocoque Lotus 25, leads the race during the opening laps.



tion of having his gear lever snap off entering Tarzan Corner and immediately ran on to the grass, proceeding slowly trying to find a gear. Already the two leaders had doubled Ginther. As Gurney struggled to climb the turn behind the pits, Clark was in trouble with his clutch and dropped back place after place. Hill's B.R.M. came through on lap 12 with some 8 secs. lead over McLaren, followed by Ireland, Phil Hill,

doubled. Baghetti and Rodriguez were having a fine party, passing and repassing each other, the Mexican, of course, being one lap behind. Gurney restarted at 3.47 p.m., followed 10 mins. later by Clark. With 20 laps covered the race order was as follows:—

1. Graham Hill (B.R.M.), 32 m. 53.7 s., 152.958 k.p.h.
2. Bruce McLaren (Cooper-Climax), 33 m. 5.2 s.
3. Phil Hill (Ferrari).



ABOVE: Graham Hill leads the race in the B.R.M.—note that nearside exhaust pipe coming adrift.

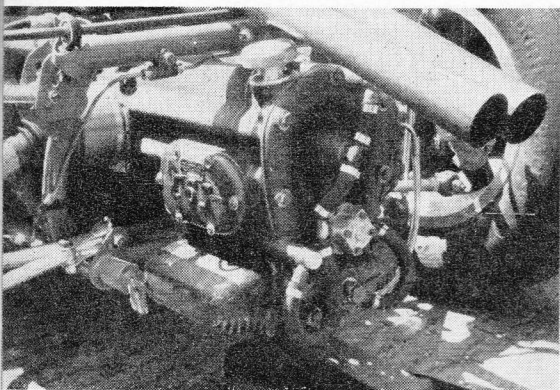
exit, for one could scarcely say that Seidel's Emerson was in any race, other than one to make the most pit stops.

Masten Gregory, who was a threat to Baghetti's fifth place, broke a half-shaft on the sharp turn behind the paddock and dived into the dip. He scrambled out unhurt, but dreadfully disappointed after a first-class drive in an outpaced car.

Taylor now began to draw nearer and nearer to Phil Hill and on lap 60 was a mere 1.5 secs. behind the American. Graham Hill had doubled his team-mate Ginther for the second time, both cars having been in close company for about a couple of laps.

The Team Lotus driver, with a lap in 1 min. 35.7 secs., caught and passed the Ferrari to take second place on his 62nd tour. Whilst all this excitement was going on, Innes Ireland's brakes locked on at about 120 m.p.h., just as he was slowing for Tarzan Corner. The V8 Lotus suddenly angled to the right, crashed through the wire fence after demolishing some posts, jumped into the air and came to rest in the infield without overturning. Innes jumped out with blood streaming from his nose and sat down temporarily dazed on a hillock. A few minutes later he walked back to the pits, whilst firemen stood guard over the car, with extinguishers at the ready.

Phil Hill tried desperately to hold on to Taylor's V8 Lotus, but the Ferrari bolt was shot, as was evidenced by ominous puffs of blue smoke from the exhausts as he accelerated up the hill



SIX-SPEED gearbox on Bruce McLaren's new V8 Cooper-Climax.

behind the pits. Baghetti sat firmly in fourth place, but behind him Rodriguez was pressing on in an attempt to better his fifth place, having taken Tony Maggs on the 55th circuit.

Every lap was an anxious one for B.R.M., although Graham Hill was cir-

culating like a train, never putting a wheel wrong. The engine note had changed slightly, for one of the eight vertical chimneys had come adrift, but there was not the slightest diminution in his lap times. Taylor drew farther and farther away from Phil Hill, whilst Rodriguez still cut down the distance between his and Baghetti's Ferrari.

Ginther went off-course on the back leg and by a curious coincidence spectators set fire to a straw bale half-way up the straight. Dense clouds of smoke had the crowds running like mad to the spot expecting the worst, and many photographers made a fruitless dash to the fire which was quickly extinguished. With five laps to go Trevor Taylor was involved in an incident with Rodriguez, whose Ferrari suddenly swerved in front of the Lotus. Both cars touched and the Mexican went off the road and never reappeared. This let Tony Maggs up into fifth place.

Graham Hill had a wonderful reception as he crossed the finishing line and toured round on his extra lap. After the Union Jack was run up and the National Anthem played, the pits apron was besieged by a milling mob of photographers, officials, mechanics and well-wishers. Mounted police, with drawn batons, kept the public at bay as the victor's laurels were hung round the neck of the smiling Londoner.

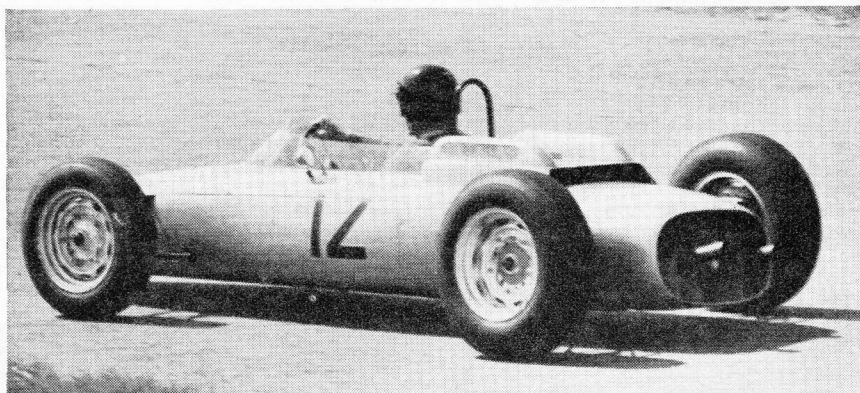
It was also a happy day for Trevor Taylor, whose magnificent drive had earned him second place in his very first race with a V8 Lotus. Phil Hill had done all that was asked of him, but Maranello has not yet produced the answer to the new British cars. Nevertheless, it is a sobering thought that although the green-painted V8s were one-two, nine had started the race.

Peter Berthon was not present to see the success of the car he had designed, but his lifelong friend Raymond Mays was there. It was B.R.M. night in Zandvoort, Graham and Bette Hill being fêted at a dinner party given in the Bowers Hotel for them and all who had made victory possible, including, of course, team chief Tony Rudd, also in charge of preparation. Hosts were Louis and Jean Stanley.

#### Results

##### Grand Prix of Europe (Dutch Grand Prix) (80 laps—355.55 kiloms.)

1. **Graham Hill** (B.R.M. V8), 2 h. 11 m. 2.1 s., 153.595 k.p.h. (95.44 m.p.h.)
2. **Trevor Taylor** (Lotus-Climax V8), 2 h. 11 m. 29.3 s.
3. **Phil Hill** (Ferrari V6), 2 h. 12 m. 23.2 s.
4. **Giancarlo Baghetti** (Ferrari V6), 79 laps.
5. **Tony Maggs** (Cooper-Climax), 78.
6. **Carel Godin de Beaufort** (Porsche), 76.



DAN GURNEY in the new flat-eight Porsche.

7. **Jo Bonnier** (Porsche 8), 75.
  8. **Jack Lewis** (Cooper-Climax), 70.
  9. **Jim Clark** (Lotus-Climax V8), 70.
- Not classified: Wolfgang Seidel (Emerson-Climax).
- Fastest lap:** Bruce McLaren (Cooper-Climax V8), 1 m. 34.4 s., 159.912 k.p.h. (99.36 m.p.h.).

#### Retirements

- Ben Pon (Porsche), crash, 2 laps.  
**Jack Brabham** (Lotus-Climax V8), damage following accident, 3.  
**John Surtees** (Lola-Climax V8), crash after broken wishbone, 8.  
**Roy Salvadori** (Lola-Climax V8), car withdrawn, 12.  
**Bruce McLaren** (Cooper-Climax V8), broken gearbox quill-shaft, 21.  
**Dan Gurney** (Porsche 8), gearbox, 47.  
**Masten Gregory** (Lotus-Climax), broken drive-shaft, 54.  
**Innes Ireland** (Lotus-Climax V8), crash after locking brakes, 61.  
**Richie Ginther** (B.R.M. V8), crash, 71.  
**Ricardo Rodriguez** (Ferrari), crash, 75.  
**1961 Winner:** W. von Trips (Ferrari), 75 laps, 154.828 k.p.h.  
**Fastest lap:** Jim Clark (Lotus), 1 m. 35.5 s., 158.060 k.p.h.

#### World Championship

		Pts.
1.	<b>Graham Hill</b> ... ..	9
2.	<b>Trevor Taylor</b> ... ..	6
3.	<b>Phil Hill</b> ... ..	4
4.	<b>G. Baghetti</b> ... ..	3
5.	<b>Tony Maggs</b> ... ..	2
6.	<b>Carel Godin de Beaufort</b> ... ..	1

#### Constructors' Championship

1.	<b>B.R.M.</b> ... ..	8
2.	<b>Lotus-Climax</b> ... ..	6
3.	<b>Ferrari</b> ... ..	4
4.	<b>Cooper-Climax</b> ... ..	2
5.	<b>Porsche</b> ... ..	1

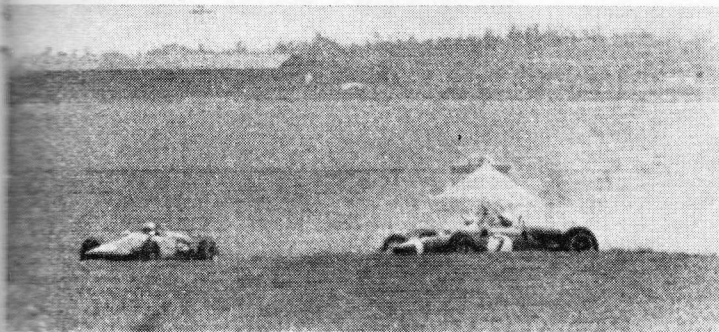
OLD AND NEW: Jo Bonnier (Porsche 8) overtakes de Beaufort (Porsche 4).



# DRAMA AT SILVERSTONE

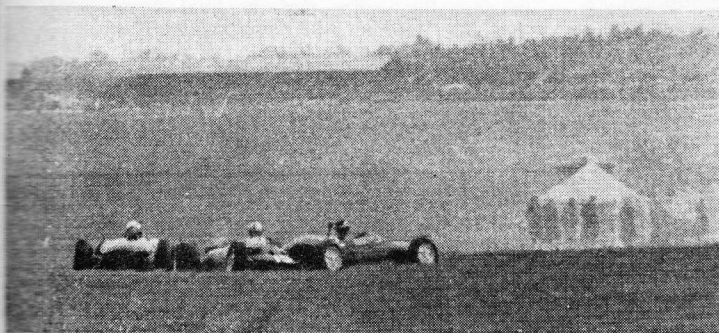
PHOTOGRAPHY BY LYNTON MONEY

**1 ROUNDING ABBEY (Left to Right):** Keith Greene (Gilby), Roy Salvadori (Lola), Tony Shelly (Lotus) and Maurice Trintignant (Lotus). One car appeared to brake and the others accordingly took a different line.

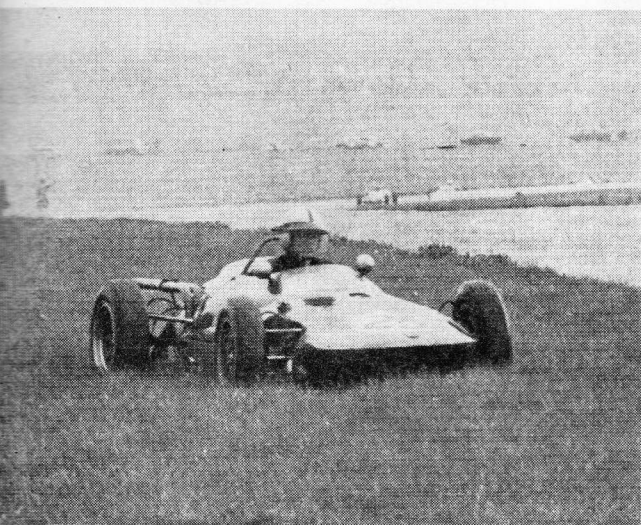


**2 TO THE WOODS (Above):** Trintignant spun on the inside and shot on to the grass while Greene drove right off. Shelly and Salvadori went off together and came into contact.

**3 MOTHERS' MEETING (Below):** Trintignant, Salvadori and Shelly "in conference". The Lola's rear suspension and the nose of Shelly's Lotus were broken and these two cars were unable to continue.



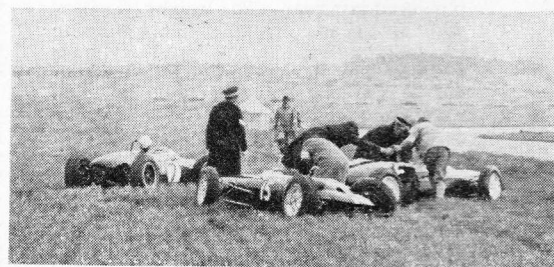
**4 CROP CUTTING (Below):** Meanwhile Keith Greene had motored right round the other three and he rejoined the race eventually to finish 15th. So far this year the Gilby has never failed to finish a race.



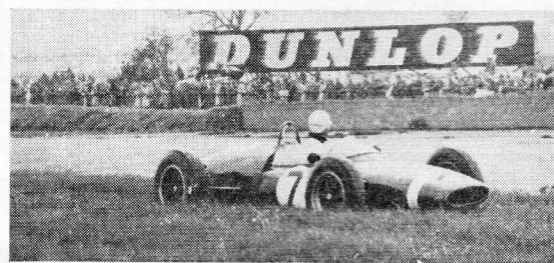
## Four Cars Involved in the Abbey Curve Incident on the Third Lap in the B.R.D.C. Trophy Race



**5 THAT'S THAT:** Roy Salvadori, crash hat in hand, walks dejectedly back to the pits, while, on the left, Maurice Trintignant and two assistants helped disengage his Lotus from the other two.

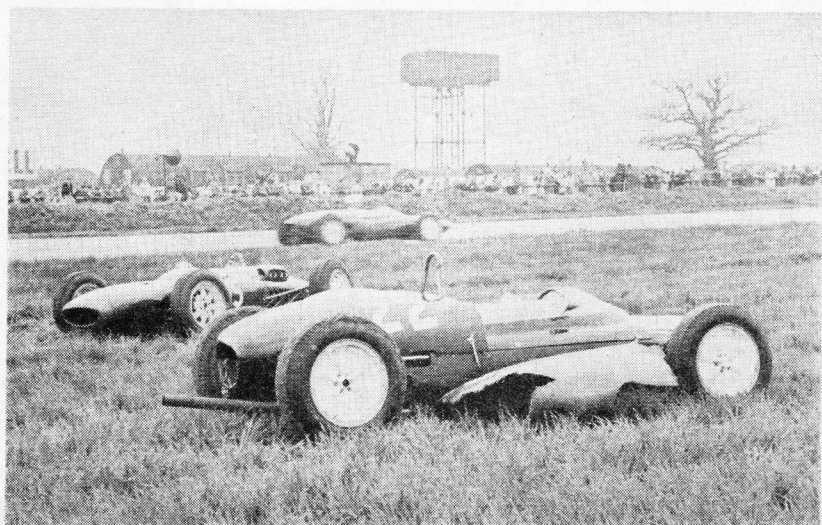


**6 RESTARTING:** Trintignant, back in his Lotus, pressed his starter and was off again. Marshals and ambulance men saw to the other two cars.



**7 OFF AGAIN (Above):** After a quick glance for potential traffic, Maurice Trintignant rejoined the race a lap behind. His Rob Walker Lotus eventually retired.

**8 THE DAMAGE (Below):** Tony Shelly's Lotus with the crumpled nose-piece removed and the "three-wheeled" Lola of Roy Salvadori stand sadly on the grass while a Lotus races past.



ALTHOUGH there are strong—and apparently well-substantiated—rumours of a new air-cooled, transverse-mounted, 1½-litre, eight-cylinder Ferrari engine, the cars which will bear the Prancing Horse emblem in the *Grandes Epreuves* this season are basically developed versions of the very successful 1961 car. As last year, the general specification includes a V6 engine, with cylinder banks separated at 120 deg., mounted behind the driver in a multi-tubular chassis, with all four wheels independently suspended by double wishbones and coil spring/damper units. Major innovations for 1962 include a 24-valve cylinder head, a new six-speed transmission with the gearbox ahead of the differential and a third transverse link for the rear suspension. The bodywork is distinguished by a large cooling scoop on either side of the engine compartment and there are numerous small detail changes, but in all other essentials the car is as in 1961.

Dealing with the engine first, as this is undoubtedly the heart of the car in Ferrari's estimation, the change to four valves per cylinder has been made to permit even higher r.p.m. than the 9,000 plus used last year. The weight of valves and valve gear is the chief factor limiting the rotating speeds of multi-cylinder Formula 1 engines, and Ferrari's solution has enabled the use of another 1,000 r.p.m. at the expense of considerable complication; it is not particularly easy to fit four valves and two spark plugs into a circle with a radius of 36.5 mm. Each inlet valve has its own port, but there is only one carburettor choke per cylinder, the inlet manifolds being divided. The carburettors themselves are special three-choke Weber down-draught instruments designed expressly for this engine.

Crankcase, block and cylinder heads are, naturally, made of light alloy, and the crankshaft runs in five bearings. Such information was freely dispensed on my visit to Maranello, but when asked about points of detail design most of the Ferrari staff became entirely non-committal, claiming not to understand my questions. However, they suddenly gained a surprising mastery of the English language when they found me prowling unaccompanied through the engine shop! A significant point is that the bore and stroke—73 mm. x 58.8 mm.—are identical to those of the long-established 3-litre V12 engine; it was not possible to discover whether any parts are interchangeable. Perusal of

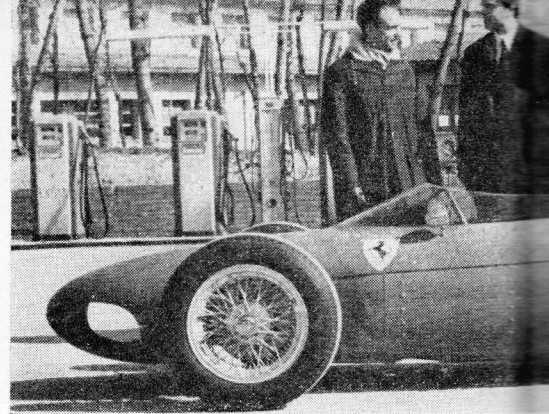
the photographs I was able to take before being ejected suggests that the camshafts are operated by a combination of chains and gears. Most of the auxiliaries—water pump, oil pumps, fuel pump and distributors—are driven from the front of the engine, considerably increasing its overall length. The claimed output is now 200 b.h.p. at 10,000 r.p.m.—nice round figures, but there is no reason to doubt them; I saw 10,000 r.p.m. recorded by an engine on the test bed, and it certainly SOUNDED powerful. Requests for a power curve have been met with stony silence, but the indications are that the new engine is even more "peaky" than last year's, and requires full use of the six-speed gearbox to get the best out of it.

More can be said of the chassis, since most of it is clearly open to view. As before, it is of the multi-tubular type, its layout based on that of the 1959 Cooper. There is very little in the way of triangulation, torsional stiffness—such as it is—being derived largely from the use of relatively large section, heavy gauge tubing. There is a certain amount of bracing at major mounting points, notably those for the engine (two at each side) and suspension; the suspension mountings themselves permit wide variation of roll-centre heights—also *à la Cooper*.

Front suspension, as last year, is by short, unequal length, narrow-based wishbones, the lower ones acting on co-axial coil springs and Koni dampers. The front upright is ball-jointed at both ends. No attempt has been made to prevent nose-dip under braking, thus the front wheels take on very considerable negative camber under such conditions—to the detriment of braking efficiency. The front roll centre is fairly high by current standards, but even so an anti-roll bar is used, connected to the bottom wishbones and fitted—Cooper fashion—in a transverse chassis tube. Steering is by rack-and-pinion gear, with leading steering arms bolted through the uprights.

The rear suspension is entirely new in so far as a new upright is used, with ball-joints at either end, making a third

*A GRAND PRIX CAR during construction (below) in the Ferrari racing shop. The 120° engine is installed and the 1961-type transmission will shortly be added (note "bell-housing" behind the engine). FRONT SUSPENSION (right) is by short, unequal length, narrow-based wishbones. The front upright is ball-jointed at both ends.*

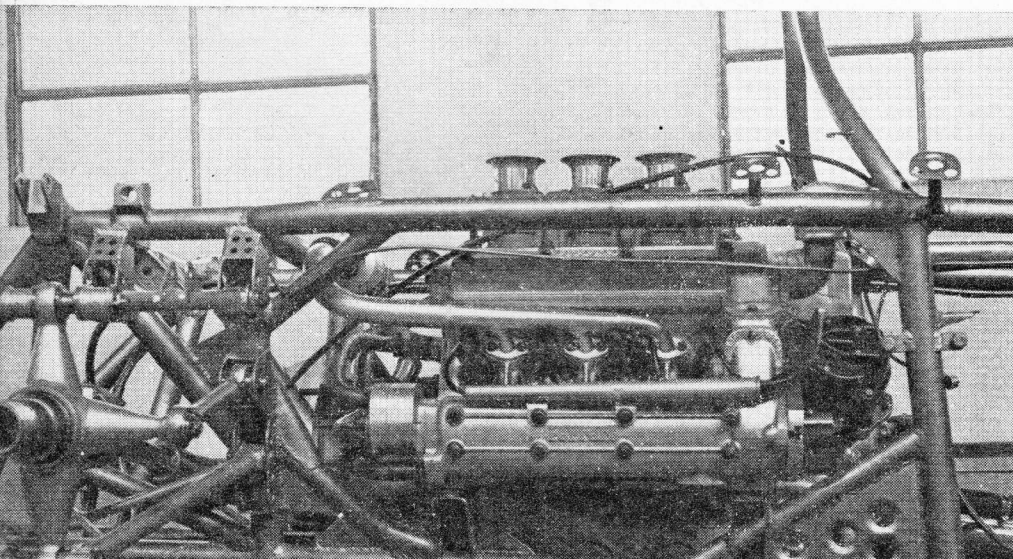


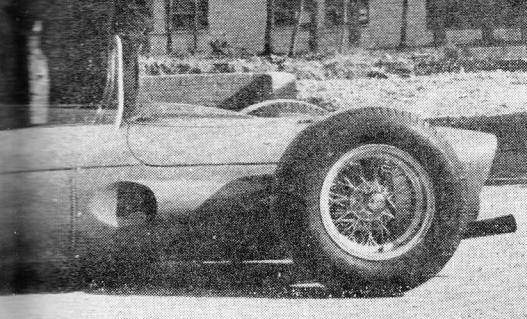
# THE 1962 F

BY DAVID

transverse link necessary to control toe-in/toe-out tendencies. The length of this member can be adjusted to obtain the desired degree of toe-in, and the effective length of the top wishbone can be altered to vary rear-wheel camber; last season's Ferraris were said to handle best with an unusually large amount of negative camber, which suggests that the rear wheels were subject to very considerable camber change during cornering. The rear roll centre is adjustable over a very wide range—an indication of Ferrari's lack of know-how in this sphere—but is normally set fairly high. There is provision for fitting a rear anti-roll bar—this time anchored *à la Lotus*. As at the front, suspension loads are taken out into the chassis over a very narrow base.

It has been necessary to move the engine forward very little, if at all, to accommodate the new transmission, as last year's car had a false "bell-housing" between the engine and the final drive unit. As last year, the clutch remains at the extreme rear; there is clearly a good reason for this layout—presumably cool-





# F.I. FERRARI

D PHIPPS

ing—or it would not have been retained, involving as it does the use of an extra transmission shaft. The starter ring and starter motor are also located at the extreme rear of the car—again, presumably, to keep them as cool as possible, although it will be remembered that there were occasions last year when a Ferrari refused to restart after the engine had been stalled. Fuel is carried in two long side tanks, and fed to the carburetors by a mechanical pump. A further small tank can be fitted, if required, above the driver's knees. The engine oil tank is mounted directly behind the radiator.

At the time of my visit to Maranello a new car was being built with 120 deg. engine and 1961 transmission, so presumably the layout shown in last week's issue has not yet been abandoned. It seems likely, in fact, that several variants on the engine/transmission theme may be seen this year, for the car which Mairesse drove at Brussels had a 1,480 c.c. (67 mm. x 70 mm.), 65 deg. engine in a 1961 chassis fitted with 1962

rear suspension. To judge from the amount of experimentation with the rear suspension which went on during practice, and the number of times Mairesse spun, the new layout would not seem to be entirely *au point*. Mairesse must also have been caused some concern by the ease with which Moss, in Rob Walker's 174 b.h.p. V8 Lotus, passed his reputedly 190 b.h.p. car on the straight. However, Moss (and all the other British V8s) retired, and the Ferrari won the race.

Reliability is worth a great deal more than technical subtleties under such circumstances, and on these grounds the Ferrari should do well this year, even though the new engine will be very highly stressed at the elevated speeds at which it produces maximum power. Last year's cars were generally extremely reliable, 26 starts in *Grandes Epreuves* producing 17 finishes. Even on the two occasions when they were afflicted by mechanical troubles—Rheims and Monza—they still won the race. This year they will have a harder time, and if the Climax or B.R.M. V8s—or the Porsche flat eight—can be made to hold together they are likely to be beaten on several of the "handling" circuits—notably Zandvoort (as we have seen), Monaco, Rouen, Aintree and Nürburgring. However, if this happens perhaps Commandatore Ferrari will produce another new engine; whatever anybody else does, his recipe for winning motor races is Power with a capital P.

**T**HE air-cooled, eight-cylinder car which David Phipps refers to is now past the rumour stage and is rapidly taking shape on the drawing boards at Maranello. The car, when it appears, will be the result of a close collaboration between Ferrari and Moto Gilera.

This fascinating association between two of the greatest names in Italian motoring sport began some years ago, when Ferruccio Gilera, son of Giuseppe Gilera, approached Dino Ferrari with the idea of building a Formula 3 machine, using the Gilera four-cylinder 500 c.c. engine as a power unit.

Nothing came of this venture but it sealed the bond of friendship between

*A CYLINDER BLOCK (below) in the process of being built up. The gears and chains drive the auxiliaries (water, fuel and oil pumps, distributors). GEARBOX (left) has now been moved in front of the final drive but the clutch remains at the extreme rear of the car, as before.*

the two families, a bond which was further strengthened by the tragic deaths of both Dino and Ferruccio.

The use of an air-cooled engine poses some new problems for Ferrari, and he can hardly look to Gilera for help, for such problems, largely concerned with cooling, do not arise on a motor-bike. An oil radiator will probably be carried in the nose of the car and this will be served by two pumps.

The engine will be mounted transversely behind the driver, and it will be inclined towards the front. Fuel will be delivered by four double-choke Weber carburetors (although Ferrari is experimenting with fuel-injection) and the valves will be operated desmodromically.

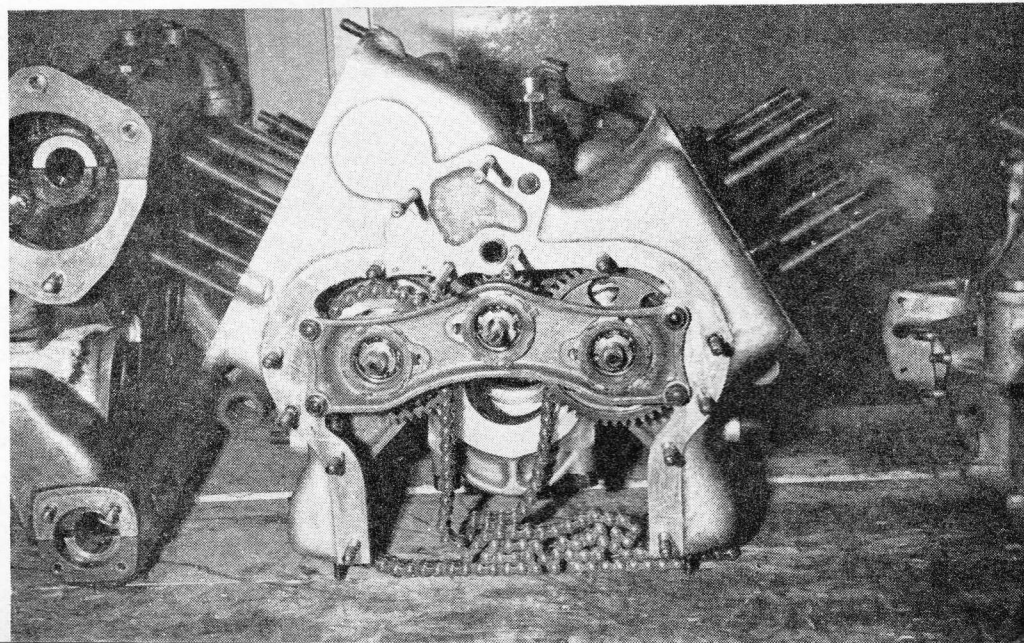
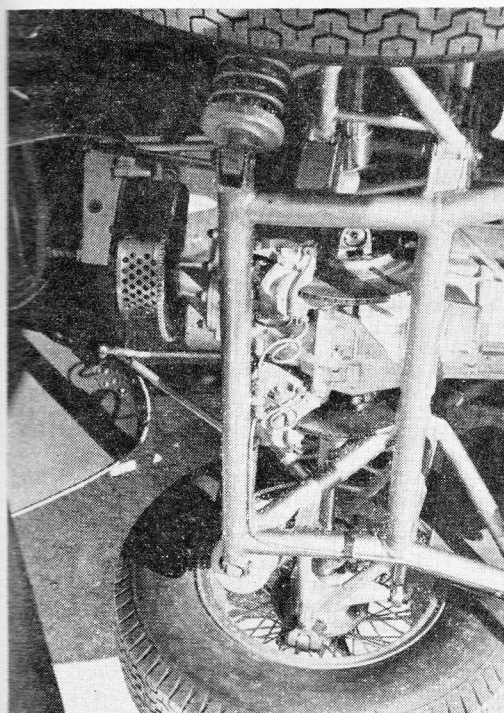
First reports indicate that the cylinder block will be split into two banks of four and that the drive will be taken from the centre but at the moment there is some doubt as to the accuracy of this concept. It is a feasible idea, though, and until we get further information we can only accept it as being the likely method. The gearbox will probably be mounted in front of the final drive and the clutch behind it, as on the 1962 F1.

The estimated power output of this engine has been given as 215 b.h.p., but by next season (when the car is due to appear) this may be commonplace. Chiti, who designed the present V6 Ferrari F1 engine, told me that it produces a genuine 210 b.h.p., and as he is no longer working for Ferrari he has no reason to exaggerate, and anyway he is not given to overstatement.

This being so, the air-cooled engine's extra 5 b.h.p. seems little reward for so radical a change in design. It is worth recalling at this point that the 500 c.c. Gilera unit delivered 70 b.h.p. at 11,500 r.p.m. (140 b.h.p./litre) in 1957. It is not unreasonable to suppose that in the past five years development at the Italian factory has been such that an output of, say, 160-165 b.h.p./litre might be possible by the time the G.P. engine is put on the bed.

It seems highly unlikely that Enzo Ferrari would pursue what is, for him, a completely new departure from his normal design if he were not sure that the results would produce a considerable power increase. A power output of 240-250 b.h.p. from the 1½-litre Ferrari/Gilera design may well be what he is aiming for, and—being Ferrari—the chances are he'll get it!

CHRISTOPHER NIXON.





THE latest Triumph revives a popular pre-war model, the Vitesse, which first appeared as a twin-carburettor version of the four-cylinder, 1,232 c.c. Gloria in the mid-1930s. A six-cylinder version was also introduced, the Special Speed Model having a 1,476 c.c. engine and there was also a 1,991 c.c. model of the "six", first called the Six-Sixteen, and later the 2-litre. These cars were powered by Coventry Climax units with overhead inlet and side exhaust valves—extremely popular proprietary engines of the period. In addition to the Vitesse there were Southern Cross and Monte Carlo models, superseded in 1937 by the 1½-litre and 2-litre Dolomite models.

The introduction of the six-cylinder Standard Vanguard inspired the Standard-Triumph technicians, under Harry Stevens, to experiment with a smaller-capacity unit, which could be installed with very little modification in the Herald.

Whilst the Herald chassis remains virtually unaltered, it has been stiffened up generally with redesigned outriggers and duplication of the rear cross-member. The front springs are of new pattern, suspension on the whole being more robust than the "1200".

Bodywork has been styled by Michelotti and although it remains basically similar to that of the Herald, it has sufficient individuality to look quite different. The front has the now

accepted four-headlamp assembly, but each pair is mounted diagonally in such a way that the units are part of the general pattern of the bonnet and radiator grille motif. In other words, Michelotti has managed to incorporate this arrangement without it looking in any way as if the lamps had been added as an afterthought.

Anodised aluminium has been used extensively for exterior fittings, including radiator grille, door strips and wheel trim. The Vitesse is also the first production car in the world to use extruded bumper bars in this material, which is practically 100 per cent. proof against corrosion and weather-staining.

The interior is exceptionally well finished, with polished wood fascia panel and door fillets. Heater/demister/ventilation equipment, screen washers and

## TRIUMPH VITESSE 6

Return of the Small Six-cylinder Engine  
in New 1.6-litre Based on the Successful  
Herald

BY GREGOR GRANT

headlamp flashers are standard. Two versions are produced, the saloon and the convertible. The last-named closely follows the Herald "1200", and the stow-away hood can be erected in about 1½ minutes.

The six-cylinder engine is simply a reduced version of the Vanguard, with a bore and stroke of 66.75 mm. and 76 mm.—achieved by using smaller bores, but retaining the robust, four-bearing crankshaft. Compression ratio is 8.75 to 1 and the overhead valves are operated by push-rods. The camshaft is supported on five lead-indium bearings, the valves being operated via a chain. For additional cooling a six-blade fan has been adopted. Both cylinder head and block are constructed of cast-iron and the unit, complete with all components, weighs about 130 lb. more than the four-cylinder "1200".

The drive is taken through an 8-in. hydraulically operated Borg and Beck clutch to a close-ratio, four-speed gearbox with floor change, and hypoid bevel rear axle with a ratio of 4.11 to 1. Tyre sizes are 5.60 x 13 ins., and at 1,000 r.p.m. in top gear, road speed is approximately 16.4 m.p.h.

Power-output is 70 b.h.p. at 5,000 r.p.m., and mean piston speed at 70 m.p.h. in top gear (4,188 r.p.m.) is 2,088 ft. per min. Maximum torque is 1,100 lb./ins. at 2,800 r.p.m.

Steering is by rack-and-pinion and the Vitesse retains the "taxi lock" of the Herald, i.e., 25 ft. turning circle; there are 3¼ turns from lock to lock. Disc brakes are fitted to the front wheels and 8 ins. diameter drums at the rear.

Suspension is independent on all wheels, the rear comprising swing axles controlled by a transverse leaf spring and radius rods. Helical springs and wishbones are utilized at the front, together with an anti-roll bar.

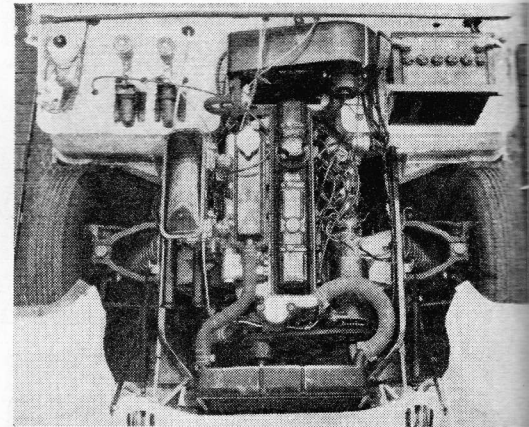
A Laycock-de Normanville overdrive can be fitted as an extra; this gives an optimum high gear of 3.297 to 1. Other

extras include radio, all-leather seats and a tonneau cover for the convertible.

On the road the Vitesse handles admirably, but quite differently from the Herald. This is perhaps due to the additional weight of the engine and a changed weight distribution ratio. The engine itself is about 6½ ins. longer than the "1200" protruding 4½ ins. farther forward and 2 ins. rearward. If anything, the steering is more positive than the smaller car and a certain degree of understeer is not a bad thing with a swing-axle car. Anyway, it appears to be almost impossible to cause rear-end breakaway on a dry road.

The suspension is first-class and bumpy level-crossings can be taken at speeds which would put the occupants through the roof on many normally suspended vehicles. The dished steering wheel may not appeal to everyone, but this is of the type which collapses on serious impact; another safety factor is the provision of anti-crash padding above the fascia.

Maximum speed is slightly over 90 m.p.h. and 0 to 60 m.p.h. can be achieved in just over 17 secs. Top gear acceleration is brisk, unlike pre-war small "sixes", and is of the order of 30-50 m.p.h. in 9½ secs. Second gear is most useful, in that almost 60 m.p.h. can be achieved without any sign of valve-crash.



THE SIX-CYLINDER VITESSE ENGINE

In point of fact the Vitesse six-cylinder unit is admirably smooth throughout its speed range and the engineers must have paid close attention to sound-damping, for it is practically inaudible from within the car. Standard-Triumph testers report that petrol consumption is most satisfactory, rarely dropping below 30 m.p.g. using maximum performance.

Naturally the Vitesse will be considered as a rally car and there is little doubt that 100 b.h.p. is possible, with multi-carburettors, higher-lift camshaft and other aids to ultimate performance. It should, therefore, be quite a proposition in the hotly contested 1,600 c.c. class, both in G.T. and touring guise.

It comes into a moderate price range, the saloon costing £837 0s. 3d. including P.T., and the convertible, £893 7s. 9d.

Also announced is a more powerful version of the Standard Ensign, using a modified version of the 2,138 c.c. TR4 engine. An estate version is also being marketed. Prices (with P.T.) are: Ensign de Luxe, £848 0s. 3d.; Estate Car, £1,013 0s. 3d.

### SPECIFICATION

**Engine:** Six cylinders, o.h.v. (push-rod), 66.75 x 76 mm. (1,596 c.c.); 70 b.h.p. at 5,000 r.p.m. Single carburettor. Compression ratio, 8.75 to 1.

**Transmission:** Borg and Beck 8 ins. single-plate dry clutch with hydraulic control; open propeller shaft; hypoid bevel rear axle. Four-speed gearbox with synchromesh on second, third and fourth gears. Ratios, 12.06, 7.31, 5.16 and 4.11 to 1.

**Suspension:** Front, independent by helical springs and wishbones, anti-roll bar and telescopic hydraulic dampers. Rear, by swing axles, transverse leaf spring and radius rods.

**General:** Rack and pinion steering; adjustable column (4 ins.); disc brakes (front), drum brakes rear (8 ins.); heater/demister/ventilating unit; windscreen washers; 11 cubic ft. luggage locker; Lucas 12-volt lighting and starting equipment; anchor points for safety belts or harness; 8.75 gallons rear petrol tank.

**Dimensions, etc.** Length, 12 ft. 9 ins.; width, 5 ft.; height (saloon), 4 ft. 4½ ins.; convertible (hood up), 4 ft. 4 in.; lower, 4 ft. 0½ in. Wheelbase, 7 ft. 7½ ins.; track (front and rear), 4 ft. Ground clearance 6.75 ins. Turning circle, 25 ft. Weight (dry), 17.25 cwt. With oil, fuel, water and tools, 18.25 cwt. Estimated gross weight, 24.5 cwt.

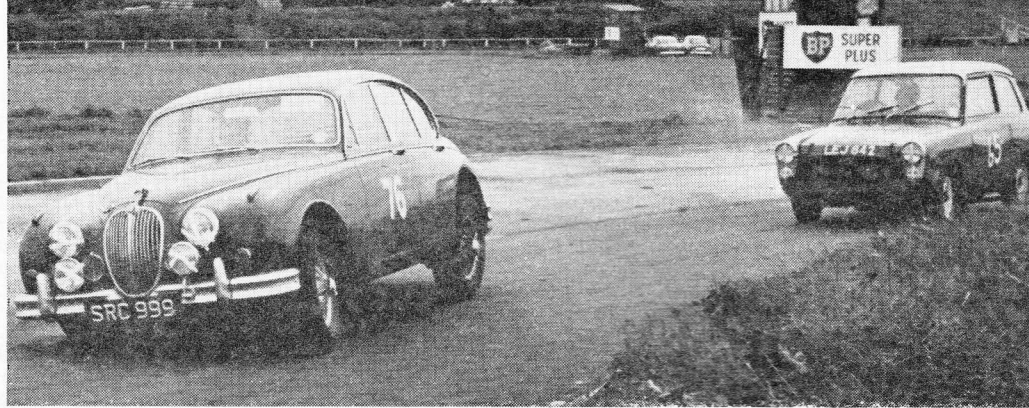
**Prices:** Saloon £608 (plus £229 0s. 3d. P.T.); Convertible, £649 (plus £244 7s. 9d. P.T.).

**Available Extras:** Laycock-de Normanville overdrive; all-leather upholstery; whitewall tyres; fitted radio; tonneau cover (convertible).

**Makers:** Standard-Triumph International, Coventry.

THE Aintree Circuit Club held their Spring Meeting at Aintree on Saturday, 19th May. The short circuit was used, which, for those who don't know it, means a turn off at Club Corner (a right-hander), sited just before Melling Crossing, to rejoin the main circuit 100 yards below Cottage Corner, making a lap of 1.64 miles. The record for this course is a time of 1 min. 4.2 secs., standing to the credit of H. C. Taylor, in a Lotus Nineteen-Climax.

The Club deserves the highest credit for achieving the almost impossible—to run off some 10 events, after a soaking and bitterly cold practice session, in which nearly 160 entrants took part to finish very nearly dead on time. The organization was first-class and could



Bobby Parkes's 3.8 Jaguar leads P. T. Middlehurst's rapid Austin A40. They finished first and second in the Touring Car Race.

## TONY LANFRANCHI TAKES A "BRACE" AT AINTREE CIRCUIT CLUB SPRING MEETING

REPORT AND  
PHOTOGRAPHY  
BY  
FRANCIS PENN

only be faulted in one very minor detail; please, don't let cars come to the line with numbers either missing or unreadable. The timekeepers have a hard job anyhow, but when they can't even see the competing cars' numbers, and they couldn't many times over, well it just ain't on. In any case the onus is on the competitor!

The meeting started smack on time, to the accompaniment of a steady drizzle and a very wet track, with a race for sports cars up to 1,000 c.c., which was so oversubscribed that it had to be run in two heats, the faster four taking the "lolly".

Heat 1, over 10 laps, saw M. Adlington (Lotus VII) dispute the lead with K. R. Bailey, similarly mounted, take him into Beechers on lap two and hold the first spot until lap seven, when he went off the road at Village. Bailey then just, but only just, held off F. W. Smith (Lotus VII) to win by a nose.

Heat 2, over a similar distance, provided a four-second win for P. R. Arnold from D. C. Thompson, both driving Lotus VII's. Third, again, was a Marcos, this time in the hands of T. D. Simpson. No incidents. The overall winning four proved to be Bailey, Smith, John and J. D. Robertshaw (Austin-Healey Sprite).

Event 2, a 10-lapper for 750 Formula cars, was rather processional. J. Anziani (Austin) led for the first seven laps, only to retire, thus letting in second man, A. R. Wontner (A.R.W.), who won by over half a minute from G. B. Toft (Austin), with C. Berry (Austin) third, some 18 seconds later.

For event 3 the rain ceased and the track started to dry out when cars came to the line. The race was for sports cars up to 1,700 c.c., excluding Climax engines. In this one D. Martland (Lotus VII) was never headed, winning by 18 seconds from K. B. Le Riche, similarly mounted. Third was D. J. V. Lewis (D.R.W.), about the same distance behind. On lap one A. G. Cox (Lotus XI) had a moment when he lost a wheel at Club Corner.

Event 4 was for saloon cars of any capacity and although G. H. F. Parkes (Jaguar 3.8) had no difficulty in retaining an early lead, he was chased home all the way by P. T. Middlehurst's A40, with K. M. Francis's Peco Ford a good third. The extras who stole the star billing, however, were the A35 of

P. C. N. Banks and the Mini of J. D. Lewis. Although they only finished 11th and 13th, they put on a show that was really quite something. They did everything but loop the loop, and got out of it every time and the crowd loved it!

Event 5 was for sports cars over 1,700 c.c. and proved that Mr. T. Lanfranchi can really go. After a spin on the second lap at Country Corner, when lying second to H. E. O'Brien, which left him down in 10th position, he went through the field in the manner born, driving his Elva Mk. VI to perfection to regain the lead on the eighth tour, and to win by a second, from G. D. Hill, driving a similar car. Third was P. S. Borthwick (Lola). O'Brien lost his Elva Mk. VI somewhere on lap four but never regained position.

Event 6, for 1172 Formula cars, allowed A. R. Wershat a 31 seconds win when his Lolita took the flag from A. H. Cook (Wavendon Wombat) and J. Corfield (Terrier Mk. II). This was after H. W. Cooper (Terrier Mk. II), who was in second spot, had spun at Club. Also, in unison there, revolved G. J. Rae (Rae type A) and Corfield.

Event 7 was a 10-lap Marque race in which J. B. Rodgers (A.C.-Ace) and T. Entwistle (T.V.R.) fought hard for the lead over the first three laps, when the former spun and the latter retired. Into first place went J. Carden (Austin-Healey 100), who held on to it to win by four seconds from a very well-driven TR3A in the hands of L. H. J. Iddon.

Event 8, for Formula Junior, was most disappointing in that K. M. Francis (Lotus 20) was crowded out by D. Prophet (Alexis F.J.) when in the lead

at Club Corner on the first lap, Prophet's final contribution being a nudge which sent both cars spinning on to the grass.

After this, B. H. Griffin (Lotus 20) took and held the lead for the next four laps, but R. Attwood (Cooper Mk. III), travelling very quickly, overtook him on the sixth tour to win by 22 seconds. In the course of a very fast run he twice broke the F.J. record, leaving same at 1 min. 4.8 secs.

Event 9 was for Grand Touring cars and produced one of the best scraps of the day for second place. The winner, G. M. Jones (Marcos G.T.), led home the field by six seconds. The battle was between B. J. Smallthwaite and D. C. Alderson, on Elites, only 0.2 of a second separating them at the flag. All the way round they passed and repassed, putting up one of the best fights yet seen on the Aintree Club Circuit!

Event 10 was for Sports cars with Climax engines and produced a one, two and three for Elva Mk. VIs. Drivers were T. Lanfranchi, who won by one second from G. D. Hill, who, in turn, took second place by 11 seconds from H. E. O'Brien.



Hello! R. G. Smith loses his Mini at Country Corner.

### Results

**Sports Cars up to 1,000 c.c. (Heat One):** 1, K. R. Bailey (Lotus 7), 73.74 m.p.h.; 2, F. W. Smith (Lotus 7); 3, G. W. John (Marcos G.T.). **Fastest Lap:** M. Adlington (Lotus 7), 76.08 m.p.h. **Sports Cars up to 1,000 c.c. (Heat Two):** 1, P. R. Arnold (Lotus 7), 70.58 m.p.h.; 2, D. C. Thompson (Lotus 7); 3, T. D. Simpson (Marcos G.T.). **Fastest Lap:** Thompson, 73.61 m.p.h. **Overall Result:** 1, K. R. Bailey; 2, F. W. Smith; 3, G. W. John. **750 Formula Cars:** 1, A. R. Wontner (A.R.W.), 62.35 m.p.h.; 2, G. B. Toft (Austin); 3, C. Berry (Austin). **Fastest Lap:** J. Anziani (Austin), 64.17 m.p.h. **Sports Cars up to 1,700 c.c.:** 1, D. Martland (Lotus Super 7), 73.76 m.p.h.; 2, K. B. Le Riche (Lotus Mk. 6); 3, D. J. V. Lewis (D.R.W. Mk. II). **Fastest Lap:** Martland, 75.50 m.p.h. **Saloon Cars:** 1, G. H. F. Parkes (Jaguar 3.8), 72.96 m.p.h.; 2, P. T. Middlehurst (Austin A40); 3, K. M. Francis (Peco Anglia). **Fastest Lap:** Middlehurst, 74.92 m.p.h.

**Sports Cars over 1,700 c.c.:** 1, T. Lanfranchi (Elva Mk. VI), 79.12 m.p.h.; 2, G. D. Hill (Elva Mk. VI); 3, P. S. Borthwick (Lola). **Fastest Lap:** T. Lanfranchi, 85.56 m.p.h. **1172 Formula Cars:** 1, A. R. Wershat (Lolita), 76.26 m.p.h.; 2, A. H. Cook (Wavendon Wombat); 3, J. Corfield (Terrier Mk. II). **Fastest Lap:** Wershat, 78.09 m.p.h. **Marque Race:** 1, J. Carden (Austin-Healey 100/4), 74.60 m.p.h.; 2, L. H. J. Iddon (Triumph TR3A); 3, J. B. Rodgers (A.C. Ace). **Fastest Lap:** Rodgers, 78.30 m.p.h. **Formula Junior:** 1, R. Attwood (Cooper-Ford), 86.77 m.p.h.; 2, B. H. Griffin (Lotus 20); 3, R. G. Pike (Auspier). **Fastest Lap:** Attwood, 91.11 m.p.h. **Grand Touring Cars:** 1, G. M. Jones (Marcos G.T.), 79.35 m.p.h.; 2, B. J. Smallthwaite (Lotus Elite); 3, D. C. Alderson (Lotus Elite). **Fastest Lap:** Jones, 82.92 m.p.h. **Sports Cars:** 1, T. Lanfranchi (Elva Mk. VI), 81.66 m.p.h.; 2, G. D. Hill (Elva Mk. VI); 3, H. E. O'Brien (Elva Mk. VI). **Fastest Lap:** Lanfranchi, 83.86 m.p.h.

# Club News

By MICHAEL DURNIN

SUNBAC

## RAGLEY PARK HILL-CLIMB

THE Sutton Coldfield and North Birmingham Automobile Club's Ragley Park hill-climb took place in chilly and far-from-ideal weather conditions, the 800-yard hill being damp and slippery for a good deal of the proceedings; nonetheless, even in these circumstances, Ian McLaughlin with his Mk. X Cooper-J.A.P. was able to take B.T.D. with an extremely determined run in 23.4 secs., simultaneously breaking his own hill record, which had previously stood at 23.5 secs.

The racing classes were very heavily subscribed, and the class for small racing cars went to G. Wilson's F.J. Lotus-Ford with two very regular runs, both of 25.2 secs., challenged very closely by the Lotus 18 of Austen May, which did 25.3 secs. Dick Bettinson's Cooper-J.A.P. spun off on its first attempt and, although no damage was apparent, the car was withdrawn, while L. A. Stone's Mk. VII Cooper-Norton had bent a valve in practice and did not run. G. Blakeman's Mongrel-J.A.P. suffered ignition difficulties and never really got under way, and Mike Ledbrook's Mk. VIII Cooper-Norton eventually proved to be third fastest in the class with a time of 26.1 secs. The special Junior Hill-Climb Championship contenders' award went to the Mk. IX Cooper-Norton of L. H. Woodcock in 27.0 secs.

In the larger class, McLaughlin's Cooper-J.A.P. having set up B.T.D., Mike Hatton's Cooper-J.A.P. with 24.2 secs. was not quite quick enough to take the honours from Eccles's blown Mk. XI

Cooper-J.A.P., which did 24.0 secs. for the class win—who was it said that the days of the Cooper-J.A.P. are over?

Gordon March (supercharged Djinn), after a stirring start, was halted by officials on his first run, whilst mud and things were removed from the road, and Slade's GN-J.A.P. Shelsley Special had a mechanically troubled day, making one very slow run and subsequently, on its second attempt, failing to arrive at the finish at all. R. Skelcher (Formula 1 Cooper-Climax) could not better 26.9 secs., which was good enough for the Novice award, while Doug Haigh, with his blown Cooper-NorJap, got down to 25.6 secs. for third place and was offered no challenge other than that provided by Tommy Norton (blown Lotus-Climax) and David Good (Cooper-J.A.P.), both of whom did 26.5 secs.

Of the sports cars, Josh Randles's Cooper Monaco, with a resounding 25.0 secs., took the heavy class with comparative ease from Phil Chapman's Mercury Special, which returned 26.6 secs., while Tyack's ex-Ray Fielding Emeryson-Climax annexed the 1½-litre class comfortably in 26.7 secs.

The small sports car class was closely fought, Tim Cash (Terrier II) getting down to 26.8 secs., but being harried by David Embley who, with his ex-Daniel Richmond Lotus Seven "A", returned 27.0 secs. Nick Porter took his Downton Austin-Cooper for a prolonged excursion into the scenery, fortunately without contacting anything solid, while David Driver (Lotus Seven-Ford) missed a gear in the biggest possible way on his second run, and put himself out of the running. The only other cars in this large class to break 30 seconds were Malcolm Delingpole's Lotus Seven-Ford with 28.5 secs., Millington's Terrier II with 28.4 secs., and the incredibly hot Mini-hybrid of Rod Embley, which fairly rocketed up in 28.7 secs., no less!

The small saloon class went to Rob Ordway (Mini-Minor) with 32.9 secs., though not without a stern challenge from Miss Jan Hatton who, with the

very rapid ex-Ralph Broad Austin Seven, was second with 33.1 secs., the next larger class going to G. C. Collins's Rapiere, which had no real opposition to its run of 33.0 secs.

Finally, in the classes for open or closed production cars, Mrs. Barbara Hassall, in the smaller class, made a second run in the A.C. Ace-Bristol of 29.4 secs., which secured the Ladies' award but just let the class go to G. C. Lawrence who, similarly mounted, did 29.1 secs. On her first run Mrs. Hassall, on the greasiest of surfaces, had indulged in a spin of considerable proportions, and a similar off-course excursion was later made by Jack Lambert, in the larger class, who lost his Jaguar "E" shortly after the start. Tony Griffiths (Jaguar "E") was eventually to take this class with 26.4 secs., his nearest challenger being Malcolm Delingpole, on yet another "E"-type, in second place with 27.2 secs.

HOWARD BILEY.

### Coming Attractions

- 26th May. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.  
Jaguar D.C. Race Meeting, Snetterton, near Thetford, Norfolk.  
M.G.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.  
Westmorland C.C. Hill-Climb, Barbon, near Kirkby Lonsdale, Westmorland. Starts 2 p.m.  
26th-27th May. International Police Rally. Starts Liège (Belgium).  
27th May. Nürburgring 1,000 kilometres (S.G.T.).  
B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Starts 12.30 p.m.  
B.A.R.C. Drag Sprint.  
Morecambe C.C. Hill-Climb, Leighton Hall, near Warton, Lancs. Starts 2 p.m.  
30th May. Indianapolis 500-Mile Race, U.S.A.  
2nd June. Monaco Junior Race (F.J.).  
Eight Clubs Race Meeting, Silverstone, near Towcester, Northants.  
North Midland M.C. Sprint, Oulton Park, near Tarporley, Cheshire.  
3rd June. Monaco Grand Prix (F1).  
S.M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.  
Midland A.C. Hill-Climb, Shelsley Walsh, near Worcester.  
Thames Estuary C.C. Sprint, Brands Hatch, near Farnham, Kent.  
Surrey S.M.C. Driving Tests, Swanborough Farm, Lewes, Sussex (one mile S.W. of Lewes on A275). Starts 2.30 p.m.

B.A.R.C. and EAST SURREY M.C.

## MIDSUMMER RALLY

OF the 60 crews comprising a fully subscribed entry list which set off from the Park Langley Garage at Beckenham on 19th May, some dozen or so were in the Expert category, whilst the remainder consisted of those very important people, the rally teams of tomorrow. And let it be said straight away that if all rallies were like the Midsummer, the public would have nothing to grumble about and the future of the sport would be assured.

Of the experts we make especial mention of M. Reeves and R. Chorley (TR3) and Sydney Allard and Tom Fisk (Allardette). Neither type of car can normally be said to be quiet, yet both drivers have sacrificed power by fitting extra silencing devices. Will other competitors please copy this splendid example?

Down on power or not, Reeves and Allard were among the favourites, particularly as B. Russell/Miss Scott and Morley/Newport had non-started, and clean sheets were in prospect, as Clerk of the Course, Doug Worgan, had been bold enough to plan his rally on entirely straightforward lines, with all controls

manned and no nonsense. The maps were 171 and 172 and with 67 controls in just over 200 miles the event was tight enough to keep both drivers and navigators on their toes, the lanes above the main A20 road living up to their reputations, so that the threatened penalty-free runs did not materialise, and Allard/Fisk came into supper one minute down and two minutes ahead of Reeves/Chorley and Compton/Hope Mason (Porsche).

In quick succession after supper Reeves and Allard wrong-slotted, both having to sacrifice seven minutes in order to satisfy an approach direction. Compton and Hope-Mason, on the other hand, had a faultless and clean second half and with daybreak coinciding with the end of the rally, the Porsche crew took the major honours from the consistent but slightly slower Abrams/Lyle-Cameron M.G.A. Results, including the positions of all 17 cars to finish, were announced incredibly quickly, as a fitting climax to a first-class event.

RON AMBROSE.

### Provisional Results

1. R. Compton/D. Hope-Mason (Porsche), 30 pens.; 2. B. Abrams/J. Lyle-Cameron (M.G.A.), 50; 3. G. Shackleton/G. Gale (Zephyr), 60; 4. R. Beale/B. Iles (VW), 90; 5. S. Allard/T. Fisk (Allardette), 90; 6. J. Duggans/A. Weedon (A35), 100.

EAST YORKS C.C., Y.S.C.C.  
and B.A.R.C. (YORKS CENTRE)

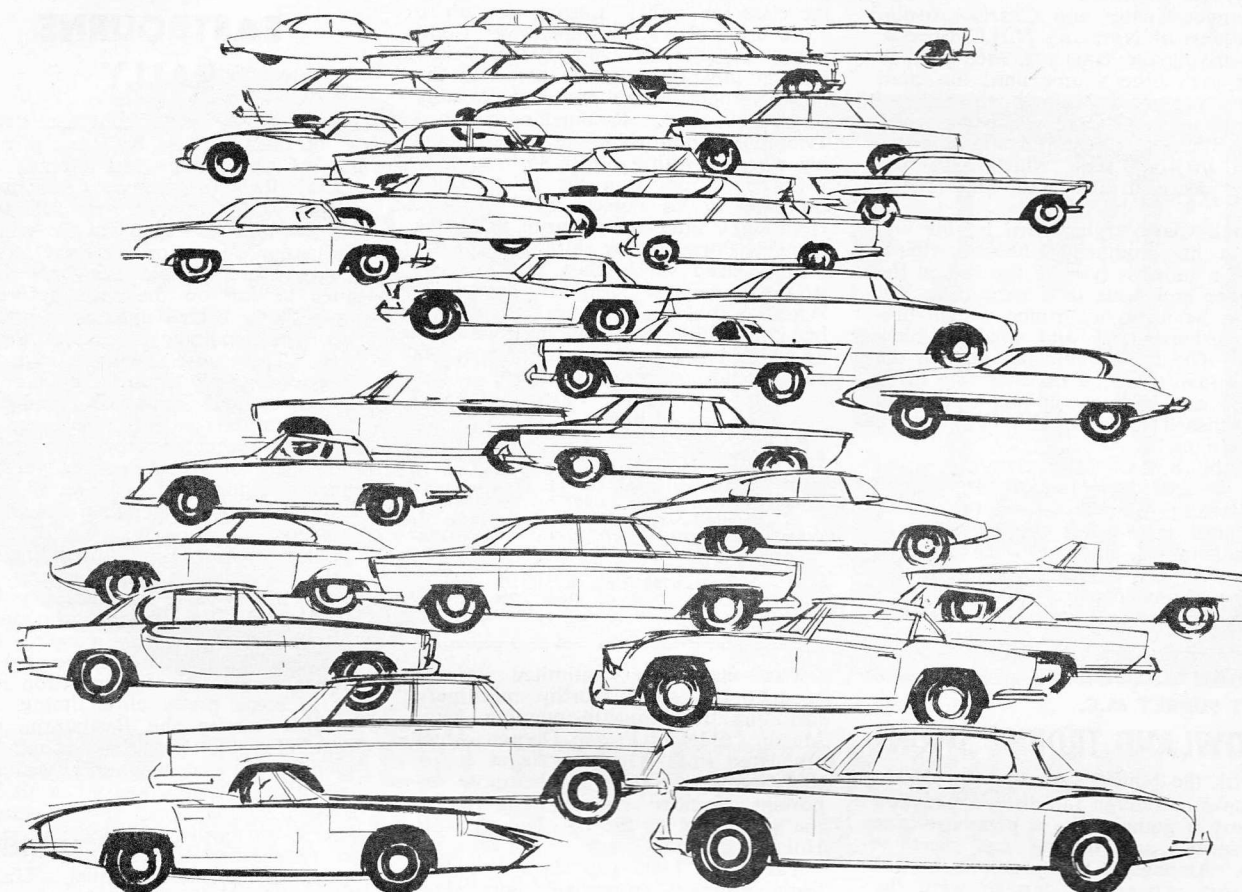
## AUTOCROSS

SOME of the closest racing seen in an autocross in the north was the main feature of the jointly promoted three-club autocross held on Sunday, 13th May, by the East Yorkshire Car Club, the Yorkshire Sports Car Club and the Yorkshire Centre of the B.A.R.C.

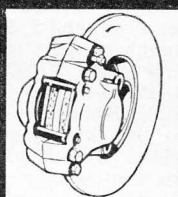
Five seconds covered the winners of the six classes and less than a quarter of a second covered the best time of the day and the runner-up. A surprisingly fast time was set by Ken Lee (Speedwell Morris-Cooper) of 42.44 secs., which was less than a second slower than B.T.D.

The event attracted an entry of 51 competitors to Tibthorpe Farm, near Driffield, East Yorkshire, and they rapidly began to wear down the 800 yards course of slippery grassland. The course consisted of both tight and gradual corners and a tight little chicane which provoked some wild slides. As time went on the grass wore down and became more and more slippery and competition increased.

(Continued on page 756)



ABARTH 750  
 ABARTH 850 T.C.  
 ABARTH 1000  
 A.C. ACE  
 A.C. ACECA  
 A.C. GREYHOUND  
 ALFA ROMEO BERLINA  
 ALFA ROMEO G.T. SPRINT  
 ALFA ROMEO SPYDER  
 ASTON MARTIN D.B.4.G.T.  
 AUSTIN HEALEY 3000  
 COOPER MONACO  
 DAIMLER SPORTS CAR S.P.250  
 FAIRTHORPE ELECTRON  
 FAIRTHORPE ZETA  
 FIAT 1300  
 FIAT 1500  
 FIAT 1500S CABRIOLET  
 FIAT 1800B  
 FIAT 2300  
 FIAT 2300S CABRIOLET  
 FORD CONSUL CLASSIC  
 FORD ZEPHYR 4  
 FORD ZEPHYR 6  
 FORD ZODIAC



The  
 common safety factor  
 built into all  
 these famous cars

HUMBER HAWK  
 HUMBER SUPER SNIPE  
 LOTUS ELITE  
 MASERATI 3500 GT  
 MASERATI 5000 GT  
 MERCEDES BENZ 220 S.E. COUPE  
 MORGAN PLUS FOUR  
 OSCA 1600 G.T.  
 RELIANT SABRE  
 ROVER 80  
 ROVER 100  
 ROVER 3 LITRE  
 STANDARD VANGUARD  
 SUNBEAM ALPINE  
 TORNADO TEMPEST  
 TORNADO TYPHOON  
 TORNADO THUNDERBOLT  
 TRIUMPH T.R.4  
 TRIUMPH VITESSE  
 TURNER  
 T.V.R. GRANTURA  
 VOLVO P.1800  
 VOLVO 122S B.18  
 WARWICK G.T. 2 LITRE

# GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

**Autocross—continued**

Norman Coates and Charles Austin, co-builders of Norman's N.H.C. Special, both driving the same car, each tried to better each other's time until the close contest prompted Norman to make a last run in 41.52 secs., which gave him B.T.D. Charles's last run was also his fastest in 41.71 secs., which gave him second place in the class and second B.T.D.

Derek Clark, trying hard on his first run in his modified Sunbeam Alpine, pulled a tubeless tyre off the rim in the chicane and came to a standstill. Not beaten, he leapt out armed with a fire-extinguisher-inflator and tried to blow it up. The bead would not seat on the rim, so assisted by a marshal who lifted up the car, he blew up the tyre again and finished his run, although it took over 6 mins.!

In the B.M.C. Mini class the usual dice between Ken Lee, F. H. "Bing" Crosby and Allan Staniforth took place and after four heart-stopping runs of second-clipping, they finished in that order with Lee clocking 42.44 secs. and Crosby in second place with 43.35 secs.

Eric Bryden in his first event with a

new SAAB clocked 46.09 secs. to win the class for "other" touring cars up to 1,066 c.c. R.A.C. Competitions Committee member Malcolm Bateman and his son took the last two places in the class, father, Herald-mounted, beating son (A30). A. Rathmell's modified Triumph Herald took the largest touring car class with a run in 45.16 secs.

Chippy Stross won the small sports car class in his Porsche in 43.97 secs. from R. D. Sutherland's Sprite, and Mike Brown's Porsche took third place. The medium-sized sports class was won by Brian Redman's Morgan, and Mike Wheatley took the sports car award with his Lotus Super Seven in the final class in which large sports cars, sports-racers and specials were amalgamated.

PETER CRAVEN.

**Results**

**B.T.D.:** N. H. Coates (N.H.C. 80 Spl.), 41.52 s.  
**B.M.C. Minis:** 1. K. N. Lee (Speedwell Cooper), 42.44 s.; 2. F. H. Crosby (Downton-Cooper), 43.35 s.  
**Touring Cars—Up to 1,066 c.c.:** E. Bryden (SAAB), 46.09 s.; 1,067 c.c. to 1,900 c.c.: 1. A. Rathmell (Herald 1200), 45.16 s.; 2. G. Wheatley (Sunbeam Rapier), 45.80 s.  
**Sports Cars—Up to 1,630 c.c.:** 1. L. S. Stross (Porsche Super 90), 43.97 s.; 2. R. D. Sutherland (Sprite), 44.12 s.; 1,631-2,700 c.c.: B. H. T. Redman (Morgan Plus 4), 42.66 s.; **Over 2,700 c.c. and Specials:** C. H. Austin (N.H.C. Spl.), 41.71 s.

**CEMIAN M.C. and EAST SURREY M.C.****KNOWLAND TROPHY SPRINT**

UNTIL the builders get busy in 1963 it looks as though the disused Croydon Airport is going to be a popular venue for sprints and driving test meetings alike. Among the first promoters to use the vast expanse of tarmac were the Cemian Motor Club and the East Surrey Motor Club who combined their resources to organize a very successful sprint on 13th May which attracted 51 entries in seven classes.

Several permutations of the circuit were possible and the course finally chosen was 1.2 miles long, starting with a 200 yards approach to a tightening left-hander, which gave way to an acute loosely surfaced hairpin. A quarter-mile straight followed, then a 90 degree left-hander, then a pylon to be rounded clockwise and finally a run back along the straight. This was downhill and the faster cars were crossing the line at well over the ton.

After two practice runs in the morning the competition proper started after lunch with Class 1, for standard saloons up to 1,000 c.c., and a very interesting battle it was, with A. Bryant (A40) setting the pace with 105.53 secs. G. C. Renny, having put up slowest time in class on his first run, proceeded to record 105.03 at his second attempt, taking the class from Bryant, whilst G. Procter returned 105.63 with his Herald, just 0.03 sec. faster than Mrs. Procter in the same car.

The 1,000 c.c. modified class was won by R. Ambrose, whose Allardette returned 98.25 secs., with another close struggle for second place between P. Farley (Alexander Mini) in 102.70 and N. Husband (blown Minor 1000) in 103.40 secs.

Forced induction scored again in Class 2, W. Payne returning 97.45 with his new blown A60 saloon, although B. Shorter (Volvo) gave him a run for his money with a second run of 97.89 secs. and D. Styles performed creditably to clock 98.94 with a Gazelle convertible.

The class for unlimited saloons brought out some worthy machinery, including the beautiful-sounding Aston Martin DB2/4 of E. van Dooren, which circulated in 87.83 secs., fastest car in the class, but winner of the more important Novices' Award, thus leaving the class win to the 3.4 Jaguar of B. Holmes, with 88.43 secs.

The open 1,000 c.c. class was most disappointingly supported, only three cars being entered—and one of these was a non-starter! Where were all the Sprite boys? J. Butler nevertheless recorded a rapid 93.51, Sprite-mounted, to "win" the class.

Things warmed up in the 1,500 c.c. open class, and J. Richards made a truly magnificent start to what was obviously going to be B.T.D. from the word go, his Lotus-Climax sounding beautifully crisp. Nobody was surprised to hear that the time was 77.65 secs., and the premier award was in the bag. The class win therefore reverted to the super-charged M.G.A. of J. Rider—the third blown car to win its category. His time was 87.20, well clear of the 94.70 secs. of second man J. Addison in an unblown M.G.A. In this class Mrs. P. Osborne recorded a stirring 91.54 in the family Lotus-Ford, easily taking the Ladies' Award.

W. Pearce took the unlimited open car class with his XK 150 in 82.29 secs., after a monumental spin in practice, the only incident of the day. Next man up, D. Styles (T.V.R.), clocked 90.61 on his first run, to take second place to Pearce, any chance he may have had of improving being spoiled by clutch-slip on his second effort. Another fine performance was that of J. Trace (Elva) who, after a slow first run in 94.34, got down to 86.41, to make overall third B.T.D.

RON AMBROSE.

**Results**

**B.T.D.:** J. Richards (Lotus-Climax), 77.65 s.  
**Best in opposite class:** J. Trace (Elva), 86.41 s.  
**Ladies' Award:** Mrs. P. Osborne (Lotus-Ford), 91.54 s.  
**Novices' Award:** E. van Dooren (Aston Martin), 87.83 s.  
**Class Awards:** G. Renny (Austin Seven), 105.83 s.; R. Ambrose (Allardette), 98.25 s.; W. Payne (Austin A60 (s/c)), 97.45 s.; B. Holmes (3.4 Jaguar), 88.43 s.; J. Butler (Sprite), 93.51 s.; J. Rider (M.G.A. (s/c)), 87.20 s.; W. Pearce (Jaguar XK 150), 82.29 s.

**B.A.R.C. (S.E. CENTRE)****EASTBOURNE RALLY**

FORCE 8 was just about the strength of the wind last Saturday when the B.A.R.C. held their 15th Annual Eastbourne Rally of Tests, Consisting of the usual 12 tests, two were held in the morning, the hill-climb at Butts Lane, Willington, and the garaging test at Beachy Head. There was then a short timed section on the road before the competitors relaxed until after lunch to begin the remaining 10 tests on the sea-front. These tests included high-speed "wobble-wobble" through pylons both backwards and forwards, crossing the road from one side to the other in a series of manoeuvres between bollards and also the favourite Rallye Soleil which is a long run of about 175 yards through a chicane, round a bollard and back again.

There was rather a disappointing number of competitors this year and, alas, several non-starters—a notable one being Ian Mantle (Mini-Cooper), who on past records looked a likely winner. However, despite this setback, some very good drivers were to be seen in action resulting in some pretty close timing. Doc McGhie carried the Eastbourne Challenge Trophy for the second year running, but not without a very close fight with Alistair Crawford in his Mini-Cooper, who finished only 1.5 secs. behind Doc's Sprite. It would seem that on these sort of tests the Mini and Sprite are just about equal. Malcolm Knights in his ex-Tony Marsh Special actually made the fastest time of the day, but Specials are not eligible for the main awards which are only for Production cars. Some very good performances were put up by T. Mockridge in his not very small Daimler SP250, by Mrs. Pat Hughes in her Triumph Herald Convertible and by Neil Dangerfield in his very fast TR4. In fact Dangerfield was just beaten by R. Forster in an identical car, but it was fairly close. A very famous name was represented this year in the person of Mrs. Goldie Gardner who was having a very brave attempt in a rather outdated Austin A40 Somerset, but it was very good to see such a well-known name in action. Mike Hughes in his Porsche was fast and won his class easily despite hitting a bollard rather heavily when he overdid things in the chicane on test 7. This bang resulted in rather a nasty bend to the front of the Porsche which did not appear to have a very strong bumper.

Considering the bitter wind blowing all day, the marshals, stewards, judges etc., put up a very brave show and with a fair number of spectators looking on, the event appeared to be a great success and was certainly enjoyed by all who competed. Let's see double the entry next year.

T. W. WALTON.

**Provisional Results**

**Eastbourne Challenge Trophy:** Dr. R. McGhie (Sprite), 375.9 s. **East Sussex Award:** H. Appleby (Lotus Seven), 376.5 s. **The Fields Car Club Challenge Trophy (Novice):** P. J. Checkfield (M.G.A.), 510.5 s. **Ladies' Award:** Mrs. Pat Hughes (Herald 1200), 551.0 s. **Team Award:** The Gearbox Bashers (H. A. Appleby (Lotus), Dr. McGhie (Sprite), M. Knights (Special)). **Class Awards:** **First Class:** J. Checkley (SAAB); N. T. Hunt (Austin A55). **Second Class:** J. Church (Sprite); E. C. Crocker (Alpine).



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BURNHAM-ON-SEA M.C.**

## CASTLE COMBE SPRINT

**D**ESPITE the presence of sports-racing Lister and "C"-type Jaguars and DB3S Aston Martin, a G.T. car took B.T.D. honours and another was third fastest at the "Three Clubs Sprint" promoted by Bristol M.C. and L.C.C., the M.G.C.C. (S.W. Centre) and Burnham-on-Sea M.C., at Castle Combe, on 19th May.

This march of progress was led by Ron Fry in all the saloon car comfort of his now familiar Ferrari Berlinetta. With a muffled roar of power he sped down the standing quarter-mile course in 14.87 secs., a vivid contrast to the smart red and white, wheel spinning, noisy run of K. Wilson's Lister-Jaguar which had to rest content with second fastest time in 15.17 secs. Further food for thought was given by the third best run achieved by A. Parkes (Jaguar "E") in 15.27 secs., and also by the sight of the Ferrari and Jaguar being driven home from the meeting as tractable road cars while the Lister had to be bundled into its transporter.

This year it was the turn of the Bristol club to take over the reins of organization and they had laid out a double track course, most of the run being through a right-hand bend. These two features combined to make the event more interesting both to spectators and

drivers rather than a dead straight "blind" by single cars.

Although the elements contrived their best to disrupt the afternoon, for it rained, and rained, hailstormed and threw in a thunderstorm and incessant bitter wind for good measure, and at one period upset the timing gear, the meeting took just three hours.

Only two runners appeared for Class A1 and W. P. R. Tolputt had an easy win in his DKW in a single run of 21.97 secs. from J. Tyler (23.65 secs.) with a Fiat. The Cooper-Minis had a keen battle in Class A2, all leaving the hockey stick with healthily spinning wheels, particularly in the wet. R. Wilding won in 18.44 secs., followed by wife Angela in the same Austin-Cooper with 18.49 secs., while Kynoch's Austin-Cooper occupied third place with 18.56 secs.

Rootes's machines monopolized Class A3, Rapiers filling the premier places with Lefevre first at 18.43 secs., despite a fluffy engine, followed by Mumford (18.51 secs.) and Bracey (18.87 secs.). Class B1 brought the small sports cars to the line and a second one-two family win when A. Parkes (Sprite) was fastest in 19.96 secs. to be followed by his doctor father in the same car in 21.31 secs. Third was the Sprite of R. Reeves (21.48 secs.). M. B. Hawkes's pre-war M.G. made a great impression, not for its speed but for the care which had been lavished on it, for it was immaculate from end to end.

Class B2 produced a varied entry of M.G.A. and Twin-Cam, T.V.R., Sprite and Porsche, but none could approach the red M.G. Midget of R. J. Ashford who took but 16.75 secs. against Lefevre's run of 17.55 secs. with the

peculiar coloured Sprite. Kendall did well to push his heavy M.G.A. into third place with 18.21 secs., defeating among others the Sebring Sprite of T. Jones, the interior of which was stripped to the bare bones. Miss C. Wells made a spirited run in her Sprite, clocking 19.82 secs.

Ashford chalked up a second win in Class B3, this time going faster still, the Midget occupying only 16.52 secs. He was closely pressed by Hutchings's 328 BMW, who went on his thunderous, smoky way in 16.83 secs. Dangerfield (A.C.-Bristol), like other Wiscombe Park entrants he had been allowed to make his runs out of order at the beginning of the meeting, was third in 17.07 secs.

The combination of father and son Parkes repeated their earlier Sprite success in Class B4, this time piloting the doctor's "E"-type. Mr. Parkes, with a best run of 15.62 secs., again had to give best to his son, who registered 15.27 secs. in an exhibition of on (and almost over!) the limit motoring. Walker's DB Aston Martin just pipped the modified Healey 3000 of D. Park for third place in 17.57 secs.

In Class C1 Fry and the Ferrari wiped up the opposition, setting up best time in the process in 14.87 secs., to which the Lister could only reply with 15.17 secs., being even slower on its second attempt. Buncombe had his "C"-type Jaguar well sorted out and took third spot with a first run time of 15.43 secs. Sgonina's DB3S Aston Martin suffered from excessive wheelspin on take off but recorded 15.68 secs., the car sounding wonderful on full song.

TONY BEX.

**COVENTRY and WARWICKS M.C.**

## MANCETTER HILL-CLIMB

**F**AST and furious is the only apt description of the Coventry and Warwickshire Motor Club's hill-climb, held in nearly ideal weather conditions at Mancetter. During the day Mike Hatton's old hill record, established by his Cooper-J.A.P. at 33.18 secs., was lowered three times, and a number of class records fell by the wayside, the most startling improvement on a standing record being made by Malcolm Delingpole who, with his Jaguar "E", lopped off three seconds to take the unlimited sports and G.T. class with 36.28 secs.

Josh Randles, with his Cooper Monaco, obviously finds this demanding and difficult 900-yard hill very much to his liking, and made B.T.D. with 32.59 secs., his major opposition coming from Ian McLaughlin's Mk. X Cooper-J.A.P., which returned a very determined 32.61 secs.; Mike Hatton himself, though lowering his own record, was unable to better 33.12 secs. on this occasion.

During practice Austen May's F.J. Lotus 18 slightly left the course, suffering a deranged suspension at the rear and being withdrawn; Ray Terry's Lotus Seven Mk. 2 holed its sump, which is presumably one of the natural hazards of a quarry paddock, while Gerald Bloom, driving Ralph Broad's Mini-Cooper, found that the car was making most expensive noises after its activity at Ragley Park on the previous day, and also retired.

The event itself started with the

saloon classes up to 1,600 c.c., and the presence of Rod Embley's astonishing Mini promised some excitement; and, sure enough, down came the class record to 38.28 secs. with Embley's first run, a time which he subsequently lowered again to 37.99 secs. to take the class from Rob Ordway's Mini-Minor, which did 41.38 secs., in itself no mean feat. G. C. Collins's Rapier, with 43.40 secs., took third place, while Miss Jan Hatton, despite some inspired three-wheel motoring at the dreaded hairpin, could not improve on 44.41 secs. with her Austin Seven, a time which was bettered by, among others, Paul Pimlott's very non-standard Riley 1.5, and McMullen's VW. In the large saloon class Robert Rollason's run in 39.70 secs. with his 3.8 Jaguar was fast enough to hold off Alan Preece, whose blown Mini-Minor went up in a brisk 40.78 secs.

The class for small production sports cars was dominated by the T.V.R.-M.G. of John Rowe, which did 39.42 secs. Mike Coombe, after a mild inaccuracy with the gear stick of his Elva Courier on his first run, later got down to 40.90 secs. for second place by a very narrow margin indeed from the greatly modified A.-H. Sprite Mk. I of David Yates, which returned 40.92 secs.

The class record in the larger class having been shattered so effectively by Delingpole, second place went to the Jaguar XK 150 of R. Rose, with 36.99 secs., also well within the record, as was the run of 37.52 secs. put up by Peter Brayshaw's Alpine, this being the ex-works car which was disqualified at Le Mans, nowadays boasting a supercharger. Mrs. Lambert's "E"-type, with

39.13 secs., was another car inside the old record, though Peter Felix's immaculate A.-H. 3000, ex-works and a one-time Monthlery record-holder, was unable to get below 41.33 secs.

Mike Adlington's Lotus Seven-Ford, with 34.08 secs., and not without a certain amount of drama, took the small sports-racing class from David Embley's Lotus Seven "A", which did 34.58 secs., both cars disposing of Embley's standing class record, as did the Speed Sport Lotus Seven, driven by Paul Ivey into third place to the tune of 36.39 secs., while Tim Cash, appearing with his Terrier II for the first time at Mancetter, was content with 36.46 secs. The heavy class went to Phil Chapman's Mercury Special with 35.48 secs.

Finally came the racing cars. In the small class Mike Ledbrook, after his first run, returned his Mk. VIII Cooper-Norton to the paddock with one very flat tyre, and withdrew, but his time of 35.89 secs. had secured the class from the F.J. Elva of Alan Eccles in second place with 36.24 secs. In the larger class Randles had taken B.T.D. and the Wharton Trophy, McLaughlin the Newsome Trophy for B.T.D. by a member of an invited club, and Hatton the award for next best performance, letting Gordon March with his supercharged Djinn into the class win with 35.57 secs.

HOWARD BILEY.

**T**HE Thames Estuary Automobile Club are holding their 1962 Speed Trial on the Brands Hatch Club Circuit on 3rd June. Regulations are available from Miss B. Kaye, 78 Leitrim Avenue, Thorpe Bay, Essex.

THE 1962 Spa Grand Prix was closely fought in all six classes. Berney, Noblet and Berger, all in Ferraris, finished 1, 2 and 3 in their class; whilst Hahnl (Porsche) won the 2-litre class from Richard Shepherd-Barron (Morgan)

"Bob" Bobrowsky won the 1000 G.T. class comfortably from Dubois—they were both in Fiat Abarths. John Whitmore walked away with the 1,300 c.c. event, which was run in incredibly bad weather—a veritable cloudburst. The saloons saw wins for Bianchi (Rapier) from Jopp and Pilsworth, and Holvoet (Auto Union) from Blumer, Whitmore and Blydenstein—more about this last rather curious result later.

Both the Friday's and most of Saturday's training sessions, approximately an hour for each class, had been carried out in good conditions; the tarmac had been dry and there was no oil about,

The Minis were well ahead in their class, John Whitmore, Billy Blydenstein and Jimmy Blumer swapping places in close company from lap to lap. Behind the Minis came Holvoet in an Auto Union going at a tremendous pace.

Half-distance, four laps completed of the tricky eight-mile circuit, saw Bianchi pulling away from the rest, whilst the Peters, Jopp and Pilsworth, battled on—Jopp finishing just ahead behind Bianchi, having made fastest lap, with Pilsworth in third place. Hutcheson finished fourth, but was disqualified after Alfes protested that his engine was overbored. As Alan wasn't prepared to strip his engine (they only asked him to at six o'clock) the organizers had to disqualify him. This let Pierson up to fourth place.

The Minis kept together right up to the last lap when Bill Blydenstein broke yet another gearbox, but as they were

rari) right on his tail. By lap two Bianchi had the Aston in the lead, a position he held till lap three, when with 14 secs. in hand he understeered the big car off the road at Burnenville. The car was badly damaged but not the driver.

This let Noblet into the lead from Berney and Berger in another Ferrari. In the 2-litre class the Porsche Abarths of Koch and Hahnl led easily from the Morgans of Shepherd-Barron and Pip Arnold. Hugh Braithwaite was unlucky enough to go off at White House when he lost it on the exit, the ensuing correction putting him into the field on the right-hand side of the circuit; the car was badly damaged but the driver miraculously escaped unscathed.

The 10th lap saw changes with Berney going into the lead from Noblet and Berger—these three dicing their Ferraris as if they were Minis. Koch was unlucky to go out with a broken accelerator cable after going tremendously well, this letting Hahnl in the other works Porsche Abarth into the lead with Shepherd-Barron closing on every lap. The Ferraris continued to push and shove, eventually crossing the line with Berney just ahead of Noblet and Berger. Shepherd-Barron finished second to Hahnl in the 2000 class with Glemser and Dickie Stoop on ordinary Porsches in third and fourth places. Pip Arnold in the second Morgan took fifth place.

Then followed the usual celebration at the Casino in Spa, where the prizes were distributed—altogether a jolly fine meeting.

#### Results

**G.T. Cars over 1,300 c.c.:** 1, Hahnl (Porsche), 167.409 k.p.h.; 2, Shepherd-Barron (Morgan); 3, Glemser (Porsche); 4, Dick Stoop (Porsche); 5, Arnold (Morgan). **Fastest lap:** Hahnl, 4 m. 54 s.

**G.T. Cars over 2,000 c.c.:** 1, Berney (Ferrari), 175.006 k.p.h.; 2, Noblet (Ferrari); 3, Berger (Ferrari); 4, Crevits (Ferrari); 5, Mike Salmon (DB4GT). **Fastest lap:** Berger, 4 m. 29.2 s.

**Touring Cars:** 1, Lucien Bianchi (Sunbeam), 154.344 k.p.h.; 2, Peter Jopp (Sunbeam); 3, Peter Pilsworth (Sunbeam). **Fastest lap:** Jopp, 5 m. 24.3 s.

**Touring Cars up to 1,000 c.c.:** 1, Holvoet (Auto Union), 143.577 k.p.h.; 2, John Whitmore (Cooper); 3, Jim Blumer (Cooper) and Bill Blydenstein (Cooper). **Fastest lap:** Blydenstein, 5 m. 42 s.

**G.T. Cars up to 1,000 c.c.:** 1, Bobrowsky (Abarth), 140.851 k.p.h.; 2, Dubois (Abarth); 3, Langlois (Abarth); 4, Jowat (D.B.); 5, Peter Clarke (Sprite). **Fastest lap:** Bobrowsky, 5 m. 36.4 s.

**G.T. Cars up to 1,300 c.c.:** 1, John Whitmore (Lotus Elite), 144.524 k.p.h.; 2, Quernette (Lotus Elite); 3, Schaefer (Alfa); 4, Laub (Alfa); 5, Welcker (Lotus). **Fastest lap:** Whitmore, 5 m. 30 s.

#### NAPLES GRAND PRIX

WILLY MAIRESSE scored his second 1962 Formula 1 victory when he won last Sunday's Naples Grand Prix at the wheel of a works Ferrari. S.E.F.A.C. Ferrari had an easy time—Lorenzo Bandini led for the first 23 laps and then Mairesse took over until the end. Keith Greene finished an excellent third in his immaculately prepared Gilby-Climax while the Italian Carlo Mario Abate was fourth in a Porsche. Abate had had no practice and as this was his first Formula 1 race one must commend this up-and-coming young Italian driver who now seems to be following in the footsteps of Giancarlo Baghetti, Lorenzo Bandini and Nino Vaccarella.

#### Results

60 laps—93 miles

1, Willy Mairesse (Ferrari), 1 h. 19 m. 36.1 s., 70.31 m.p.h.; 2, Lorenzo Bandini (Ferrari), 1 h. 19 m. 39.4 s.; 3, Keith Greene (Gilby-Climax), 59 laps; 4, Carlo Mario Abate (Porsche), 59; 5, Ian Burgess (Cooper-Climax), 58. **Fastest lap:** Bandini and Mairesse, 1 m. 18.1 s., 71.76 m.p.h.

## SPA GRAND PRIX

**Fine Performances from John Whitmore (Elite) and Richard Shepherd-Barron (Morgan)**

BY PATRICK McNALLY

but there was a nasty cross-wind blowing across the straight which runs down to Stavelot.

In these conditions the practice times were very quick indeed, John Whitmore got Chris Barber's Elite round in 4 mins. 50 secs. and Peter Jopp too was under the magic 5 mins. in his blue Elite P.J.3. The works Porsche Abarths too were quick, turning in times below 5 mins. and the ordinary Porsches weren't too far behind. In the Mini brigade there was little to choose between Whitmore, Billy Blydenstein and Jimmy Blumer. The latter was driving one of Daniel Richmond's cars, whilst the other two were entered by Ken Tyrrell.

Poor Les Leston had trouble with his Lotus's differential, and Roger Durant, his mechanic, plus Peter Jopp's mechanic Derek Spencer, were working late into the night replacing a primary drive shaft bearing. Mike Salmon in the big Aston blew off the rear axle back plate and only re-assembled with a new plate on race day after a frantic drive to Brussels to collect the part which had to be flown in from England.

Billy Blydenstein broke the Mini-Cooper gearbox and personally supervised replacing this unit. But the most enterprising of all was Chris Lawrence who rebuilt the Shepherd-Barron Morgan after it broke a crank, using a TR2 crank collected from an old TR engine located 100 miles from the circuit. The Morgan was really in tune for its race and the engine never missed a beat—in fact the car went faster, pulling 50 r.p.m. more down the straight.

Race day dawned damp and windy with odd showers wetting the course here and there, but by the start of the saloon car event the course was in excellent condition. Alan Hutcheson (Riley) led after a well-judged get-away with Pilsworth, Lucien Bianchi and Peter Jopp all in Rapiers, but lap two saw Bianchi in front, pulling away from the rest with Pilsworth in second place, hard pressed by Jopp. Alan had dropped back a little and had started a race-long duel with Pierson in an Alfa T.I.

so determined to dead-heat, they slowed down enough to let Bill keep up and Holvoet (Auto Union) went through to take the main award. This would appear to be ill-advised team management.

A cloudburst heralded the start of the up to 1300 G.T. 10-lap event. The starter dropped the flag just after the 30-sec. board had gone out and this caught out one or two competitors who were not in gear. Peter Jopp (Elite) took the lead at the start, followed by Langlois (Abarth), Whitmore (Elite) and Pat Ferguson in the Turner. By lap one, however, Whitmore was already in the lead, a position he held till the finish. Jopp held second place for three laps till Quernette in a Belgian Elite got by; this car was running on S.P. tyres. On the next lap Langlois got past Jopp and so did Schaefer in the Alfa. In his efforts to get ahead again, Jopp went through the right-hander after Burnenville too fast and disappeared off backwards at about 130 m.p.h. The car went end over end, but surprisingly the driver was unhurt, and the car not too badly damaged. At about this stage John Dickinson hit a puddle on the exit from White House and went off into the ditch, his car being completely written off and the driver suffering reported minor injuries.

With only two laps to go, Whitmore was still solidly in the lead with Quernette in second place from Schaefer's Alfa, with Bobrowsky (Abarth) moving up fast on Langlois, who held third spot. The last lap saw a calculating and determined Bobrowsky take the lead in his class to win, with Dubois (Abarth) in second place after Langlois's engine had gone sick. Quernette finished second in the 1300 class with the Alfes of Schaefer and Laub in third and fourth spots.

The last race of the day was for big G.T. cars. The track was just drying but it still had some oily, wet patches, making the going extremely tricky. Noblet (Ferrari) led after the first of the 15 laps, with both Lucien Bianchi (Aston Martin G.T.) and Berney (Fer-

## CORRESPONDENCE

### Motor Racing Officials—Some Views on a Rufforth Incident

THE letter by your reader M. J. L. Brook, in a recent AUTOSPORT, has prompted me to put pen to paper in an unusual way for me. How typical is the marshal in Mr. Brook's incident! Give them a badge or flag and they think they command the attention of everyone.

I was not at Rufforth but would like to make use of an extract from Francis Penn's report: "...turned a section of the course into a skating rink. Indeed, spins and excursions into forbidden places were so numerous it would be impossible to account for all the antics which occurred!..."

With conditions like these, how on earth can a marshal—who apparently hasn't raced—give valid outbursts in a manner, to use Mr. Brook's description, befitting a certain well-known gamekeeper?

Looking again at Mr. Brook's letter I notice that the R.A.C. steward sent the indignant, self-infatuated marshal to do his dirty work. This again is wrong and if the R.A.C. steward was fit to complain, particularly as the offence seemed bad, he should have done his own lecturing. Not knowing the offence I can only say that Mr. Brook has the right to shout in AUTOSPORT and, if I was him, at Pall Mall.

LYMM, CHESHIRE.

L. WILSON.

WITH reference to M. J. L. Brook's correspondence, "The Competence (or otherwise) of Motor Racing Officials", I feel he is far from justified in venting his criticism at officials in general because of his unfortunate encounter with one official at a meeting. Firstly, I would suggest he keeps to his job of driving and leaves the officiating to the officials.

If he had taken the time to read my series of articles on Motor Racing Officiating, he would be aware of just what is required to become an official, in the various positions from Course Marshal to Observer. And the marshals' job is no easy one as they have to contend not only with public safety but also with the drivers. They also see that the day's racing runs smoothly.

As I have pointed out, the odd occasion does arise where some officials get their jobs, not because of their experience or knowledge, but because their "face fits" or they know "someone". This very seldom happens these days, however, as the standards of officiating in this country are very high, especially with the training facilities offered through the British Motor Racing Marshals' Club, as well as other clubs, who do ensure that preference is given to those members who know the job they are expected to carry out.

Good manners and courtesies cut both ways, and it is often overlooked that the officials, who usually arrive on the circuit in the early hours of the morning (well before the drivers), have the task (come rain, snow or sunshine) of getting the circuit, etc., prepared for the day's racing. Some travel long distances and it's only their love of the sport that encourages them to stand out on duty all day—so one can imagine their nerves at times becoming a bit frayed. Let's not have bickering, let's try to appreciate the other man's job. Motor racing is dangerous—unnecessary errors must be avoided, and criticism should never be objected to, if it's constructive and given in the right manner.

NOTTINGHAM, NOTTS.

P. FULKE-GREVILLE.

THE 4th May AUTOSPORT contained a very irate letter from Mr. Michael Brook concerning the "rollicking" he received after incurring the displeasure of senior race officials for his driving at Rufforth on Easter Saturday.

Although much of the padding in the letter was unnecessary and irrelevant, two unmistakable facts emerged: Mr. Brook complains that he was unjustly cautioned for what the officials believed was dangerous driving; and that this caution was administered in the presence of unconcerned third parties. It was also alleged that unsavoury terms were used by the official.

Being one of the flag marshals at Runway Bend on this soaking day, I was in a good position to assess the driving that may have caused all the fuss. Admittedly, weather conditions were terrible, the track was saturated and deep pools of water had accumulated

at various points. Nevertheless, as AUTOSPORT reported, most of the drivers performed with credit, but this could not apply to the driving of the gentleman in question, through the Esses and Runway Bend, in his first race. On several laps he entered the Esses so fast that he was unable to hold a line on the track, and from the middle onwards ploughed his way across a slushy infield, rejoining the track at an angle just beyond the last right-hand curve of the twist, a highly dangerous act in the conditions and one which left the car pointing directly at the public enclosures whilst it was cavorting in the mud. This resulted in his approaching Runway Bend in a hairy fashion on a different line each lap. If this wasn't enough he contrived to get outside the marker oil drums on the exit from Runway on two occasions; on the second of these he was dicing among the straw bales—the public's last line of protection. The observer at this point, who regularly officiates at international meetings, obviously thought this driving was dangerous and was fearful that the excess enthusiasm of the driver might result in the car getting away from him, and ending up in the crowd. Both my flag partner and myself have marshalled on many occasions under ex-racing driver observers, and I can assure Mr. Brook that had one of these chaps been officiating at Rufforth (Runway) he would almost certainly have been black-flagged very early in the race in question.

Having presented this side of the picture which was not mentioned by the gentleman who complained, I must add that, provided his facts on the circumstances in which the caution was administered and the terms used are correct, then he has every right to ask for an apology on this count, for bad language is only necessary to substitute for a limited vocabulary.

May I assure Mr. Brook that marshals hate dull, processional type races. Nothing warms us more than a good clean, hearty scrap with plenty of positional changes. We love these dices and we also like to meet "all" the drivers for a "noggin and natter" at the end of the day. Furthermore, let it not be forgotten that promoters and officials bear a heavy responsibility for public safety at motor race meetings—if catastrophes like those at Le Mans and Monza occurred in England, motor racing could easily suffer the same fate that will surely befall rallying, if the organizers and officials fail to comply not only with the word but also with the spirit of the rules.

COUNDON, COVENTRY, WARWICKSHIRE.

ALAN BRITAIN.

### A.B.R.D.C. Thank You

THROUGH the hospitality of your columns we would like to take the opportunity of thanking in public the countless voluntary officials who assisted in making the 14th International Trophy Meeting at Silverstone on 12th May the success it certainly was.

Their unselfish help for many hours in far from the best possible weather was typical of the spirit existing in motoring sport. The Club thanks them all most sincerely.

JOHN EASON GIBSON,  
SECRETARY AND  
CLERK OF THE COURSE.

BRITISH RACING DRIVERS' CLUB,  
LONDON, W.1.

### B.R.M. Exhausts

I AM sorry my criticism of the B.R.M.'s "chimney stacks" has upset so many B.R.M. fans. I was only trying to be helpful. I am sure the B.R.M. team, who never lack enterprise, have weighed up the pros and cons before adopting this layout. I am not a mechanical engineer but know something about wind resistance (42 years a pilot) and repeat it is a pity they have to be there, as it is very obvious from the performance of the latest Lotus that B.R.M.s cannot afford to give anything away!

I am not sure what a "snide" remark is as my dictionary is an old one, but one (dare I say it) *Grande Epreuve* win in 10 years of trying hardly suggests that the cars have always been potential winners.

CODICOTE, HERTS.

A. C. S. IRWIN.

NOTE.—This letter was received before the European G.P. had taken place.—Ed.

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

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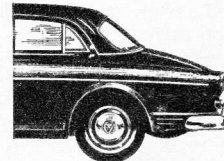


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1961 Austin Mini 7, heater, 9,000 m., blue	£465
1959 Rapier conv., tonneau, etc. ...	£695
1956 M.G.A., heater, tonneau, lamps, white	£475

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Streatham Hill, TULse Hill 0088.**1960 GORDINI**, grey, 12,000 miles. Wonderful condition, maintenance record. £475 o.n.o.—Ring: SLOane 5679 evenings.**RILEY****STRADLINGS OF NEWBURY** (The Nuffield People) for Riley.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.**ROCHDALE****SEPT. 1961**, Olympic Riley 1.5 G.T. Many extras, fully trimmed and cellulosed red, 9,000 miles only. Too fast for me. £660 for quick sale.—Davies, Smallwood Manor, Uttoxeter 83.**SPECIALS****£310 O.N.O.**—Must sell! **Morris Minor 1000-based two-seat Special Sports**. Cost over £700. All brand new parts throughout. Red Mistral fibreglass body, Buckler multi-tubular chassis, Minor 1000 engine, transmission, wheels, tyres and modded suspension. 48 m.p.g. at 60 m.p.h. cruising. Incredible roadholding. Carefully run in with Molspeed to 2,700 miles only. Long and low.**LAMBERT,**

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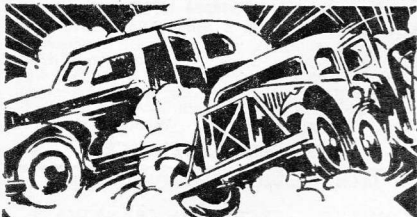
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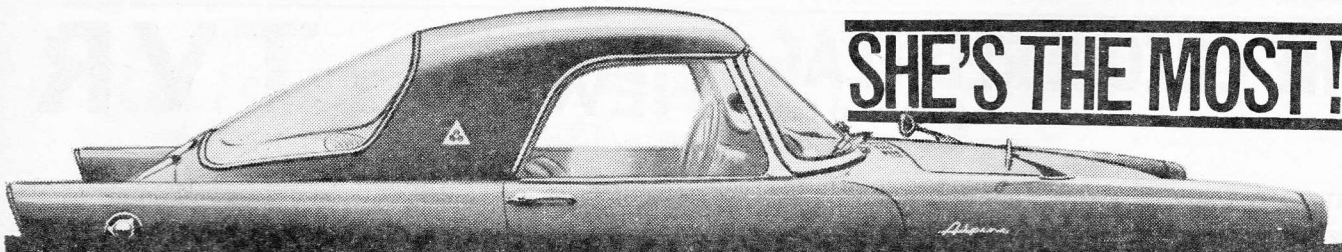
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(Continued overleaf)

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Signed ..... AGE (if under 18) .....

Regulations for the competition were published in April 13 issue (page 513).

Address all entries to Autosport, Cars of Yesterday Competition, 159 Praed St., London W.2.  
Stamped addressed envelope must accompany all submitted prints which entrants wish returned.

### Classified Advertisements—continued

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**O**IL COOLER adaptors, 105E, £2. Hose end fittings. S.a.c. list.—11 Birmingham Road, Alvechurch, Worcs.

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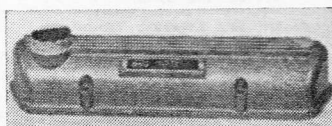
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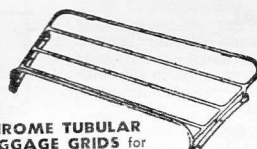
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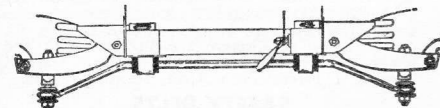
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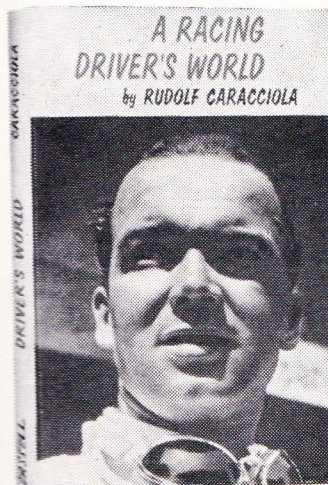
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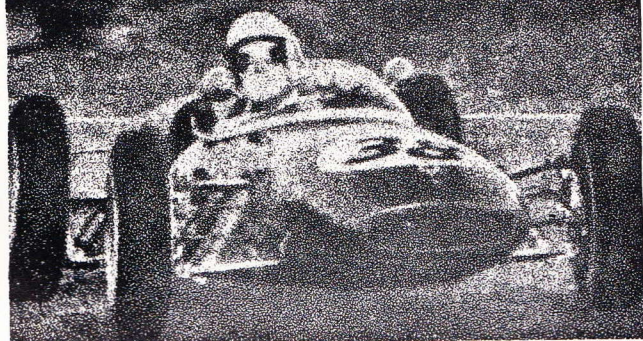
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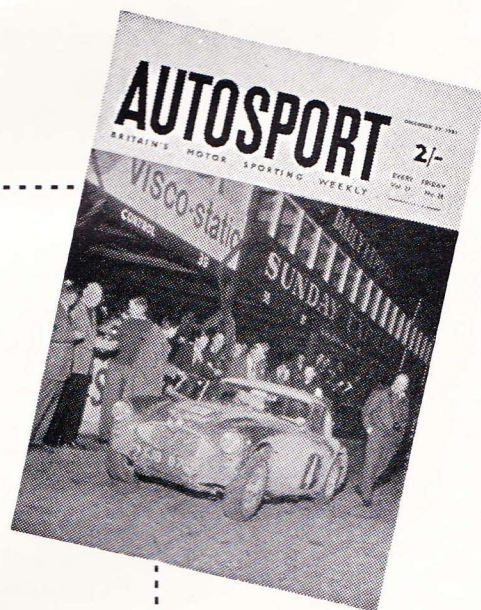
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