

THE BRABHAM GRAND PRIX CAR

AUTOSPORT

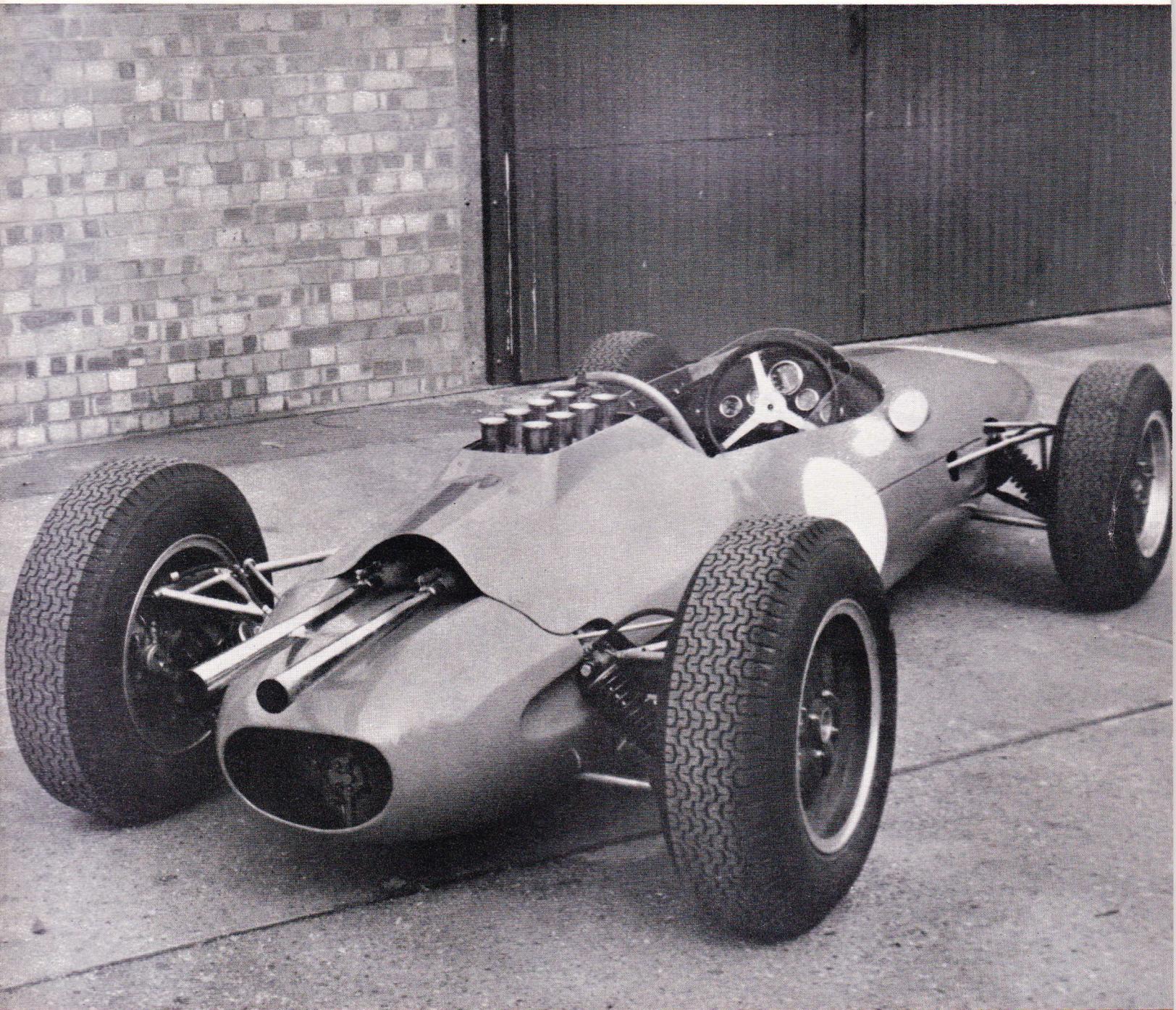
BRITAIN'S MOTOR SPORTING WEEKLY

AUGUST 3, 1962

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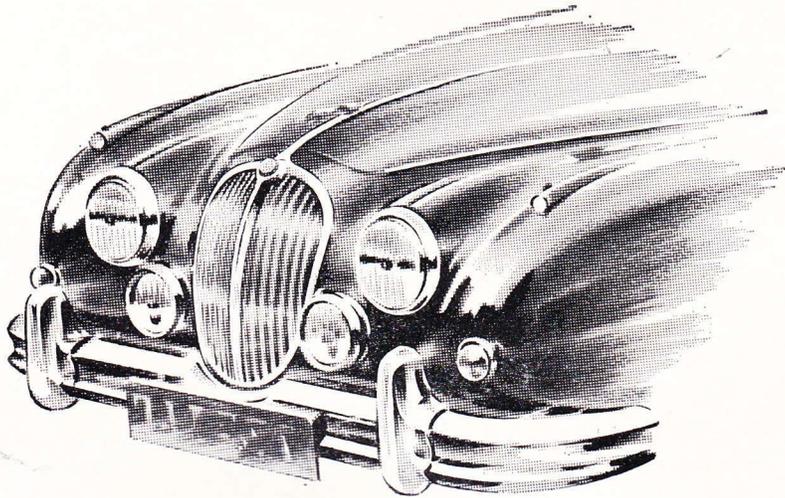
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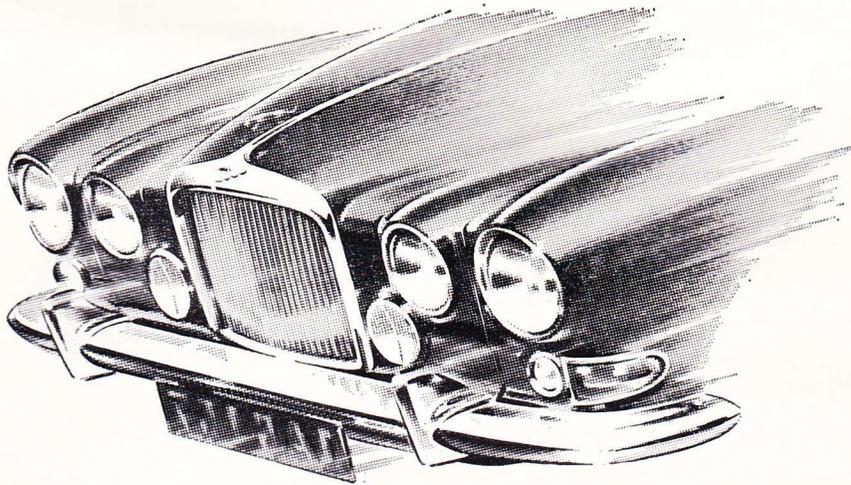


IN THIS ISSUE

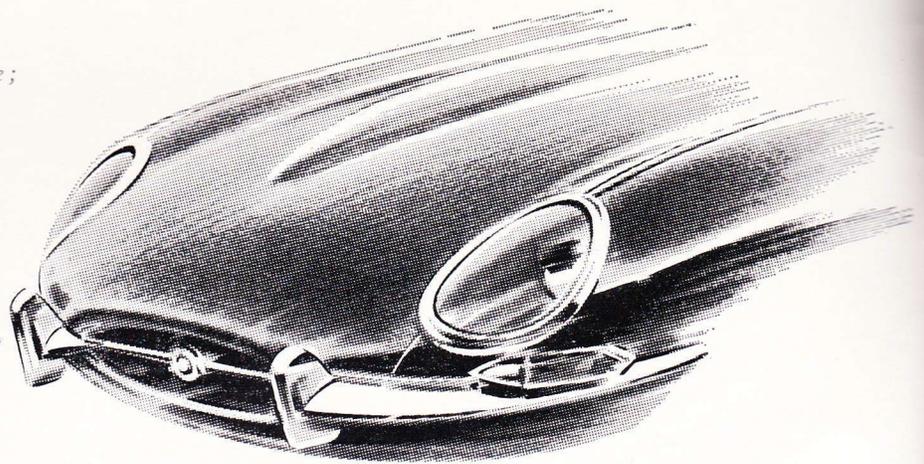
GRAND PRIX CAR PERFORMANCE : BRUCE McLAREN SPEAKS "FROM THE COCKPIT"
CLUB RACING AT SILVERSTONE, OULTON PARK AND DUNBOYNE



grace...



space...



pace

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they satisfy every requirement of those motorists
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which no other car in the world can offer.*

JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 25 No. 5

August 3, 1962

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CONTENTS

	Page
Pit and Paddock	147
Sports News	150
Bank Holiday Preview	151
Grand Prix Car Performance	152
Bruce McLaren: From the Cockpit	155
John Bolster tests the Porsche Super 75	156
The Brabham Grand Prix Car	158
Patrick McNally tests the Arden 850 Mini	160
Seven-Fifty M.C. Silverstone Race Meeting	161
Pictorial Review: The British Grand Prix	162
B.R.S.C.C. Oulton Park Race Meeting	164
The Leinster-Martell Meeting, Dunboyne	165
Correspondence	166
Club News	167
Bouley Bay National Hill-Climb	171

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EDITORIAL

RETURN OF THE SPECIAL COACHBUILDERS

WITH so much standardization around these days, it is indeed a pleasure to welcome the Ogle to the specialized coachbuilding field. Previously, this car was modified from the normal Mini, but now the pretty little G.T. machine is in full production, with bodywork built on new vehicles supplied by the manufacturers. There is little doubt that there is a market for individual machines, and in pre-war days it was usual for customers to look around the special coachbuilders for the cars of their choice. Until quite recently, the work of body-builders could be found only on the most expensive cars in this country. However, in Europe, the art has survived, and indeed, especially in Italy, is encouraged by the car manufacturers. With the introduction and perfection of moulded plastic shells, there has been a revival in Great Britain of body-building to non-standard specifications. There is no room nowadays for shoddy workmanship. Purchasers quite rightly demand a high professional standard of finish, and only concerns which can supply this can hope to survive. Formerly, the use of non-ferrous materials was associated with a somewhat rough general finish, but there is no excuse today for anything other than first-class workmanship, in view of the experience which has resulted in the knowledge of how best to apply modern plastics.

THE MONZA PROBLEM

IT is apparent that entrants view with dismay the implications of the civil action instituted in Italy against a British driver, following the tragic von Trips accident last September. Despite the fact that the driver in question was completely exonerated, the action has been brought by an attorney representing the relatives and dependants of the victims. The question of limited-liability insurance has cropped up, and drivers cannot be blamed for wondering what their exact position would be in the case of another accident involving spectators. As it stands at the moment, the driver in question, and possibly the team itself, cannot compete in the Italian Grand Prix unless the situation is completely clarified. The pity of it all is that he is in the running for the Drivers' Championship of the World, and the entrant, for the Formula 1 constructors' title. Already the Grand Prix has been postponed from 2nd September to 16th September owing to non-completion of pits structural alterations. If the race is to be held as planned, it is obvious that drivers from other countries will not accept invitations without some trepidation. A statement must be issued now by the Automobile Club of Italy, otherwise it may be found that the majority of Grand Prix teams will be reluctant to compete in a race with so many legal complications.

OUR COVER PICTURE

LONG-AWAITED: The motor racing world has been keen for a long time to see what sort of Grand Prix contender Jack Brabham, twice World Champion, renowned driver of Cooper cars and this season Lotus-mounted, would produce from his own stable. At last the secrets are out and the new car is fully described on pages 158-159 of this week's issue.

Safety fast **MOTORING IS THE SAFEST OF ALL**



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most comprehensive in Europe.

PIT and PADDOCK

ELEVENTH TOUR DE FRANCE AUTOMOBILE

THE 11th Tour de France, from 15th to 23rd September, has attracted 130 entries, chosen from 186 applicants. The route is of 5,000 kilometres, and includes seven circuit events and several speed hill-climbs. Of the entries, 57 are in the G.T. category and 73 in the touring group.

British entries are David Piper/Dan Margulies (Ferrari GTO), John Richard Aley/Paul Doughty (Cooper-Morris), Keith Ballisat/Tiny Lewis, Peter Harper/Peter Procter and Rosemary Smith/Rosemary Seers (Sunbeams), Peter Jopp/Sir Gawaine Baillie (Jaguar), and Jack Sears (Jaguar) with Frenchman Claude Lego.

Prominent Continental entries include Claude Laurent (Auto Union), Jean-Claude Vidilles (Fiat-Abarth), Claude Dubois (Fiat-Abarth), Jacques Feret (Renault-Alpine), Pierre Lelong (DB-Panhard), Henri Perrier (Alfa Romeo), Robert Buchet (Porsche), Jean Guichet, Willy Mairesse, Lucien Bianchi, André Simon, Roger de Lageneste, Fernand Tavano and Henri Oreiller (Ferraris)—all in the G.T. group.

Touring entries include José Behra (NSU), Jean Laroche (BMW), Paul Condriillier (Fiat-Abarth), Maurice Martin (Fiat-Abarth), Rene Trautmann (Cooper-Austin), Claudine Bouchet (Citroën), Henri Marang (Citroën), Eugen Bohringer (Mercedes-Benz) and José Rosinski (Jaguar).

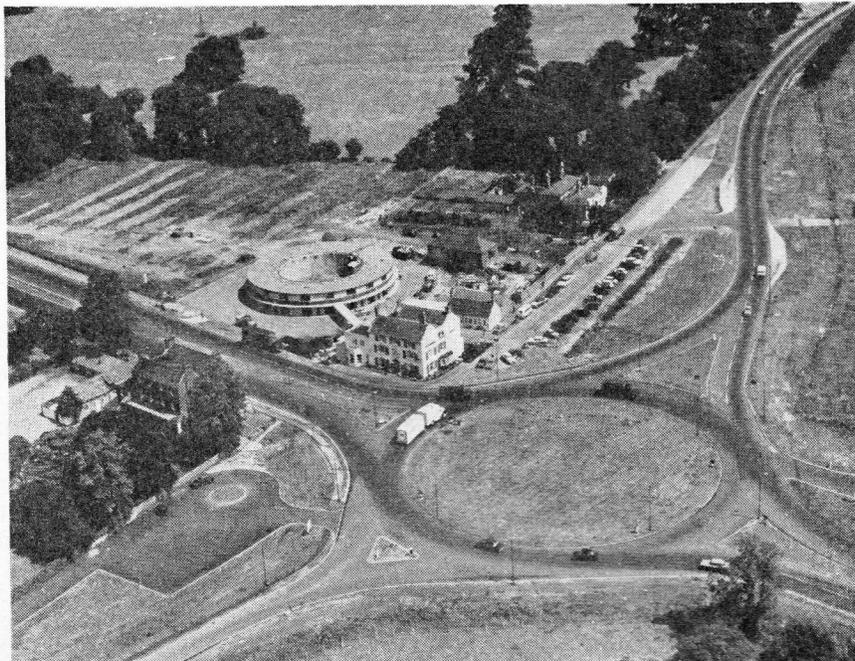
LIÈGE CITROËNS

FOLLOWING their success last year, Citroën have entered a strong team for this year's Liège-Sofia-Liège Rally which runs from 29th August until 2nd September. Rene Trautmann/X, Robert Neyret/Terramarsi, Roger de Lageneste/Alain Bertaut and Hacquin/Vic will drive DS19s and Jean Guichet/Clement and Claudine Bouchet/Francoise Vallier ID19s.



A close-up of Dunlop's ice tyre.

DUNLOP has brought out an ice tyre which uses special chopped steel wire strand milled into the tread compound of the tyre and bonded into place. This produces a rough surface that is self-renewing as the tyre wears. Dunlop has decided to run limited test production of the tyres in a few sizes to gain further experience to see whether the problem of treadwear can be overcome and to test the market.



EUROPE'S FIRST CIRCULAR MOTEL: Lord Mabane, Chairman of the British Travel and Holidays Association, opened Europe's first circular motel last week at Norman Cross, near Peterborough, on the Great North Road. It has 20 self-contained studio apartments with garages below. Television is fitted in each apartment. The motel is one of the Trident houses—a member of Charrington United Breweries.

ANTHONY CURTIS

AUTOSPORT deeply regrets to announce the death of Anthony Curtis, a very well-known figure around the circuits as the man responsible for the "Antone" public address systems widely used at British tracks. To his family we express our sincere sympathy. His daughter Jean is, of course, well known as a "Mini" driver and as the wife of John Aley.

To help improve the attendances and provide breathing space for those who are still struggling to get their cars ready, the Monoposto Register has decided to allow old members with cars having engines that are now outside the Formula, i.e., 105E and B.M.C. "A"-type, to enter their events.

ARTHUR MALLOCK has gained five firsts in the six events he has entered in his 1172 U2, the engine of which has been prepared by Jim Whitehouse, of Ardens.

THE 1963 Monte Carlo Rally will be run from 19th-26th January and will in almost every respect follow the pattern of this year's event. Itineraries and average speeds used and co-efficients on the common route from Chambéry to Monaco will be identical to those of 1962. The 120 highest in classification on arrival in Monaco will again compete under exactly the same conditions and the same calculations of points as this year except that only three laps instead of four will be run. The common route Chambéry-Monaco is approximately 800 kilometres and includes six special timed stages of which two will be taken in darkness by all cars, viz., La Chartreuse and Chamrousse.

THE 2.6-litre A.C. Ace has now been homologated by the F.I.A. as a Grand Touring car. Included in the specification are an aluminium cylinder head and three carburettors, Weber or SU.

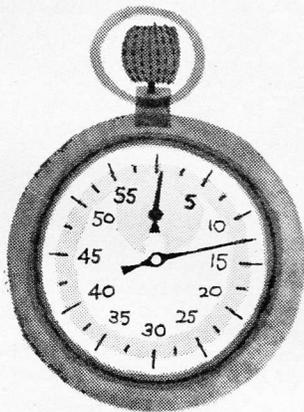


The "Clearway" motoring gloves, described below.

DENTS recently introduced a new motoring glove, the "Clearway", which features a lightweight leather palm, punch fingers and a centre back vent which enables one to see one's watch without the usual fumbling. The approximate retail price is 39s. 6d. per pair.

THE European Rally Championship takes on a new form for 1963. There will be two champions, one in the G.T. category and one in the touring classification, who must have obtained best results in their capacity classes together with at least three placings in the first five. Classes will be as follows: 700 c.c., 850 c.c., 1,000 c.c., 1,300 c.c., 1,600 c.c., 2,000 c.c., 3,000 c.c. and over 3,000 c.c. in the touring category, and 1,000 c.c., 1,300 c.c., 1,600 c.c., 2,500 c.c. and over 2,500 c.c. in the G.T. category. Each class must comprise at least seven starters and there must be an interval of not less than seven days between the end of one rally and the start of another: this presumably will avoid such farcical goings-on as occurred this year between the Alpine Rally and the Midnight Sun.

THE BP RACING roundabout



by Maxwell Boyd

Motoring Correspondent of The Sunday Times

On several occasions in years gone by the Grand Prix of the Automobile Club of France has produced a surprise result to confound the form book. There was Mike Hawthorn's hairsbreadth win over Fangio in 1953, for instance, and Giancarlo Baghetti's victory last year to save the race for Ferrari after the collapse of the rest of the team.

THE FRENCH GRAND PRIX

This year the Grand Prix was moved from the bullet-fast circuit at Rheims to the slower, but rather more testing track in the woods outside Rouen, last used for France's major race in 1957. Measuring four miles to a lap, the road sweeps uphill and down and, in many respects, is rather like a half-sized Spa. However, unlike the Belgian circuit, the Rouen surface is very bumpy in parts, and this contributed in no small measure to the outcome of the race. It was as big a "turn up for the book" as Grand Prix racing has produced in years.

Britain's high hopes Let us have a quick look at the grid. Seventeen starters and, with Ferrari absent because of a metalworkers' strike at the Maranello factory, Britain very nicely placed to mop up some World Championship points. These were sorely needed by all three drivers on the front row, particularly Graham Hill (B.R.M.), in the centre with second fastest practice time, and leading the Championship from his non-racing Ferrari namesake, Phil Hill, by 16 points to 14. On either side of Graham, Jim Clark in pole position in the Lotus 25, and Bruce McLaren in his Cooper, equal third in the battle for the title, also had more than a passing interest in winning. The only threats to a British victory were the German "flat-eight" Porsches of Dan Gurney and Joakim Bonnier, on the third and fourth rows respectively and fuelled and lubricated with BP products.

The start When the flag fell, nearly 20 minutes late, on a hot and airless Sunday afternoon, Richie Ginther in the second B.R.M. remained stationery on the grid with an engine which refused to fire. A mile down the road, the rest of the field piled

nose-to-tail through the pavé-surfaced Nouveau Monde hairpin and accelerated up the hill, the rasp of their engines dying away amongst the trees. First, Graham Hill, followed by Jim Clark, John Surtees and Bruce McLaren.

Searing Pace A couple of minutes later, the cars stormed past the pits and now Surtees, in the Bowmaker Lola, was snapping at Hill's heels. Jack Brabham's Lotus lay fifth behind McLaren, with Gurney sixth and Gregory seventh in the BP-fuelled U.D.T.-Laystall Lotus. Gregory's team-mate, Innes Ireland, was out of the running with a flat tyre. Ginther, having finally got away, lay half a lap behind everyone else.

Already the pace was as hot as the day, as Surtees made a determined effort to prove the Lola's worth by taking the lead from Hill. But soon the pace, plus the vibration set up by the roughness of the road surface, serious enough in places to reduce instrument dials to an illegible blur, began to take its toll.

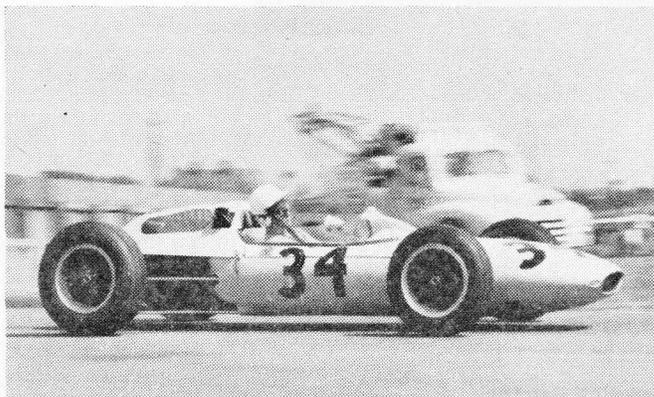
The Casualties Brabham's suspension collapsed, McLaren dropped to the tail of the field after a pit stop and, with 12 of the 54 laps run, Surtees came in with engine trouble. Bonnier's Porsche ran short of power and gears and eventually stopped. Soon after half distance, Jim Clark, who had temporarily taken the lead from Hill when the latter spun off after being struck by Jack Lewis's Cooper, retired with the front suspension of his Lotus in pieces.

This grievous motor mortality rate, resulting in a well-stocked dead car park, made all those who had so confidently predicted a British victory think again. Dan Gurney in the Porsche was only half a minute behind Hill's B.R.M. There were still 21 laps to go, and Gurney hadn't been involved in an incident which might have caused latent damage.

New lap record Then, as if to add substance to these thoughts, on lap 42 Hill's car suddenly stopped at the hairpin. Sure enough, he was in trouble. The B.R.M.'s throttle refused to open past the fast tick-over stage. Hill struggled back to his pit, and went on to finish at a walking pace to collect his prize for setting a new lap record in 2 min. 16.9 sec., 106.91 m.p.h.

Thus, Dan Gurney in the slower but substantially built Porsche ("more of a real blacksmith's job", as someone described it) went on to score an impressive win over the British machines. His was the only car to complete the full distance. Tony Maggs, second in a works Cooper, finished a lap behind, and Ginther, third after a dogged drive which started so badly, two laps behind. The Dutch driver, Carel Godin de Beaufort, finished sixth in his privately-entered, BP-fuelled Porsche, and so collected a single championship point.

The amazing results The astonishing outcome of this extraordinary race was that the leading championship placings remained quite unchanged. Hill G. still led Hill P. by two points. Only McLaren improved his position by collecting three points for fourth place, to consolidate his third place in



Masten Gregory hits the final flag in 7th place. His U.D.T.-Laystall Lotus finished just behind Tony Maggs in a Cooper.



Dan Gurney takes his laurels after an impressive win in "the blacksmith's job."

the championship. And the race went out in an unparalleled blaze of drama when, after the chequered flag had fallen, the Lotus of Trintignant and Trevor Taylor became entangled in a monumental shunt right in front of the pits. But that is another, very expensive and very controversial, story . . .

THE BRITISH GRAND PRIX

It's a strange thing about motor racing - Grands Prix which look as dull as can be on paper often turn out to be immensely exciting, while those you might justifiably expect to be enthralling from the first lap onwards can rapidly degenerate into a dismal procession with barely enough happening to keep the keenest enthusiast from dozing off in his grandstand seat.

Even matching Unfortunately for the crowd who lined the three-mile Aintree circuit on a warm and sunny Saturday afternoon in the middle of July, the 15th R.A.C. British Grand Prix, fell into the latter category. On paper, this race looked as though it ought to be one of the fastest and most closely fought Grands Prix ever held in Britain. So many drivers were keen to win to better their position in the World Championship, and both they and their cars were more evenly-matched than for many years past.

The contenders Even the starting grid was more interesting than usual. On the front row: Scotsman Jim Clark, who had unofficially broken his own lap record by nearly half a second to gain pole position for his Lotus 25; John Surtees, who had all but equalled the record in the Bowmaker team's Lola and - Innes Ireland in a BP-fuelled Lotus of the U.D.T.-Laystall team. Two other hot contenders for championship points, Graham Hill (B.R.M.) and Bruce McLaren (Cooper), shared the second row, while Rouen winner Dan Gurney's Porsche lined up alongside his team-mate, Joakim Bonnier, and Richie Ginther (B.R.M.) on the third row.

A good start The opening laps showed considerable promise. Jim Clark tore into the lead, hotly pursued by Surtees. Gurney, third, had McLaren on his tail, while Jack Brabham, fifth, in his Lotus (the much-heralded Formula 1 Brabham could not be made ready in time) had Graham Hill to contend with. Poor Phil Hill, still second to his namesake in the championship table and anxious to get to grips with him,

having had no opportunity to do so at Rouen, could rise no further than the middle of the field. A single Ferrari - a prototype of their new car, but with an "old" V6 engine - had been prepared for Hill by the still strikebound factory, but it was obviously short of "steam". Even more unlucky was Ireland, whose car lost a couple of gears on the warming-up laps, failed to leave the grid, and eventually limped round to finish 14 laps in arrears.

Troubles After only a dozen or so of the 75 laps (225 miles) around the brake and gear-punishing circuit, the race settled down to the pattern it retained to the end. Clark, driving quite brilliantly in a completely relaxed, "running on tramlines" style very reminiscent of Stirling Moss, slowly increased his lead as Surtees, having lost a gear, fell back to finish 50 secs. behind the Scotsman. Gurney's Porsche, suffering from clutch slip, dropped to an eventual 9th place. McLaren, Graham Hill and Brabham filled 3rd, 4th and 5th places for almost 200 miles. Bonnier's Porsche retired with a broken transmission, while Phil Hill gave up with engine trouble at two-thirds distance. Masten Gregory, in the second U.D.T.-Laystall Lotus, drove steadily to finish seventh behind Tony Maggs (Cooper).

The new line-up If this British Grand Prix was dull in the running, it was certainly far from dull in the effect its result had on the championship ratings. (See table below.) Only six points now separate the first five drivers - a unique situation which must make the sixth round of the battle, the German Grand Prix, a really critical race.

COMING EVENTS

British cars failed dismally at Rouen, but triumphed at Aintree. How will they fare on the 170 corners per lap of Germany's formidable Nurburgring? I'll tell you about it - next time.

WORLD CHAMPIONSHIP TABLE

GRANDS PRIX	G. Hill	Clark	McLaren	P. Hill	Surtees	Gurney	Maggs	Taylor	Bandini	Ginther	Baghetti	Rodriguez	Brabham	Bonnier	de Beaufort
DUTCH	9	-	-	4	-	-	2	6	-	-	3	-	-	-	1
MONACO	1	-	9	6	3	-	-	-	4	-	-	-	-	-	2
BELGIAN	6	9	-	4	2	-	-	-	-	-	-	3	1	-	-
FRENCH	-	-	3	-	2	9	6	-	-	4	-	-	-	-	1
BRITISH	3	9	4	-	6	-	1	-	-	-	-	-	2	-	-
POINTS	19	18	16	14	13	9	9	6	4	4	3	3	3	2	2
PLACINGS	(1)	(2)	(3)	(4)	(5)	(6)	(6)	(8)	(9)	(9)	(11)	(11)	(11)	(14)	(14)

**THINGS GO
BETTER WITH BP**

on the world's race tracks
and in your family car too



OFF-CIRCUIT:

PHOTOGRAPHY BY PETER KAYE

Some of the guests at a dinner-party given by Mr. and Mrs. Louis Stanley of B.R.M. at the Adelphi Hotel, Liverpool, on the eve of the British Grand Prix

SPORTS NEWS



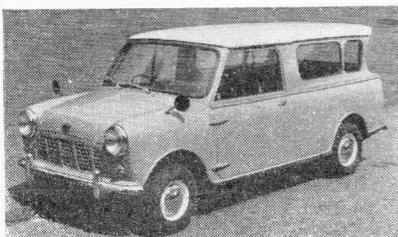
ABOVE, LEFT TO RIGHT: Herr Schmidt (A.v.D.), Louis Stanley, Mrs. John Cooper and Jo Bonnier.

BELOW, LEFT TO RIGHT: Innes Ireland, Tony Rudd and Jean Stanley.



ABOVE, LEFT TO RIGHT: John Surtees, Mrs. John Surtees and the Editor of AUTOSPORT.

BELOW, LEFT TO RIGHT: Graham Hill, Jean Stanley and Mrs. Graham Hill.



THE NEW MINNOW MINI G.T., intended as a poor man's G.T. despite having over £250 worth of extras in its standard equipment, ranging from disc brakes to a sun roof. The body is built on a long wheelbase B.M.C. chassis. Engine is Minnow modified, all moving parts are treated with Progred and a Fish carburettor is fitted as standard. Provisional component-form price is £595 and further details may be obtained from M.P.G. and H. Engineering, Ltd., Soho Hills, Hackbridge, Wallington, Surrey.

BECAUSE of the lack of a suitable venue, the Darlington and District Motor Club have had to cancel their relay race which was to have taken place on 2nd September. However, it is hoped that a similar event will take place next year.

NASSAU SPEED WEEK

ALREADY, with five months still to go, entries are pouring in for the Nassau Speed Week. Jo Bonnier will be driving an eight-cylinder Porsche, entered by the works—but surely not a V8 as in the press hand-out! Indianapolis winner Rodger Ward will give his Buick-powered Cooper Monaco an airing. Hugh Dibley will once again enjoy another holiday in the Bahamas and it is reported that David Piper will be going with him.

NORMAN J. NEWTON has resigned his position as publicity manager to the University Motors Group of companies. He was appointed to that position on his release from the services 13 years ago.

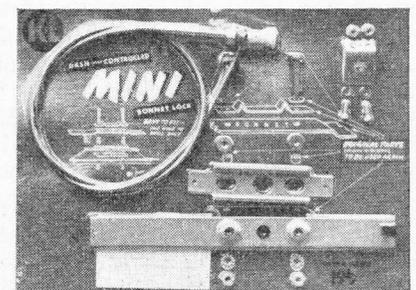
MOLYSLIP CHAMPIONSHIP

COLIN HEXTALL'S Tornado Talisman now heads the Molslip Championship after the exciting 22nd July B.R.S.C.C. meeting. The leading positions are as follows:—

1. Colin Hextall (Tornado Talisman), 20 points; 2. Chris Craft (1.5 Ford Anglia), 18; 3. Jonathan Williams (Austin A40), 17; 4. Mike Young (1.0 Ford Anglia) and Alan Peer (1.5 Ford Anglia), 16; 6. Joe Hicks (1.0 Ford Anglia), 15.

BRIT-OVER (CONTINENTAL), LTD., of 13 Belsize Lane, London, N.W.3, the sole U.K. concessionaires of Cibie of Paris, recently announced that Fiat (England), Ltd., have approved Cibie lighting equipment for fitting to all of their models.

KEY-LEATHER CO., LTD., now market a dash-controlled Mini boot lock, costing 19s. 9d. retail, which can be fitted quite simply using the original holes and some original parts.



The "show-card" pack of the K-L dash-controlled Mini boot lock.

HIGHLIGHT of the busy August Bank Holiday week-end is the International race meeting at Brands Hatch on Monday. The British Racing and Sports Car Club, always in search of something excitingly different, are staging a sports car event on the picturesque 2.65-mile circuit that will, of course, be used for the 1964 British Grand Prix.

The 50-lap (133-mile) event has a fantastic entry, Nick Syrett, the B.R.S.C.C.'s energetic secretary, even having been to Italy to seek out entrants. The over 3,000 c.c. class is headed by a 4-litre Maserati 151 entered by Maserati-France. This is the monster driven by Maurice Trintignant and Lucien Bianchi at Le Mans; Bianchi is driving at Brands. Slightly elderly British machinery completes this class: Bruce Halford in Wrottesley's Lister-Jaguar (Bruce, in fact, drove this car regularly in 1958), John Coundley and Mike Pendleton in further Lister-Jags, and Peter Sutcliffe's D-type Jaguar which has enjoyed a long and successful competition career.

The 2,001-3,000 c.c. class seems to include the likely winners. Mike Parkes is due to conduct the as yet unraced 3-litre V6 rear-engined works Ferrari, while further Maranello machines, two TR1-61s, have been entered by Scuderia SSS Repubblica di Venezia for Jo Bonnier and Nino Vaccarella. One of these cars will be the "delivery van", as used at Le Mans, and the other the car with which Graham Hill won the main race at Boxing Day Brands last year. The 1961 American sports car champion, Roger Penske, is flying over to compete with his latest-type 2.7-litre Cooper-Climax Monaco. This car could well win, for Roger is indeed one of America's finest drivers. Innes Ireland has the practically unbeatable U.D.T.-Laystall 2½-litre Lotus-Climax 19, which should give the Ferraris more than a run for their starting money. Ecurie Ecosse has entered the Le Mans Tojeiro-Climax for Jack Fairman, and the team's early type 2½-litre Cooper Monaco has been brought out of mothballs for Tommy Dickson (we thought he had retired!). This class is completed with Peter Jopp's 3-litre DBR1 Aston Martin, this being the Ian Baillie car.

Of course, if Jim Clark repeats his Nürburgring performance, we might see a little Lotus 23 buzzing around to take the chequered flag! This Essex Racing Stable entry is backed up by three other 1½-litre (but Ford-engined) Lotus 23s for Caravelle driver Bob Hicks, the Ian Walker team's Paul Hawkins and Irishman Bill Bradshaw. Completing the 1,301-2,000 c.c. class are Roy Pierpoint and Doug Graham in 2-litre Lotus 15s and Jimmy Blumer's successful Cooper Monaco.

The 1,300 c.c. "babies" class sees Dizzy Addicott once more in a works 1,216 c.c. Elva-Climax Mk. 6, Chris Steele in the 1,150 c.c. A.D. Sportive-Climax, Mike Spence, Tony Kilburn and Laurie Keens in Ford-engined Lotus 23s, Peter Boshier-Jones in his Climax-powered 23 and Tony Hegbourne's rapid Lola. John Nicholson (Lola), Pat Hovenden (Elva Mk. 6), Lord Clydesdale (Lola) and Ewen Paul (Lotus 11) are reserves.

The 25-lap Formula Junior event seems on paper, to be a most interesting affair, with nobody who could be described as a "favourite". However, this situation has arisen several times before, and

practically every time Peter Arundell has won. He is at Brands supported by Bob Anderson and Alan Rees, his Lotus team-mates. Jack Pearce, Mike Spence, John Fenning and Dizzy Addicott or Marcus Niven are in more Lotuses; Tony Maggs, John Love, David Baker, Richard Attwood and German Philipp Meub are down to drive Coopers; John Hine, Hugh Dibley, Peter Ashdown and an unnamed works driver are in Lolas; Frank Gardner, Gavin Youl and Bob Olthoff in Brabhams; John Ampt, Brian Gubby and Roy Pike in Auspers; Peter Procter and X in Geminis; Bob Hicks in the Caravelle and John Rhodes in an Alexis.

The 30-lap (80-mile) saloon car race should provide some fireworks, especially as this is a long race. Tyres are quite often a problem in much shorter races, so we may see some pit stops. Charles Kelsey's Chevrolet Chevy II, which won last May, has Graham Hill, Roy Salvadori, Mike Parkes, Jack Sears, Sir



Gawaine Baillie, David Hobbs and Peter Dodd to contend with, all 3.8 Jaguar-mounted. John Sutton (Vauxhall Velox), David Haynes (Ford Zodiac) and either Nicky Byrne or Chris McLaren (Mercedes-Benz 220SEb) comprise the 3-litre class, while the 2-litre division consists of Peter Harper, Peter Pilsworth and Peter Jopp (Rapier), Edward Lewis and Alan Hutcheson (Rileys) and Warwick Banks and Bill Aston (VX4/90s). The 1-litre class is an all-Mini dice, Christabel Carlisle, Tony Rutt, John Whitmore, John Love, Tony Maggs, John Richard-Aley, Mick Clare and Ken Mackenzie providing the entertainment. If some of these cannot make the starting grid (*i.e.*, if Mr. Hutcheson has not found a replacement Riley!) there are several reserves, including Elizabeth Jones's Mini.

No fewer than six 250GTO Ferraris are due to participate in the 25-lap G.T. event. Mike Parkes, John Surtees, Innes Ireland, David Piper, Colin Davis or Carlo Abate and Roy Salvadori or Graham Hill will race them, the opposition coming from Dan Collins (Corvette), Bob Olthoff (Austin-Healey 3000) and Graham Hill or Roy Salvadori and Peters Sargent or Lumsden (E-types).

The 2-litre class comprises Chris Lawrence and Pip Arnold (Morgans), Ninian Sanderson and Peter Bolton (T.V.R.s), Peter Pilsworth (Sunbeam Alpine), Austrian Herbert Nosek (Porsche), Paddy Gaston (s/c Sprite) and Peter Jopp, Les Leston and Trevor Taylor or Clive Hunt (Elites). Sprites, Marcoses and the two Dick Jacobs M.G. Midgets take care of the 1-litre category, while the reserves include Mike Johnson's fantastic Elite. Both the G.T. event and the Guards Trophy sports car race are qualifying rounds for this year's AUTOSPORT Championship.

Racing commences at 12.30 p.m. Several drivers, including Jo Bonnier, Innes Ireland, Jim Clark, Tony Maggs, Graham Hill, Roy Salvadori, John Surtees and Trevor Taylor, will have been racing at the Nürburgring the day before so don't make too much noise when

leaving the circuit—they will want some sleep!

Also on Monday, Midlands enthusiasts are catered for by the Nottingham Sports Car Club's Mallory Park race meeting. The *Formule Libre* entries include Chris Summers (Cooper-Chevrolet), John Taylor (Cooper-Ford), Brian Hart (Lotus-Ford) and Gary Hocking, the motorcyclist, will drive Tim Parnell's F1 Lotus. Other notable entrants are David Buxton (Elite), Pat Fergusson (Turner-Climax), Roger Nathan (Elite), Chris Summers (T.V.R.), Dick Protheroe (E-type), Colin Hextall (Tornado Talisman), Chris Craft (Anglia), Doc Merfield (Anglia), Peter Dickinson (Lola-Climax) and Melvyn Long, Henry Morrogh, John Mastin and Mike De Udy in Jim Russell Lotus Juniors. The meeting commences at 1.30 p.m. and additional entertainment is provided by water-skiing and hydroplane racing on the lake.

The British Automobile Racing Club complete the day's racing activities with

A PREVIEW OF

HOLIDAY SPORT

BY MICHAEL KETTLEWELL

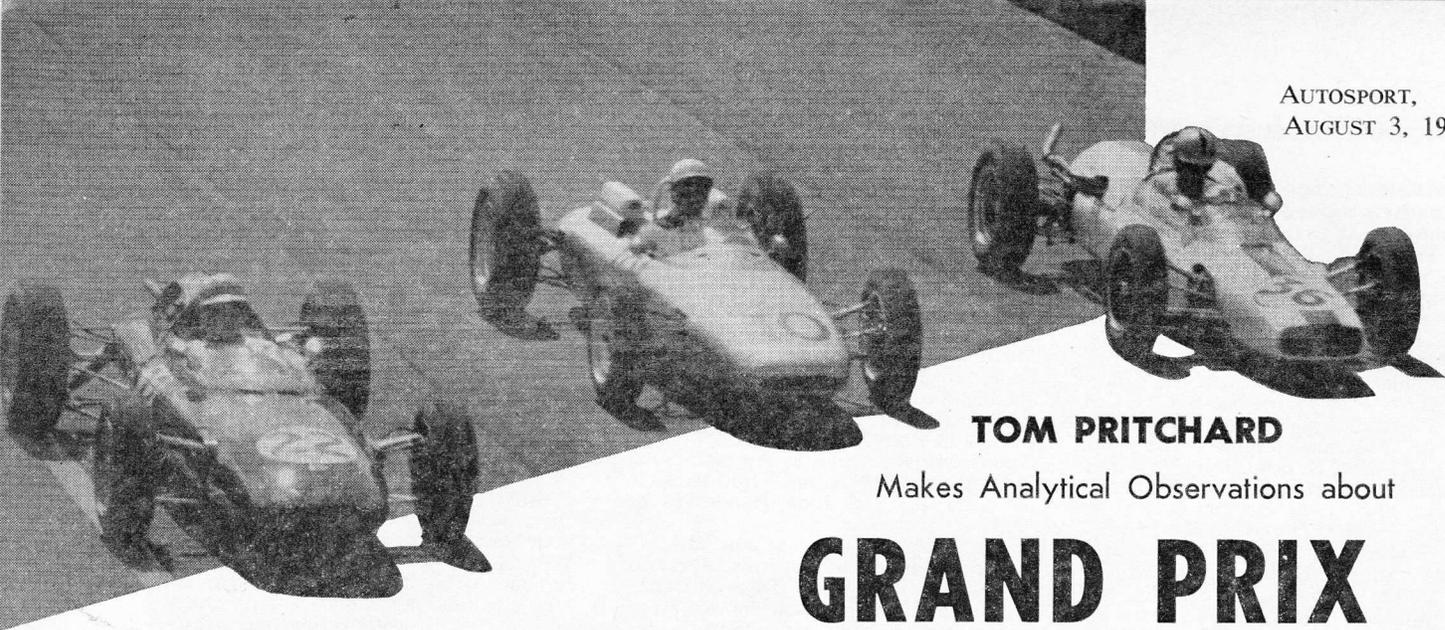
their National Aintree meeting which starts at 2 p.m. The interesting 1.64-mile "club" circuit is being used once more.

The 25-lap Junior race should see George Pitt in the new Gwyniad oppose the Lotuses of Geoff Breakell, Adam Wyllie, Keith Francis and John Romanes, Ian Raby's Merlyn, a Midland Racing Partnership Cooper, David Prophet's Alexis, Edwin Dawson's Envoy and several others. Mike Beckwith, Rodney Bloor and Chris Williams (Lotus 23s), Tom Hart, John Nicholson (Lolas) and Ian Raby (Merlyn) are included in the 1,100 c.c. sports car race while Derek Bennett, Jon Derisley and Brian Smallthwaite (Elites), Gordon Jones (Marcos), Tommy Entwistle (T.V.R.) and John Mitchell (E-type) and others will contest the G.T. race. The first five cars in both 10-lap races, plus the next fastest six, will compete in a 20-lap final. John Freeman (Aston Martin), Basil Bowman (Talbot-Lago), Ron Smith (Darracq), Dan Margulies (8CM Maserati) and John Sutcliffe (Alta) lead the contestants for the historic car event, which features a sealed handicap section, and the meeting is rounded off by a seven-lap handicap.

However, Monday does not provide all of the week-end's entertainment. On Saturday the Jaguar and Bentley clubs have a race meeting at Silverstone starting at 1 p.m. On Sunday, the Liverpool Motor Club are organizing a driving test meeting at the Dunlop Rubber Co. Factory at Speke in Liverpool. This starts at 2 p.m.

The Taunton Motor Club's National Autocross at Walford Cross, Taunton, in Somerset, on Monday should prove to be as popular as always. Last year 14,000 spectators turned up to see an enjoyable day's sport and more are expected at this meeting which starts at 2 p.m. Also on Monday, the West Cornwall Motor Club's Trengwainton hill-climb will be held near Penzance, starting at 2 p.m.

This completes the August Bank Holiday motoring sport. Apart from perhaps the northernmost enthusiasts, there should be plenty of fun for everybody.



TOM PRITCHARD

Makes Analytical Observations about

GRAND PRIX CAR PERFORMANCE

DURING the 1961 Grand Prix season, the 120-degree V6-engined Ferraris were practically invincible, mainly because the British and German contenders had to employ ex-Formula 2 engines giving some 20 per cent. less horsepower. Towards the end of the season cars using prototype versions of the British V8 engines showed—in their brief periods of satisfactory running—virtually equal performance to the Ferraris, despite a remaining power deficiency, on paper, of 8 per cent.

The 1962 Grands Prix, with the Ferraris little changed from their original specification and the British machines having generally a little less weight and frontal area but still a 5-8 per cent. disadvantage on peak power, have shown unquestionable British supremacy. It has been argued that the roadholding of the Ferraris has deteriorated, but timing through twisty sections has indicated otherwise; moreover, careful observers report superior acceleration of the British cars. It is known that the Ferrari requires many more gearchanges per lap than the Climax V8-engined cars, and no doubt the less steep power curve of the British unit serves to balance out the peak power advantage of this rival.

So much for the general picture—which should by now be well known to followers of G.P. racing—but although most interesting, and even thought-provoking, none of the considerations outlined is more than superficial in the quantitative sense. To get nearer to the engineering truth it is necessary to examine, and then compare, *all* the factors affecting the performance of each vehicle. A cool analytical breakdown of a present G.P. car design towards determining its potential performance, is hampered on two counts. It is difficult to obtain accurate data such as power curves, frontal areas, drag coefficients, etc., and the circuit performance is produced by a number of combined factors under the influence of a complicated control device—called a driver! Nonetheless, a few simple calculations based on the more obvious design details, will produce much more valuable assessments than those considering the maximum engine powers alone.

The purpose of a Grand Prix car is the coverage of a road, or simulated road, circuit at the highest possible average speed, over a total distance of some 250 miles. The reliability aspect, although of paramount importance, is outside the present considerations of performance as it affects the lap speed. On the circuits used for the majority of races, the performance factors appear to be, in order of importance, cornering power, acceleration potential and braking potential (deceleration). The first-named factor embraces stability and the effect of braking on stability. The maximum speed potential is not in itself of primary importance, but the chassis details having an effect on this, low aerodynamic drag and rolling resistance are paramount.

Careful analysis is hardly necessary to explain the relative performance of the 1961 contenders. The Ferrari machine was designed *ab initio* for the purpose in every particular, whereas its rivals tended to use running gear from the superseded 2.5-litre G.P. cars and engines from the earlier Formula 2 cars or developments of these. So far as is known, the weights of the Ferrari, Cooper and Porsche vehicles were within 2 per cent of 500 kgs.—some 100 lb. above the minimum allowed by the formula—and it would appear also that the frontal areas of

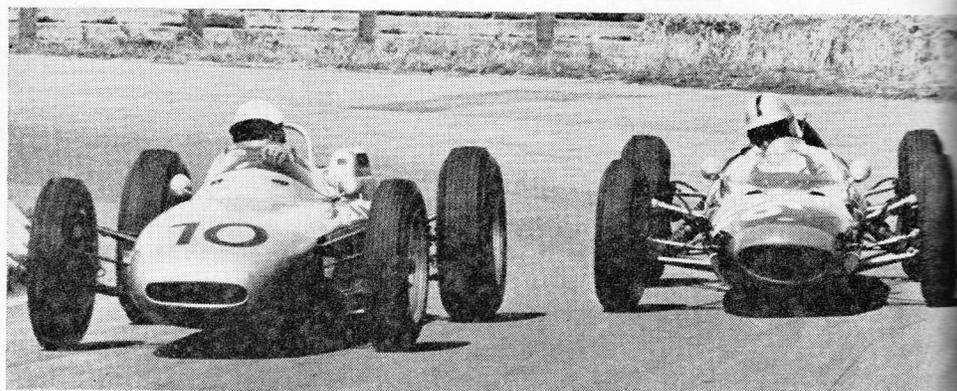
these cars were similar. The Walker Equipe's 1960 Lotus used by Moss comes into this category, but the works 21 version was lighter by 25 kgs. and had significantly less frontal area.

Assuming equal weight, aerodynamic resistance, cornering and braking power for the 1961 Ferrari and Cooper, and the 1960 Lotus, the differences in performance (with a given driver) are dependent upon the respective engines. Fig. 1 shows the relationship in graphical form. The concave power requirement—or total resistance—curve, common to the three vehicles in this case, represents the energy needed to propel the car throughout the speed range. For convenience in plotting engine power curves without alteration by subtraction of the transmission losses, the power required at the engine flywheel is shown. It is more usual, however, to display the power required at the rear (or driving) wheels. Equal transmission efficiency has thus been assumed for the three vehicles.

Aerodynamic drag—the product of the frontal area and drag coefficient—and tractive resistance—the influence of weight on tyre and wheel bearing losses—make up the resistance curve, which varies as the speed approximately to the power 2.5. The Mk. 2 Climax-engined cars are shown to be capable

PORSCHE

LOLA



of 155 m.p.h.—when geared for maximum speed—and the Ferrari 168 m.p.h. The latter figure may sound optimistic, but it is seldom that a sufficiently long straight to permit this from a 1½-litre car, is encountered. It may be prudent to emphasize at this juncture, in any case, that the actual values shown on the graphs can only be accurate within the limits of the rather sketchy information available at the time of writing. Using a 2½-litre engine, say 245 b.h.p., with respect to the curve shown, would produce a maximum speed of 183 m.p.h. and the power/speed relationship can be appreciated when it is seen that speed increases of 8 per cent. and 18 per cent. are accompanied by 27 per cent. and no less than 62 per cent. increases in required power.

The horsepower difference between the engine curve (the available power) and the requirement, at any speed, represents the energy available for acceleration. Where the peak engine power level occurs on the resistance curve, the maximum speed potential is indicated. This speed is only realized, of course, when the peak of the power curve intersects the resistance curve. The best circuit speed is invariably achieved by increasing the numerical gear ratio, and thus pushing the power curve down the speed range to the point where the maximum permissible engine speed is achieved at the fastest point on the circuit. Indeed, it is not unknown to use a top gear ratio which produces a better lap with the driver "lifting off" at one section. According to the nature of the circuit, the final choice of gear ratio will be the one which rather obviously gives the fastest lap speed. Quite arbitrarily, the performance comparisons shown have been based on a maximum circuit speed of 145 m.p.h., but, particularly in the case of the Ferrari vs. Mk. 2 Climax-engined cars, it is likely that the former, with its advantage in "spare" power throughout the engine speed range, would be geared for a higher speed on the circuit.

The higher intermediate gears have been plotted on the graph (Fig. 1) to show how the engine power curve is positioned relative to the speed range (m.p.h.) being used, and it can be seen how acceleration potential increases markedly in the lower gears as larger percentages of the power output become available for acceleration alone. Against this, the ranges of highest vehicle acceleration coincide with those of minimum m.p.h. coverage in any gear. It is not thought that any firm conclusions can be drawn from the lower gear pictures on this particular illustration. The Ferrari engine has a power margin throughout its speed range and little or nothing could be done to reduce the effect of this advantage. It may be commented that, noticeable though it was, the Ferrari advantage in 1961 could hardly have been as great as that suggested by the graph. It must be borne in mind, however, that acceleration is only one factor affecting the lap speed and the latter may vary only as the cube or fourth root of the acceleration potential.

The 1962 position, Fig. 2, is a little less obvious than the previous case. The power curves of the 1961 Ferrari engine and the 1962 V8 Climax (the latter estimated to some extent) are less dissimilar, and comparing these against the dotted (1961) requirement curve, it is evident

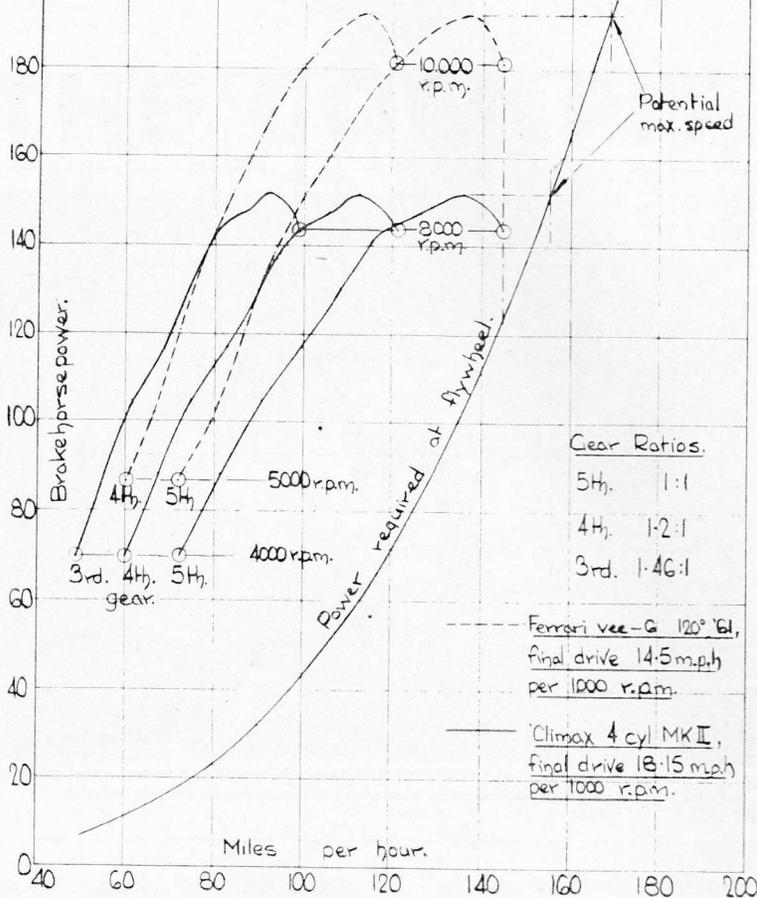
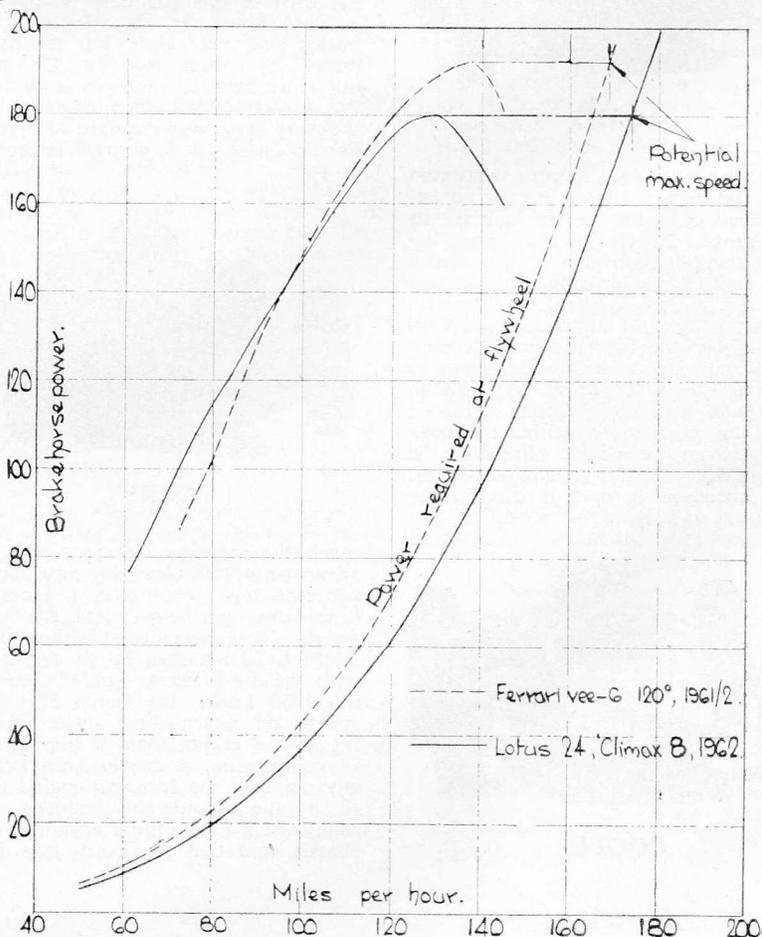


Fig. 1

The Ferrari V6 120-degree, and Mk. 2 Coventry Climax 4-cylinder power curves, compared with the suggested common power requirement curve of the Ferrari, the 1961 Cooper, and the 1960 Lotus.

Fig. 2

Ferrari V6 and estimated Coventry Climax V8 power curves, compared with the power requirement curves of the Ferrari and Lotus 24 respectively.



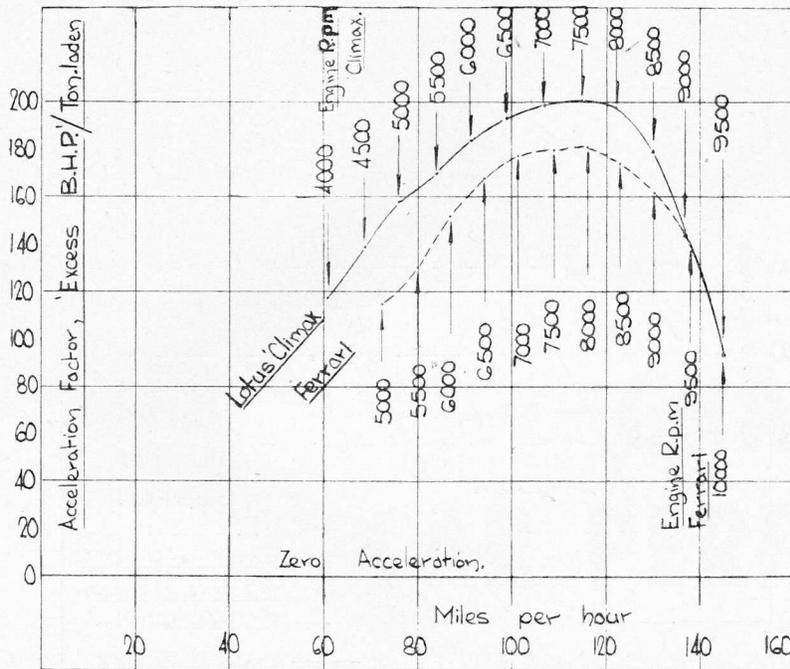
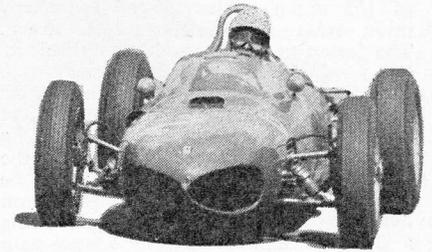


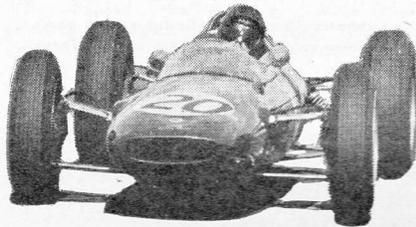
Fig. 3 A direct comparison of the Ferrari and Lotus 24 acceleration potential, produced by division of "excess power" values by the respective vehicle weights.



FERRARI

6 m.p.h. higher maximum speed potential than the Ferrari.

Apart from being difficult to interpret, however, the graph is not strictly representative because the vehicles have different weights, and their acceleration will therefore be represented, at any speed, by the ratio of "excess power" to the running weight. Fig. 3 shows the true relationship in terms of "excess b.p.h./ton laden, with respect to road speed. It is suggested that this is a true indication of the 1962 Lotus supremacy over the Ferrari, although, because of the lack of data of a precise nature, the actual values plotted may over-emphasize the case. Close examination sug-



LOTUS

that when geared for the same maximum speed, the Ferrari engine has the advantage over only the upper half of its speed range. Below this the Climax develops more power and it also has a wider usable m.p.h. band in any one gear. From this picture it can be said that using the same number of gears on each vehicle, the Ferrari would be hard put to show any appreciable advantage in circuit speed. However, by using an extra gear—and thus closer ratios—it should be possible to utilize the peak power advantage whilst offsetting the deficiency at the lower engine speeds. This procedure is one of diminishing

returns, however, as some of the apparent advantage is lost in the time used by the extra gear changes required.

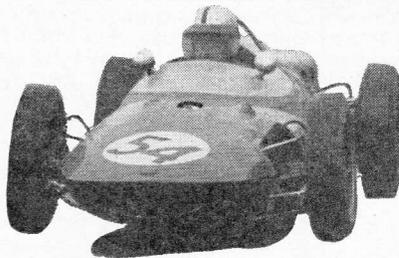
The current Lotus and Cooper supremacy (the B.R.M. performance, roughly equal to that of the Climax-engined cars, is acknowledged here but not used in this particular comparison) is not shown by the aforementioned rather marginal result, but is approximated by comparison of the power difference between each power curve and its respective resistance curve, Fig. 2. Whereas the power required to drive the Ferrari chassis at any speed is probably



EMERYSON

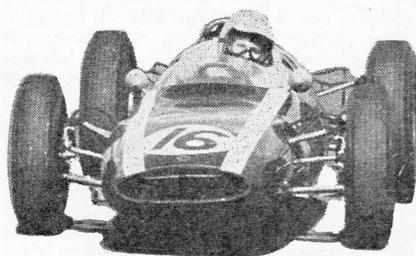
gests that the Climax advantage up to around 6,200 r.p.m. could to some extent be overcome by employing more gears and more gear changes on the Ferrari—to shift the power envelope down the speed range and thus match the Climax curve up to 6,200 r.p.m.—but the Climax supremacy above this speed is absolute, a finding that has to some extent been demonstrated in practice.

No doubt similar pictures to Fig. 3 would be shown by the Cooper and B.R.M. machines in analysis, although neither of these would appear to have as little aerodynamic resistance as the Lotus. The B.R.M. engine, however, may nullify any such disadvantage at some speeds.

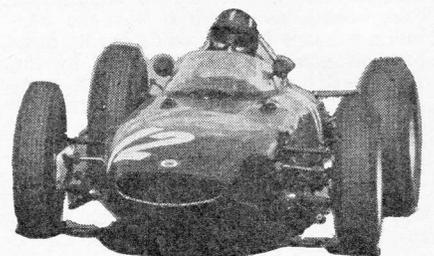


GILBY

much the same as last year, the more advanced British cars have now some 10 per cent. less frontal area, a 5 per cent lower drag coefficient, and 80 lb. less weight. It is estimated that these figures apply to the Lotus 24 in comparison with the 1961 Ferrari and Cooper and the 1960 Lotus; the Lotus 21 was, of course, an intermediate stage. Returning to the graph, from a Ferrari/Lotus 24 comparison, it can be seen that the advantage of the former's engine is offset by the considerably reduced power requirement of the more advanced Lotus chassis, and that the Lotus now has a



COOPER



B.R.M.

FROM THE COCKPIT

LIVERPUDIANS say that if you can see the end of the Aintree grandstands from the pits, it'll be raining in half an hour, and if you can't see the stand, it's raining already. However, on the day of the British G.P. this wasn't quite true and though the rain was not far away, the circuit was dry for the race.

After the mechanical massacre in the French G.P., Aintree was pleasantly trouble-free apart from the retirements of Phil Hill and Jo Bonnier with a dropped valve in the Ferrari and a broken Porsche transmission.

Porsches made a slightly disappointing début earlier in the season (disappointing to Porsches, that is!) and I was interested to see just how sorted out the car really is at this stage—believe me, it's good. Handling I would say is virtually as good as the British cars. I found it was just a bit slower than my Cooper-Climax through the fast right-hander at Waterways, but round the rest of the circuit our cars were almost identical in performance. Congratulations to Porsches for turning their vehicle into a competitive racer. However, I wonder how much horsepower that engine fan takes?

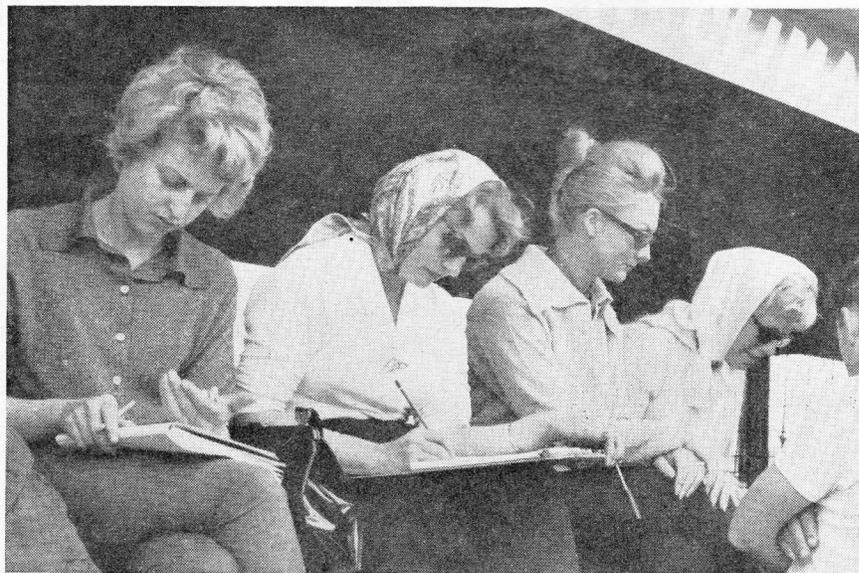
There was a doubt whether or not the D12 "rain" tyres would last the distance under "maximum try" conditions in the dry, and I was a little bit worried about brake pad wear. Other people must have had their worries too, for at about two-thirds distance, the pit boards were showing around 20 sec. gaps between Jimmy, John, myself and Graham.

I guess Graham was first to ease off to conserve his rear tyres which were rapidly balding. I was relieved as I could see more and more of the piston in the front brake calipers as the pads were almost worn away. Jimmy told me after the race that he thought he'd better slow up a bit if he was going to finish, and found that the gap back to Surtees's Lola was staying the same. I believe the Lola had lost second gear, so we must have all been nursing over the last few laps.

When John was latching the Lola so tenaciously onto the Lotus tail at the start Jimmy was having to work fairly hard, but he was lulled into a false sense of security when he glanced in his mirror to see John with his head down hunting for gears. Thinking the Lola was shedding teeth, Jimmy relaxed a fraction only to find that John was right with him again, his gear sort-out being only temporary. I think I know how he felt because occasionally I got caught in traffic and twice missed a gear at Anchor Crossing, and immediately Graham Hill's ferocious moustache magnified itself in my mirrors.

John Surtees will be winning a *Grande Epreuve* before long—it's his turn, after

**The First of a
Series of Articles
by
BRUCE McLAREN**



COOPER'S PIT-CREW: The Cooper pit bench at Aintree. Mrs. Pat McLaren, Mrs. Paula Cooper, Mrs. Bev Jane and Gail, Tony Maggs's South African fiancée.

all—he just needs that necessary bit of luck.

An incident on the grid 10 minutes before the start raised a laugh. For ease of entry the Porsche steering wheel is detachable rather like a knock-on wire wheel. Dan Gurney's steering wheel and its big three-eared wing nut were sitting on the nose of the Porsche and for devilment Jimmy Clark "borrowed" the wheel and nut and vanished into the grid crowd.

He threw me the wheel nut and passed the wheel to someone else and before long no one—least of all Dan—knew where the Porsche tiller was. Poor Dan was in quite a state, but when the five-minute board went up we took pity on him and returned his steering gear. During the latter stages of the race when the Porsche clutch slip was slowing Dan several seconds a lap despite all his efforts, team manager Huschke von Hanstein began hanging out the German "go faster" sign. After a couple of laps of this Dan passed the pits leaning well out of the cockpit and mouthing an unmistakable oath to indicate that, no matter what Herr von Hanstein said, Gurney or his Porsche could go no quicker.

Coopers were in a panic early on the first practice morning—12.30 a.m. to be exact—when the engine on the works transporter blew itself to pieces halfway between London and Liverpool on the M1. The transporter was towed to the all-night service station, and a phone call woke the Cooper household in Surbiton at 5 a.m. A horde of Mini vans and trailers put on a "Gulliver and the Lilliputians" act to get my car and equipment to Aintree for the first practice session, the C. T. Atkins mechanics were woken and the transporter borrowed to ferry the other works V8, the spare four-cylinder car, and the spares to the circuit.

Trevor Taylor made a comic pit stop after seven laps. He had felt something drop into his lap, picked it up, wondered what it was, and was about to toss it out of the cockpit when he suddenly realized it was a carburetter choke. The bell-mouth had come adrift from one of the carbs, which then started to cough out its insides, and by some devious route the choke found its way forward to the cockpit.

Due to a filming appointment at Oulton Park on the Monday, most of us congregated in the lounge of the Adelphi Hotel and, with nothing to do, decided to visit Blackpool!



GENTLEMAN JIM: The Aintree winner who sinned in Blackpool on the Monday after his victory!

On the way back from an afternoon spent scanning the bleak "riviera" scene of bingo halls, Blackpool rock, and anatomical horrors in the wax works, the James Clark Lotus Elite was flagged down by a police car for allegedly touching 31 m.p.h. in a restricted area. After a lecture on the evils of speed, the constable proudly finished berating his choice "catch" by saying, "You young fellows with fast sports cars don't appreciate the dangers of speed . . ."

JOHN BOLSTER TESTS

THE PORSCHE SUPER 75



FOR well over 10 years I have been testing Porsches. Other cars have come and gone, but the latest Porsche Super 75, of 1,582 c.c., bears a remarkable external resemblance to the first 1,300 c.c. machine which I drove. However, improvement has been continuous, and the 1962 model differs in almost every important respect from the earlier cars.

The first Porsches were very "dicey", having a pronounced oversteering characteristic. Nowadays, the oversteer has been tamed, and with much firmer suspension and extremely efficient steering the machine is particularly controllable. The voice of the air-cooled rear engine has been muted too, and though it is still audible on acceleration, fast cruising takes place in a remarkably quiet and restful manner. All the old features are there—the splendid gear change, the comfortable seats, the long-wearing qualities, and the perfection of finish. Above all, the Porsche hasn't grown and is still the right size for rapid negotiation of winding or crowded roads.

The immensely rigid body-chassis structure is a two-seater streamlined coupé with small occasional rear seats. In front, the wheels rise and fall on twin trailing arms controlled by laminated torsion bars, an anti-roll bar uniting the two stub axles. Behind, plain swing axles operate against transverse torsion bars, the rear wheels

normally showing a small degree of negative camber.

The air-cooled engine is considerably over-square, and has inclined valves operated by pushrods. Two twin-choke Zenith carburetors provide one choke per cylinder, an arrangement which allows a wide torque range to be allied with notable fuel economy. Naturally, the all-indirect gearbox has the famous Porsche synchromesh for all four speeds. To drive the Porsche is to realize how lacking in torsional rigidity most other cars are! On bad roads, there is a wonderful feeling that the car is utterly solid and all in one piece, which is truly satisfying. Although the suspension is strongly damped and the travel of the wheels is not great, the complete absence of pitching gives a comfortable ride on all reasonable surfaces.

As the rear wheels carry more weight than the front, and they are independently sprung, the traction is naturally very good. Wheelspin is never experienced, even on quite slippery roads, and it pays to use a lot of "engine" when cornering fast. The cornering power is high, and bumps do not cause the car to run wide. Fast curves may be taken without a sign of sliding at speeds which would cause considerable drifting in more orthodox cars. If the limit is passed, the rear end breaks away, but this may be quickly corrected with a flick of the steering wheel.

At speeds above 100 m.p.h., the machine can be deflected by gusts of wind. With a little experience one ignores this, driving with a light touch on the wheel and making no attempt to correct very slight swerves—the car will run straight again at once. The handling has all the "brilliance" which a slight oversteer can give, so one accepts the sensitive response to the steering at maximum speed.

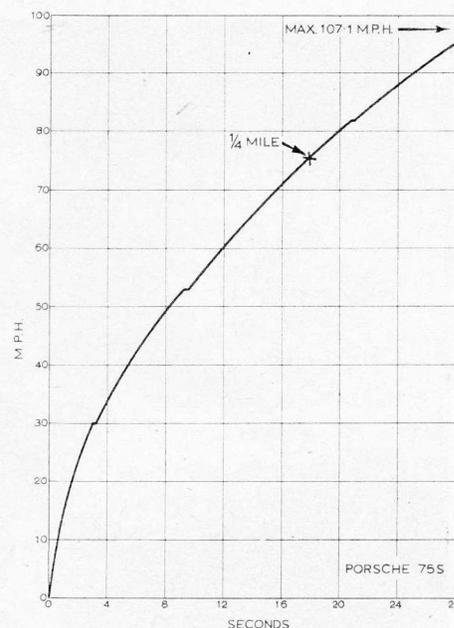
The acceleration is very satisfying indeed. The gear ratios are so right, and the change is crash-proof and as fast as the hand can move. The carburation is particularly good, the engine having immense "punch" in the middle ranges. It pulls well from 2,000 r.p.m. upwards, and in the range from 3,000 to 5,000 r.p.m. it runs like a dynamo. It is usual to run up to 80 m.p.h. in third gear, and when top is engaged the acceleration continues, thanks to the excellence of the aerodynamic body shape. As the gears are all silent and the change is a sheer sensual pleasure, the top gear flexibility is not often tested, but it is quite satisfactory.

The running of the Super 75 gives the impression that a very large engine is pulling a very small car. The unit never feels as though it is at all highly stressed, and the efficient sound damping avoids that "air-cooled" clatter that the cheaper cars without water-jackets sometimes demonstrate. The seats can



m.p.g., and 35 m.p.g. can be recorded if one keeps below three-figure speeds.

The Porsche is a superb engineering job, built almost regardless of cost. For a small car, it is quite costly, but it gives a very special kind of motoring enjoyment that cannot be bought for less. Small enough to be really agile, it yet gives a great sense of ease and space to its two lucky occupants. The basic design has been developed over the years, resulting in a very refined car which is fun for short journeys, patient in London traffic, but at its best when hundreds of miles must be covered in the minimum time.



ACCELERATION GRAPH



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Porsche Super 75 coupé, price £2,348 2s. 9d. including P.T.

Dimensions: Wheelbase 6 ft. 11½ ins. Track (front) 4 ft. 4 ins., (rear) 4 ft. 2½ ins. Overall length 13 ft. 1½ ins. Width 5 ft. 5½ ins. Turning circle 31 ft. Weight 17½ cwt.

Transmission: Single dry plate clutch. Four-speed all-synchromesh gearbox with central remote control, ratios 3.61, 5.01, 7.81, and 13.69 to 1. Spiral bevel final drive and swing axles.

Chassis: Combined steel body and punt-type chassis. Independent front suspension by trailing arms and laminated torsion bars, with anti-roll bar. ZF worm and peg steering box. Independent rear suspension by swing axles and torsion bars. Koni telescopic dampers all round. 11 ins. hydraulic drum-type brakes. Bolt-on disc wheels fitted 5.60 x 15 ins. tyres.

Engine: Four cylinders 82.5 mm. x 74 mm. (1,582 c.c.). Air-cooled, horizontally opposed with pushrod-operated overhead valves. Compression ratio 8.5 to 1. 75 b.h.p. at 5,000 r.p.m. Twin Zenith double-choke downdraught carburetters. Bosch coil and distributor.

Equipment: 6-volt lighting and starting. Speedometer. Rev. counter. Oil, temperature and fuel gauges. Electric clock. Cigar lighter. Heating and demisting. Variable speed windscreen wipers and washers. Flashing indicators. Reversing light.

Performance: Maximum speed 107.1 m.p.h. Speeds in gears: 3rd 82 m.p.h., 2nd 53 m.p.h., 1st 30 m.p.h. Standard quarter-mile 17.8 secs. Acceleration: 0-30 m.p.h. 3.2 secs., 0-50 m.p.h. 8.2 secs., 0-60 m.p.h. 11.9 secs., 0-80 m.p.h. 20 secs.

Fuel Consumption: 26 to 35 m.p.g.

be adjusted for people of any stature, and of course the angle may be vertical, reclining, or anything in between. The small of the back is well supported, which avoids fatigue, and the all-round visibility is greatly improved compared with earlier models.

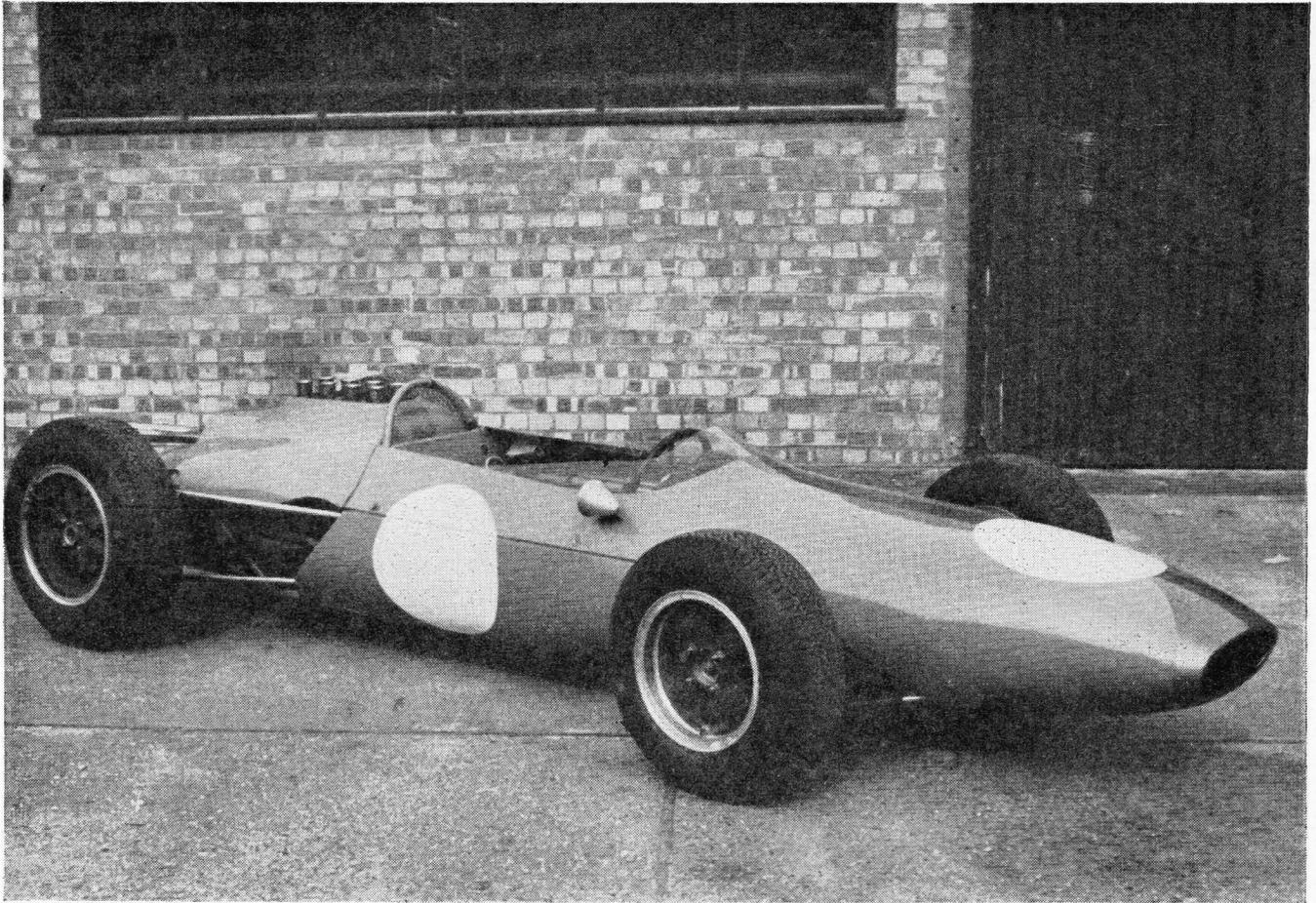
At low speeds and light pedal pressures, the brakes sometimes make a slight scraping noise. Although they are of drum type, they have been developed over many years, and are both powerful and progressive. By violent misuse, some signs of fading can be provoked, but even a hard driver will not normally experience any signs of this.

The car is well equipped, the instruments being of very high quality. The absence of any decoration is an important feature, for the man who buys a car of this quality would be sickened by juke-box styling. The heater is adequate for temperate climates, but an extra petrol-burning device may be fitted for cold countries. The forward-mounted fuel tank, which occupies much of the front luggage locker, has a reserve tap, but it is possible to forget that the reserve has been turned on, and a red light in addition would be appreciated.

On long runs, a speed as high as 100 m.p.h. may be held indefinitely. 110 m.p.h. may be exceeded under slightly favourable conditions and the engine remains smooth and quiet. The oil temperature gauge proves that the unit never gets hot and bothered, either on long, straight roads or when revving hard on the gears. The windows must not be opened too far or a most unpleasant throbbing effect attacks the ear drums—Porsches have always behaved in this manner.

Unlike most cars, the Porsche does not become thirsty at high speeds. Even the really hard driver will approach 30





THE BRABHAM

GRAND PRIX CAR

THOUGH modern Grand Prix cars are small, they are becoming more and more complicated. In consequence, their construction and development demand many, many hours of work of the very highest quality. The Brabham is no exception to this rule and the many days, nights and week-ends of toil that Jack and his devoted little band have put in certainly ought to earn them success.

Built in a small factory at Byfleet, the Brabham shares practically no components with its successful Formula Junior sister, though the same thinking is apparent in its design, which bears the unmistakable signature of Ron

BY JOHN BOLSTER

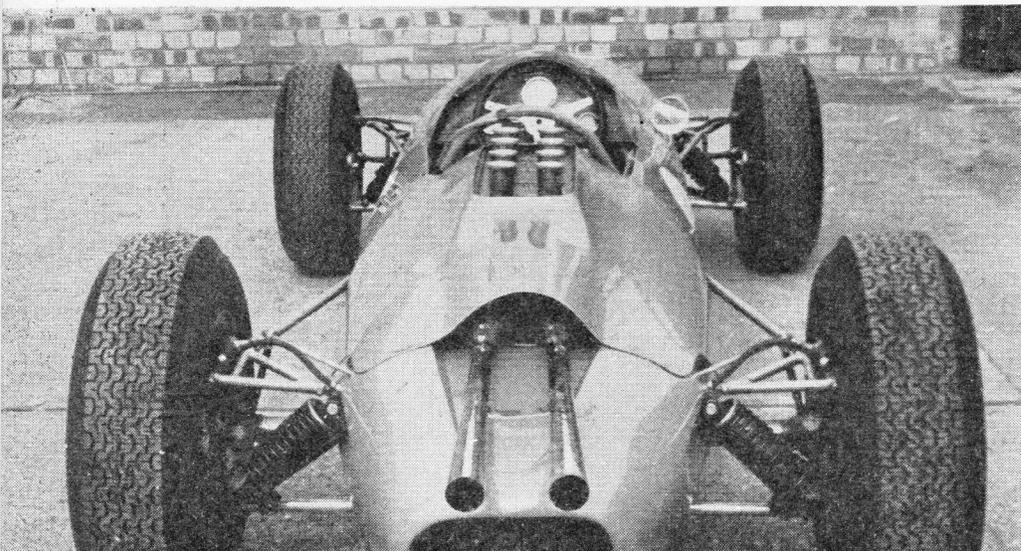
PHOTOGRAPHY BY GEORGE PHILLIPS

Tauranac. Much of the chassis work is in the hands of Stan Ellsworth and Jack has done a great deal of the precision machining himself.

The frame of the Brabham is multi-tubular, the mild steel tubes being mostly of 18 gauge and 1 in. diameter, though $\frac{3}{4}$ in. tubes are used for the shorter diagonals. The engine is so closely embraced by the chassis that at first it would appear impossible to remove it. However, two of the minor top members are detachable and the unit can be "fiddled" out by partly rolling it over.

TOP OF THE PAGE: Side view of the Brabham, showing body details. The nose assembly and top side panels are in one piece.

LEFT: Rear view, showing the fairly narrow rear track and forward-extended wishbones, with considerably inclined dampers and springs.

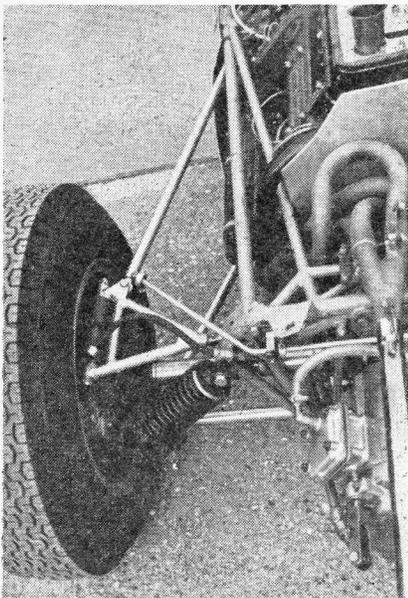


THE ENGINE is an extremely tight fit in this chassis! The absence of a water header-tank (right) is noteworthy and the transistor ignition unit can be seen.

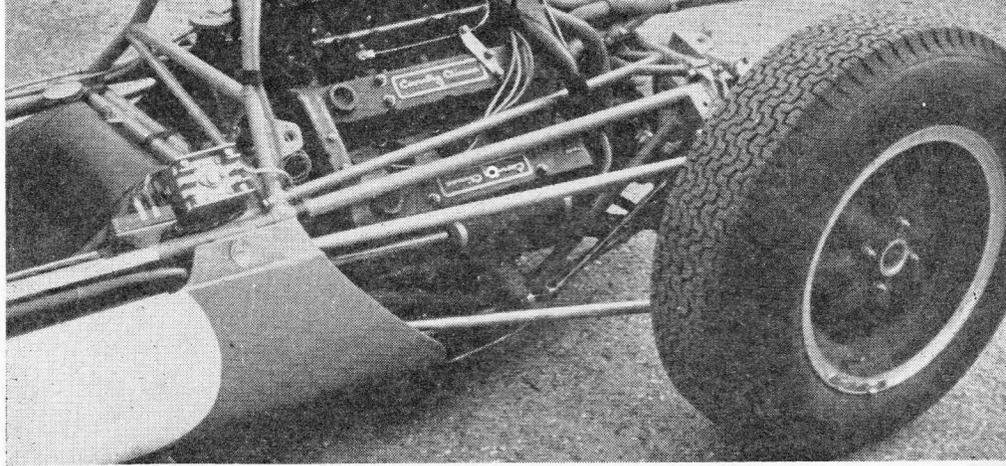
The suspension is by helical springs and adjustable Armstrong dampers all round, inclined and attached to the bottom wishbones. In front, the top wishbones are considerably shorter than the bottom ones, extending right back to pivot close to the instrument panel. The bottom wishbones, on the other hand, extend forward towards the nose of the car. In both cases there is ample provision for adjustment and the wide bases ensure accurate location under load. The king pins pivot on ball joints top and bottom, the steering from the rack and pinion box being by a three-piece track rod ahead of the wheel centres.

Behind, the top wishbones are again shorter than the bottom ones, though not to such a marked extent as in front, and they too are adjustable. They have extremely wide bases, extending right forward towards the centre of the car. The articulated half shafts are driven by a Colotti-Francis six-speed gearbox, though a new Brabham five-speed box may be used next year. The gear lever is at the left, tending to operate among the upper four speeds unless a deliberate movement is made to select the lower two. The twin-plate Borg and Beck clutch has hydraulic operation.

The light alloy wheels have four-stud fixings and carry 6.50-15 ins. rear tyres with 5.50-13 ins. tyres in front. The 9½ ins. Girling disc brakes are the smallest on any Grand Prix car and are deeply recessed into the wheels. There are three petrol tanks, the first embracing the reclining seat, the second on the left and extending under the driver's knees and the third along the right side of the car. The total capacity is 28 gallons. The fuel feed is by a Stewart Warner electric pump with a pressure adjustment working over a very wide range.



REAR SUSPENSION details are visible here, also the gear-change mechanism of the Colotti-Francis gearbox.



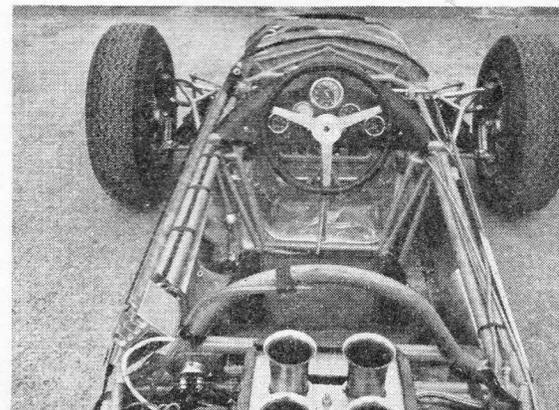
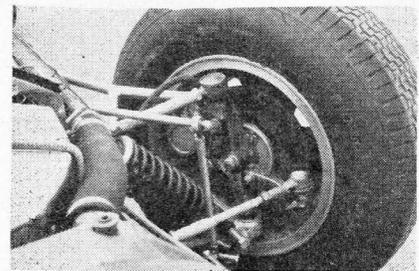
The Serck radiator, with no header tank, is in the nose, the oil tank behind it being shaped to facilitate the discharge of hot air. A trap in the oil breather avoids anointing the road surface and indicates whether excessive waste is taking place.

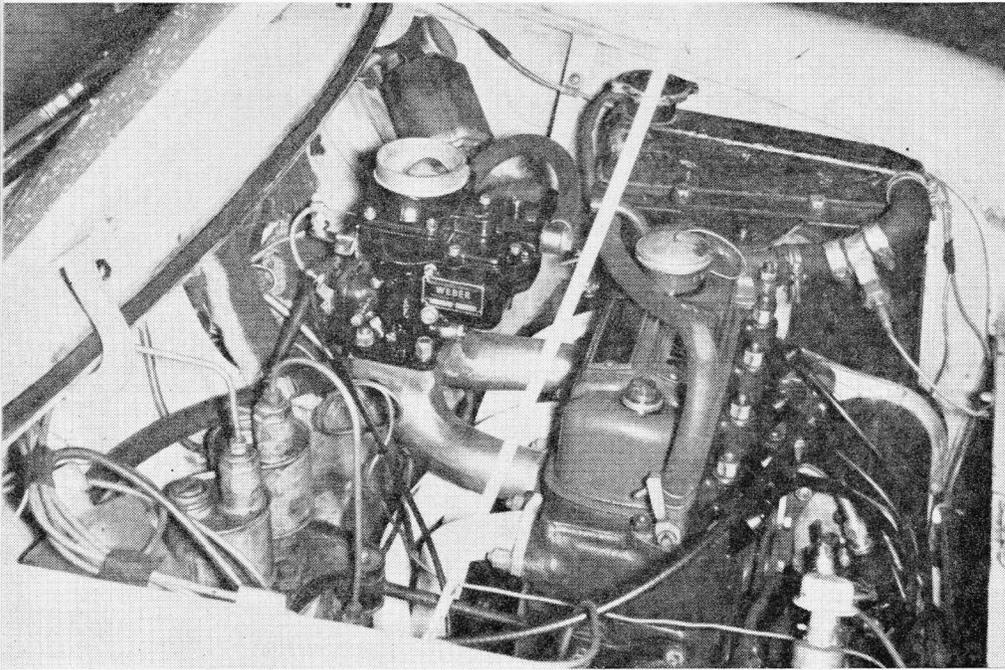
The Coventry Climax 1½-litre V8 engine has four twin-choke downdraught Weber carburettors and a "spaghetti" exhaust system with equal length branches and two megaphones. The transistor ignition system has fixed timing and is directly driven by the fly-wheel, the spark unit projecting into the air stream for cooling, behind the driver's left shoulder. As exact battery voltage is vital to this system, a generator is belt driven from the engine.

A 9,000 r.p.m. rev. counter occupies the centre of the instrument panel, flanked by oil temperature and pressure gauges on the left and water temperature and fuel pressure gauges on the right. The body is of attractive appearance, the panels being secured by Dzus fasteners. When examined, the car was set up with small-diameter anti-roll bars front and rear.

The Brabham is a beautifully made Formula 1 racing car. Generally conventional, it has many detail refinements in design and will add greatly to the interest of G.P. racing. The wheelbase is 7 ft. 7 ins., the front track 4 ft. 3½ ins. and the rear track is unusually narrower at 4 ft. 1½ ins. The weight had not been accurately determined at the time of our visit but it is above the compulsory minimum figure.

ABOVE AND BELOW: Front suspension details, showing ball-joints, wide-base top wishbones, anti-roll bar and three-piece track rod. BOTTOM: The finned transistor ignition unit projects from the body and the gear lever is on the left.





PATRICK McNALLY TESTS

A MINI WITH SEVEN-LEAGUE BOOTS

Arden's 100 m.p.h. 850 Mini

HAVING tested an Arden-converted Hillman Minx last year and been most impressed, it was with eagerness that I journeyed to Wythall to collect an 850 Mini that had also been modified by Jim Whitehouse, of Arden Racing and Sports Cars, Ltd. Ardens are not a new firm, having been in the tuning business from very early on. However, they are best known in the Midlands as this is nearer their headquarters.

The Hillman Minx tried last year went so quickly that the acceleration graph looked more like that of a sports car than that of a family saloon. And the Mini was just as startling, doing over 100 m.p.h. and having incredible acceleration. Having been a strong believer in the theory that few Minis would ever exceed the "ton". I took twice the normal number of figures before finding the maximum speed to be 102.3 m.p.h.!

The car tested was an ordinary 850 Mini, with about 15,000 miles on the clock. It had been fitted with a modified head and camshaft as well as special manifolds, close-ratio gears and a Weber carburettor. The cylinder head is to Formula Junior specification, which includes oversize inlet and exhaust valves; the combustion chambers have been re-contoured to improve the breathing round these valves. The head is flowed and balanced, and has had about 60 thou. removed from the face. An oil gallery in the head forbids any more than 60 to 80 thou. being removed, but all heads are carefully selected if they are to be modified to F.J. standard, as they vary in thickness. Terry's valve springs are fitted, these functioning properly up to

8,500 r.p.m., but the rest of the rocker gear is standard.

The camshaft has had its lobes re-ground, the reprofiled cam giving just over $\frac{1}{8}$ in. maximum lift. Inlet and exhaust timing is set at 40 deg. 60 deg. and 60 deg. 40 deg. Different camshaft bearings are recommended if the revs. are continually taken over 7,500 r.p.m. The rest of the timing gear is standard.

A DCLD Weber carburettor on a tuned alloy intake manifold replaces the SU. As this carburettor is original equipment for a 250 G.T. Ferrari, it has, naturally enough, to be completely re-jetted to suit the head, camshaft and manifolds. The exhaust manifold has had a lot of research put into it, and the tuned length goes into a Harmodun Sprite silencer. The clutch is standard except for stronger springs.

The gearbox is fitted with Cooper close-ratio gears, and the whole engine unit is balanced. Acceleration figures which were taken in not the best conditions were incredible: 30 m.p.h. was reached in 2.8 secs., 50 m.p.h. in 7.8 secs. and 60 m.p.h. in 11.5 secs., and the standing quarter was traversed in 18 secs. These times were attained using 7,500 r.p.m. in the gears which represents: 1st, 38 m.p.h.; 2nd, 60 m.p.h.; and 3rd, 85 m.p.h. The Cooper close-ratio gears obviously helped the figures somewhat. The top speed surprised me so much, as I said earlier, that I made double the normal number of runs: eventually the mean figure was found to be 102.3 m.p.h.

The speedometer was surprisingly accurate, being only about 3 per cent. fast throughout the range up to 80 m.p.h. The Smith's rev. counter was also very

steady and not at all noisy, and when checked was found to be extremely accurate.

The engine pulled well all through the rev. range, and was, considering the mods., extremely flexible. Maximum power was found between 4,000 r.p.m. and 7,500 r.p.m. but if the revs. dropped below 4,000 there was still something there.

The dash-panel, which was supplied by Motoquip of Kidderminster, was well laid out. Both the steering and suspension on the test car were better than average—certainly the use of competition shock absorbers was an advantage. The noise level was fairly high, but it was all engine noise—the transmission whine being no greater than with standard gears. The gears were a delight to use, the ratios being particularly well chosen.

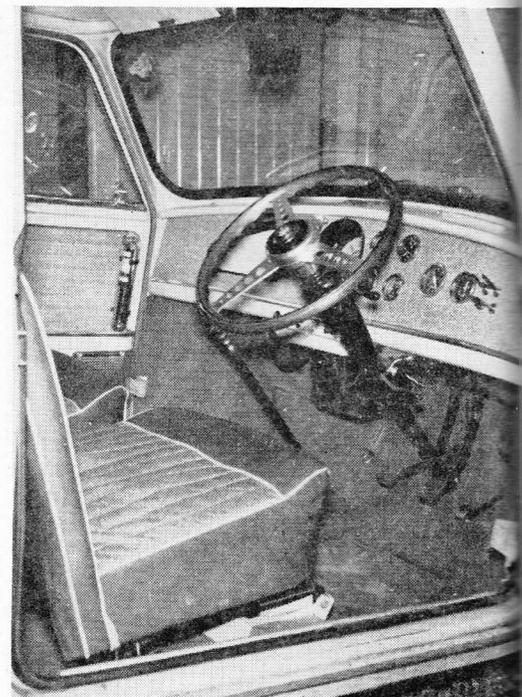
The brakes were fitted with Lockheed servo assistance which made the AM3 linings on the front and the AM4 linings on the rear really bite, giving greatly improved braking.

Driving the car was great fun, many owners of larger and more opulent machines being left on acceleration as well as braking and, of course, road-holding. Also 30 miles per gallon when driven hard is not too much to pay for 100 m.p.h. performance. Indeed this is the fastest 850 Mini yet tested by AUTOSPORT.

ARDEN SPECIFICATION

The Cost of a 100 m.p.h. Mini . . .

Junior-type cylinder head	£28 10s. 0d.
Special camshaft	£12 10s. 0d.
Special exhaust manifold	£12 0s. 0d.
Weber inlet manifold	£5 5s. 0d.
Weber carburettor	£21 0s. 0d.
Straight-through silencer	£1 15s. 6d.
Smith's rev. counter (complete assembly)	£10 10s. 0d.
Lockheed Servo brake kit	£13 0s. 0d.
Set of competition brake linings (exchange)	£5 13s. 5d.
Tie bar packing washers to restrict engine movement	2s. 0d.
Set of stronger clutch springs	15s. 0d.
Close-ratio gears	£10 0s. 0d.
No labour charge.	



Seven- Fifty Silverstone

Formule Libre Win
for Brian Hart (Lotus)

BY PATRICK McNALLY

THE 750 Motor Club ran one of its excellent club meetings at Silverstone last Saturday, which saw excellent racing in all 11 events. The meeting had its usual friendly atmosphere and the organization was slick enough to devour the programme in just over four hours. Judging by the number of spectators the 750s have plenty of support; in fact, the crowd was larger than normally seen at a club meeting.

Mike Langton drove his Austin home to victory in both a heat and the final of the 750 Formula race, and Ron Inglis (Rejo) managed to win his heat and the 1172 final—just! David Buxton won the sports and G.T. event in the Super 100 Elite after a fine drive, and Brian Hart walked away with the *Formule Libre* event in his 1½-litre disc-braked Lotus 20. The saloon car victory went to Mike Merrick in his father's 3.8 Jaguar and the Monoposto win went to J. B. Moore. Perhaps the best thing about the whole

meeting was the fact that every race was run off scratch, the organizers wording their regulations to avoid the, too often, boring spectacle of handicap events.

The first heat of the 750s, quite rightly, started the racing with Mike Langton going into an immediate lead to win at an average speed of 66.08 m.p.h. from M. Thompson's Rasdan-Austin and T. H. Hesketh in the Ecurie Kenton Finesse. These three were followed over the line by R. B. Hollister and G. A. Yearsley. The fastest lap was put up by the winner Langton in 1 min. 26 secs., but this was considerably slower than the winning car of last year.

Ron Inglis won the first heat of the 1172 Formula event in his immaculate and professionally turned out Rejo after a tussle with Johnnie Moore in the Warwick II. The race was run at the usual high speed, the winner doing a 1 min. 14.2 secs. lap on his way to the chequered flag. Third man home, a little way behind, but going as quickly as ever, was G. Rae in his fierce Rae Special.

Third race of the day was a seven-lap event for racing cars with classes under 250 and 500 c.c. D. M. Rogers won from Mike Ledbrook, both driving Cooper-Nortons. Third was Miss Isobel Robinson in a Cooper-Norton.

The second heat of the 750 event was not run at anything like the pace of heat one, but nevertheless saw some spirited driving, the flag eventually going to A. R. Evans in the Ecurie Kenton Finesse from D. Hollister (Austin Special). Fastest lap on this occasion was the 1 min. 31.4 secs. to the winner.

What makes the 1172s go so fast? The next race must have given the answer, to those watching at Woodcote anyway. The drivers keep their feet down all the time which accounts for their enormous slides through the corners. Winner of the second 1172 heat, run like the second 750 heat, *i.e.*, much slower than the first, was Daphne Freeman driving the ex-Roy Lee Pegasus entered by David Boorer of DEB II 750 fame. R. Povey took second place some way behind—backwards! This was after having a terrific dice with P. Daniels who tried to pass him on the last lap and ended up in an advertising sign at Woodcote—fortunately without serious injury to his car or indeed himself.

David Buxton walked away with the sports and G.T. event after making a really good start in the Super 100 Elite, David pulling out a comfortable lead which he held till the finish. W. G. Ferguson (Lola) was mixed up in a first lap spin at Becketts which dropped him out of the running; otherwise instead of finishing second behind the Elite he might have been able to displace the Cheshunt car. The Lola set fastest lap of 1 min. 10 secs. on its way to second place ahead of Clive Lacey's indecently quick Lotus 7. Lacey's fastest lap was 1 min. 11.8 secs.—not bad for a seven!

J. B. Moore had little opposition in winning the Monoposto event in his Warwick II, the only challenge coming from G. Rae in his too often opposite lock Rae Special. G. A. Bodley took third all three having circulated in that order for the duration of the race.

The 750 final saw good dices going on all down the field. Mike Langton emerged the eventual winner, leading A. R. Evans over the line. John Miles had held third spot for the first three laps in his splendid Austin Ulster, going

like the clappers until E. V. Starr slipped by at Woodcote to take the minor award. E. D. Lettington, F. B. Campbell, M. Thompson and J. T. Dobson all engaged in a terrific battle, the last named going off at Woodcote on the last lap, sailing up the bank through an advertising banner—and continuing!

Everybody had just time to get their breaths back when the *Formule Libre* cars were wheeled out on to the grid. This proved to be a benefit for Brian Hart, in his Lotus 20, fitted with a 1½-litre Ford engine and alloy caliper disc brakes, who led from start to finish, setting up fastest lap of 1 min. 5 secs., a speed of 89.06 m.p.h. Richard Wrotlesley in his newly acquired Lister-Jaguar held third place driving very well, until he had to come into the pits to have his bonnet fastened, dropping back to sixth place. Richard incidentally has decided to have his ex-Ecurie Ecosse D-type completely rebuilt after its crash at Silverstone earlier in the year.

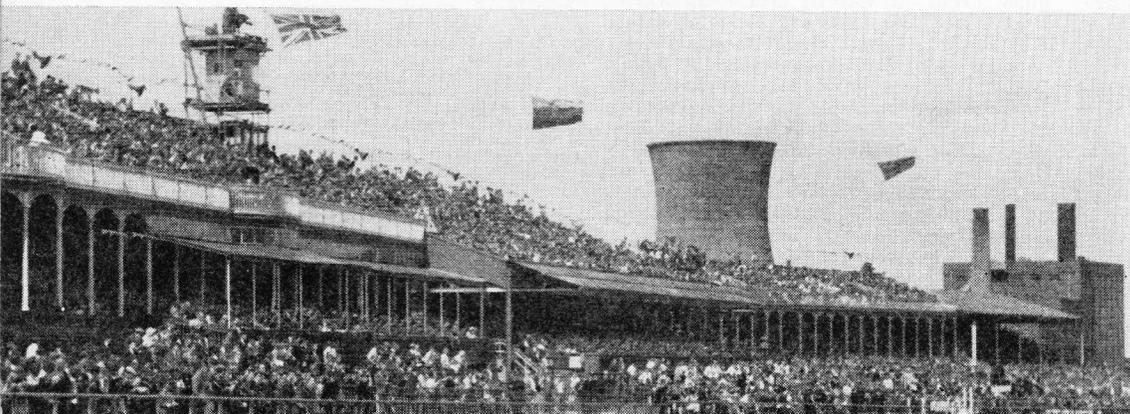
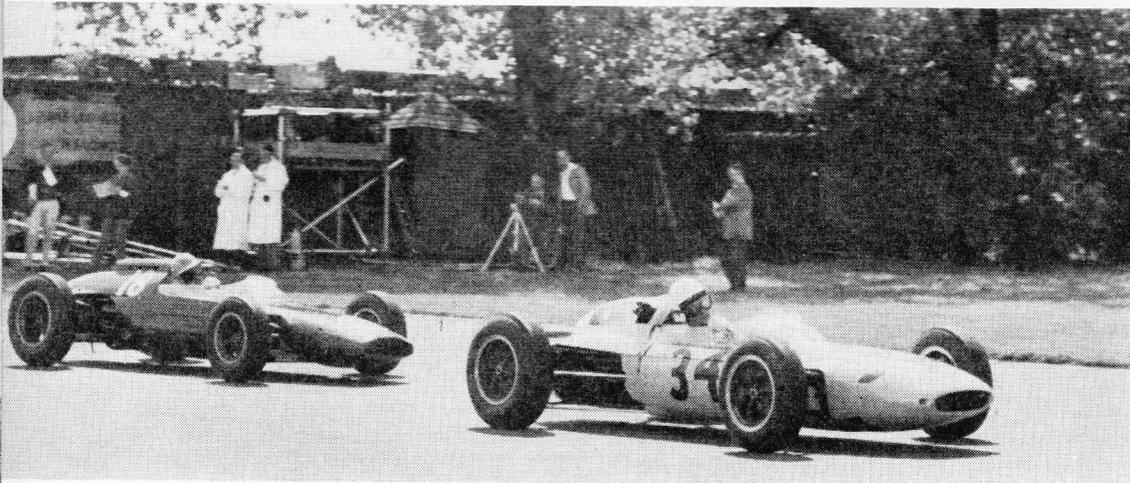
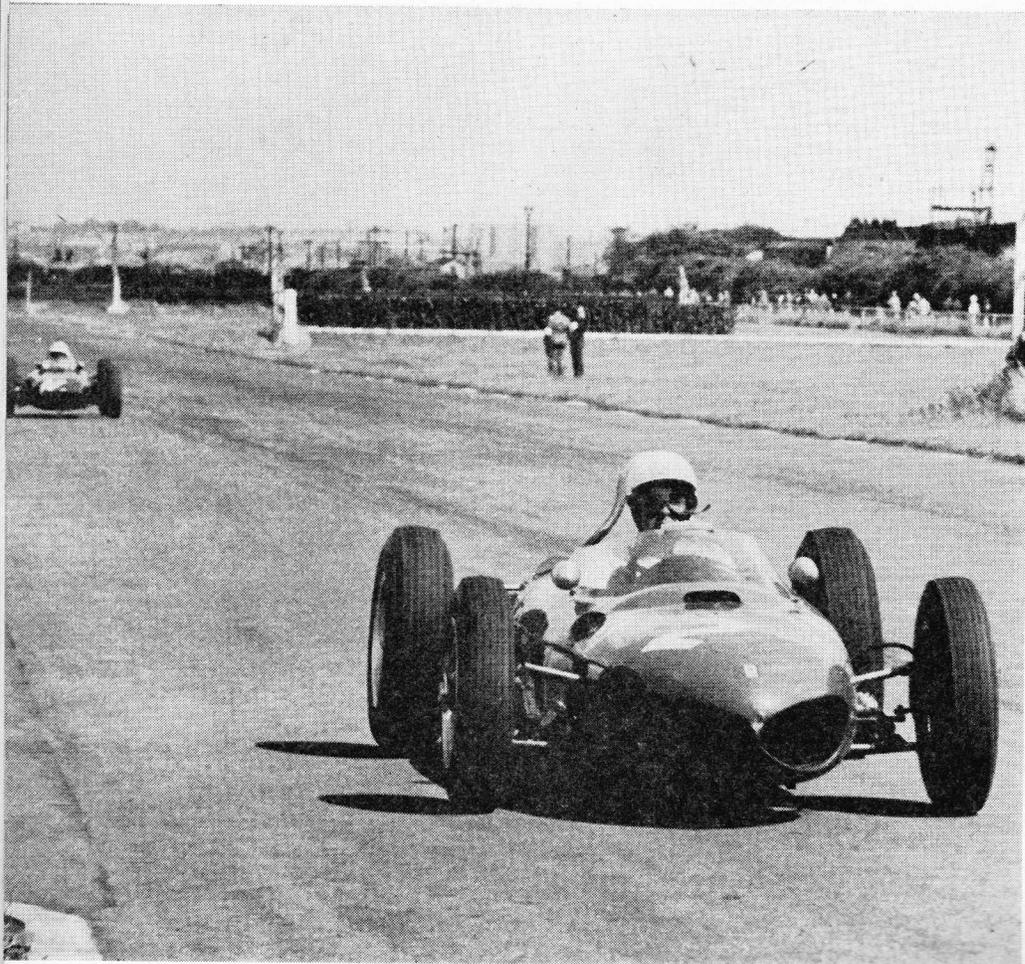
J. Epstein took second place in his hairy Cooper-Alta with T. Hart's Lola in third place. Doc Paul took fourth spot in his Lotus Eleven. Farther back in the field A. Dence (Morgan Plus 4) had been tangling with N. Granville-Smith, the verdict going to the Lawrence-Tuned Morgan towards the end.

That spectators' favourite, the saloon cars, proved as exciting as always. Mike Merrick drove his father's almost standard Jaguar 3.8 to a well-judged victory, although he was harried throughout by G. Allen's very quick Cooper-Mini which finished second. P. C. Whitehead (A40) took third place, although in fact J. P. Mathe and T. Pick both finished ahead of him, but as they were driving Speedwell G.T.s they were not eligible for any awards.

The 1172 final was the last race of the day. Johnnie Moore led from the start with Ron Inglis in close attendance. With seven of the 10 laps completed Moore suddenly slowed right down and Inglis flashed past. Despite a determined effort Moore was unable to regain his lost time and finished second, although he set an incredible lap of 1 min. 13 secs., which must be an 1172 record.

Results

750 Formula—Heat 1: 1, M. Langton (Austin), 66.08 m.p.h.; 2, M. Thompson (Rasdan-Austin); 3, T. Hesketh (Finesse). **Fastest lap:** Langton, 1 min. 26 s., 67.31 m.p.h. **1172 Formula—Heat 1:** 1, R. Inglis (Rejo), 76.94 m.p.h.; 2, J. B. Moore (Warwick); 3, G. J. Rae (Rae). **Fastest lap:** Inglis, 1 min. 14.2 s., 78.02 m.p.h. **Racing Cars:** 1, D. M. Rogers (Cooper-Norton), 75.46 m.p.h.; 2, M. Ledbrook (Cooper-Norton); 3, Miss I. Robinson (Cooper-Norton). **Fastest lap:** Rogers, 1 min. 15 s., 77.18 m.p.h. **750 Formula—Heat 2:** 1, A. R. Evans (Finesse), 61.82 m.p.h.; 2, D. Hollister (Austin); 3, J. Miles (Ulster). **Fastest lap:** Evans, 1 min. 31.4 s., 66.33 m.p.h. **1172 Formula—Heat 2:** 1, Miss D. Freeman (Pegasus), 69.01 m.p.h.; 2, R. Povey (Lotus); 3, Mrs. B. Littler (Lotus). **Fastest lap:** Miss Freeman, 1 min. 22.2 s., 70.42 m.p.h. **Sports and G.T. Cars:** 1, David Buxton (Lotus Elite Super 100), 80.46 m.p.h.; 2, W. G. Ferguson (Lola); 3, C. Lacey (Lotus 7). **Fastest lap:** Ferguson, 1 min. 10 s., 82.7 m.p.h. **Monoposto:** 1, J. B. Moore (Warwick II), 72.26 m.p.h.; 2, G. J. Rae (Rae); 3, G. A. Bodley (B.F.M.). **Fastest lap:** Moore, 1 min. 15.4 s. **750 Formula—Final:** 1, M. Langton (Austin), 64.59 m.p.h.; 2, A. R. Evans (Finesse); 3, E. V. Starr (Austin). **Fastest lap:** Langton, 1 min. 27.4 s., 66.23 m.p.h. **Formule Libre:** 1, B. Hart (Lotus 20); 2, J. Epstein (Cooper-Alta); 3, T. Hart (Lola). **Fastest lap:** B. Hart, 1 min. 5 s., 89.06 m.p.h. **Saloon Cars:** 1, M. Merrick (Jaguar 3.8), 71.82 m.p.h.; 2, G. Allen (Cooper-Mini); 3, P. C. Whitehead (Austin A40). **Fastest lap:** J. P. Mathe (Speedwell G.T.), 1 min. 18.4 s., 73.84 m.p.h. **1172 Formula—Final:** 1, R. Inglis (Rejo), 77.12 m.p.h.; 2, J. Moore (Warwick II); 3, G. Garham (Terrier). **Fastest lap:** Moore, 1 min. 13 s., 79.30 m.p.h.



AIN

PHOTOGRAPHY BY

FERRARI THAT FAILED (Top Left): Ferrari followed by Richie Ginther's Cooper-Climax after a dropped valve.

THANKS, IAN (Above): The Winner of the 1962 British Grand Prix, Jim Clark, in the American Equipe's 4-cyl. Cooper-Climax.

DELAYED LOTUS (Top Right): Jim Clark's Lotus crawls slowly through Melling Crossing after a problem in the 8-cyl. Porsche.

ROUNDING TATTS (Bottom Right): Jim Clark's ill-fated Ferrari through Tatts Corner minus second gear for some of the time.

INTO TATTS (Centre Left): Master of the Cooper-Climax into Tatts. Maggs later.

LIVERPOOL LANDSCAPE (Bottom Left): In the distance can be seen one of the chimneys of the power station.



NTREE

BY GEORGE PHILLIPS AND FRANCIS PENN

Left: Phil Hill thunders along the Railway Straight in the sole works B.R.M. Poor Phil, after a disappointing race, retired after 46 laps with

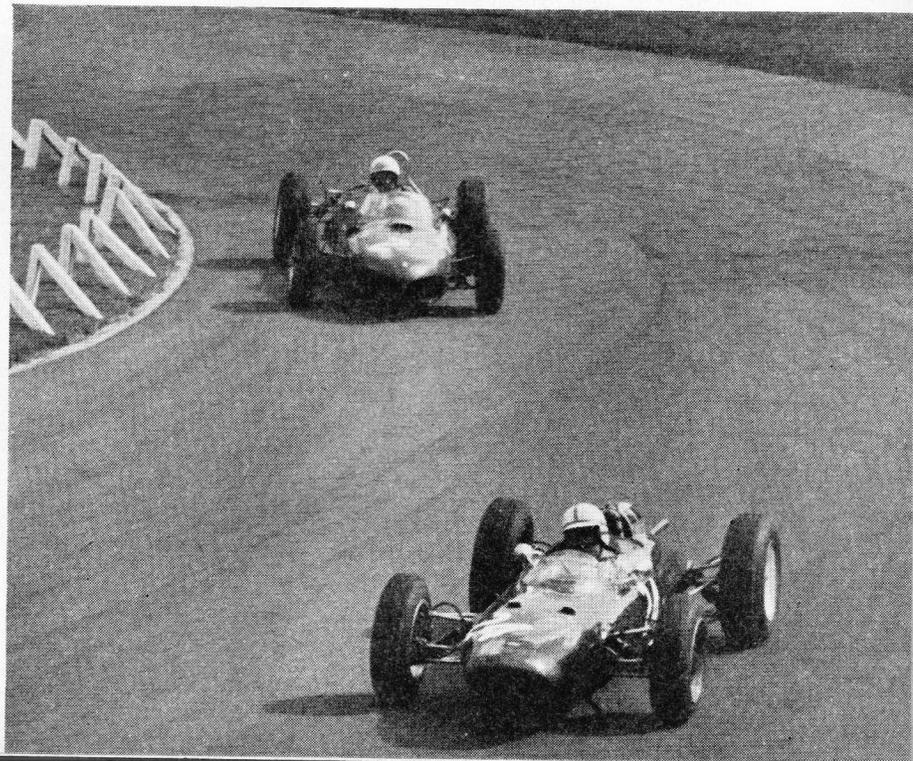
right: Jim Clark, acknowledges Ian Burgess who has moved the Anglo-American to let the Lotus 25 through at Tatts.

Four times Ireland, delayed at the start with a broken gear selector, in the U.D.T.-Laystall Lotus 24, about to be passed by Dan Gurney

right: John Surtees in the second-place Bowmaker Lola leads Phil Hill. Surtees drove an excellent race, despite the fact that he was

John Surtees in the U.D.T.-Laystall Lotus-Climax 24 leads Tony Maggs's Lola. Surtees passed Gregory to finish sixth.

From Left: A B.R.M., a Lola and Lotus pass the packed grandstands. The drawbacks of the Aintree circuit!



DESPITE rather dull and humid weather the rain just held off at Oulton Park last Saturday when the North Western Centre of the British Racing and Sports Car Club successfully dealt with a huge entry of some 185 cars. The superbly organized event ran off some 20 minutes ahead of programme time—some going!

As most of the seven races staged were subdivided into classes, space does not permit more than an overall coverage of each.

Event 1 was over 10 laps for 1172 and 750 Formulae cars. Arthur Mallock's creation, the U2, proved un-touchable in the larger class; he won by 30 seconds from D. Linton's Terrier with J. Corfield's similar car third. The little fellows could only manage eight

laps and were headed by A. Wontner, H. Bloor and J. Wroe.

Next came Unlimited sports-racing cars, with classes for up to and over 1,500 c.c. As usual it was the lesser which took the first seven places, headed by M. Beckwith and R. Bloor, with their Lotus 23s, after a scrap in which the lead changed some four times. A. Hegg-bourne (Lola) was a good third—indeed only five seconds separated the three at the flag. E. Booth (Frazer-Nash) took the larger class from J. Mitchell's "E" type, both cars only managing nine laps.

Formula Juniors then made their appearance with a field of 21 starters. From the flag it was K. Francis, whose Lotus 20 won by 10 seconds from the 22 of J. Pearce, after the 15 laps. Third

1,100 c.c. and 2,000 c.c. Again P. T. Middlehurst's A40 had an easy win. This time his sparring partner, R. Bloor (A40), was out of clutch and could only finish a poor third. Second, but 26 seconds down, was another A40 in the hands of M. Cave. H. W. Ratcliffe's well-known Minor 1000, now supercharged, took the larger class and R. Hammett (Morris Mini) the babies division.

Race five was the first of two for Grand Touring and Production sports cars, again divided into three classes: 1,000 c.c., 2,000 c.c. and unlimited. This one gave B. Smallthwaite a seven second win over R. D. Nathan and D. C. Alderson, all Elite-mounted. The latter two had an all the way "do" and finished 0.2 sec. apart. J. Mitchell ("E"-type) took the larger class and S. Minoprio (Marcos) the up to 1,000 c.c. class. J. T. Parker (Lotus Elite) turned over twice at Lodge and then drove back *sans* doors!

In the event for unlimited single-seater racing cars J. Pearce made no mistake, his F.J. Lotus taking the flag one second ahead of P. Robinson's F1 Lotus. Third was A. Wyllie (Lotus F.J.). The winner put in one meteoric tour of 1 min. 47.6 secs.—somewhat faster than the F.J. record! Unfortunately I. Sievwright lost his beautiful Tipo 625 Ferrari at Knicker Brook; the car entered the lake and the driver was removed to hospital with a suspected back injury.

Grand Touring and Production sports cars then made their appearance for the second time. W. Morgans (Lotus 7) had an easy overall win, but second, third, fourth and fifth places were disputed all the way. E. C. Booth's elderly Frazer-Nash held off a hot challenge from F. Smith, A. Welch and K. Bailey in further Lotus 7s. They hounded him all the way but lost out by just a second. Easily the best scrap of the day, but marred again by another turn over—this time J. Carden's Austin-Healey 100/4. The driver was O.K., but the car was crumpled something 'orrid!

Results

1172 and 750 Formulae Cars: 1172 Class: 1, A. Mallock (U2), 79.30 m.p.h.; 2, D. Linton (Terrier Mk. 2); 3, J. Corfield (Terrier Mk. 2). **750 Class:** 1, A. Wontner (A.R.W.), 68.50 m.p.h.; 2, H. Bloor (Lewis); 3, J. Wroe (Harlton). **Fastest lap:** A. J. Youtlen, 81.74 m.p.h. **Up to 1,500 c.c.:** 1, M. Beckwith (Lotus 23), 89.08 m.p.h.; 2, R. Bloor (Lotus 23); 3, A. Hegg-bourne (Lola). **Over 1,500 c.c.:** 1, E. Booth (Frazer-Nash), 79.21 m.p.h.; 2, J. Mitchell (Jaguar E); 3, B. Hough (Cooper-Bristol). **Fastest lap:** Beckwith, 90.69 m.p.h. **Formula Junior:** 1, K. Francis (Lotus 20), 90.24 m.p.h.; 2, J. Pearce (Lotus 22); 3, D. Prophet (Alexis Mk 3). **Fastest lap:** M. De Udy (Lotus 22), 91.69 m.p.h. **Saloon Cars: Up to 850 c.c.:** 1, R. Hammett (Morris-Mini), 72.45 m.p.h.; 2, J. Heal (Austin Seven). **851-1,100 c.c.:** 1, P. Middlehurst (A40), 75.89 m.p.h.; 2, M. Cave (A40); 3, R. Bloor (A40). **1,101-2,000 c.c.:** 1, H. W. Ratcliffe (Morris 1000 s/c), 75.30 m.p.h.; 2, F. W. W. Banks (VX 4/90); 3, E. Weaver (Rapier). **Fastest lap:** Middlehurst, 77.29 m.p.h. **Grand Touring and Production Sports Cars: Up to 1,000 c.c.:** 1, S. Minoprio (Marcos), 79.20 m.p.h.; 2, J. Fenton (Lotus XD); 3, E. Woolley (Turner). **1,001-2,000 c.c.:** 1, B. Smallthwaite (Elite), 80.56 m.p.h.; 2, R. Nathan (Elite); 3, D. C. Alderson (Elite). **Over 2,000 c.c.:** 1, J. Mitchell (Jaguar E); 2, K. J. Crook (Austin-Healey 3000). **Fastest lap:** Minoprio, 81.61 m.p.h. **Single-seater Racing Cars:** 1, J. Pearce (Lotus 22), 91.19 m.p.h.; 2, P. Robinson (Lotus F1); 3, A. Wyllie (Lotus 22); 4, M. De Udy (Lotus 22); 5, H. Dibley (Lola F.J.); 6, J. Romanes (Lotus 20). **Fastest lap:** Robinson, 93.06 m.p.h. **Grand Touring and Production Sports Cars: Up to 1,000 c.c.:** 1, W. Morgans (Lotus 7), 80.33 m.p.h.; 2, F. Smith (Lotus 7); 3, A. Welch (Lotus 7). **1,001-2,000 c.c.:** 1, E. Booth (Frazer-Nash Le Mans), 80.17 m.p.h.; 2, J. Rodgers (A.C. Ace); 3, A. Yorke-Brooks (M.G.A.). **Over 2,000 c.c.:** 1, D. Astle (Austin-Healey 3000), 78.14 m.p.h.; 2, R. Crosfield (Daimler SP 250); 3, G. M. F. Humble (Austin-Healey 3000). **Fastest lap:** Smith, Welch and Morgans, 82.01 m.p.h.

OULTON PARK

Superb B.R.S.C.C. Organization

REPORT AND PICTURES BY FRANCIS PENN



ABOVE: A. Heaton and Robert Funge, both in 1.5 Rileys, go at it hammer and tongs in the saloon car race.

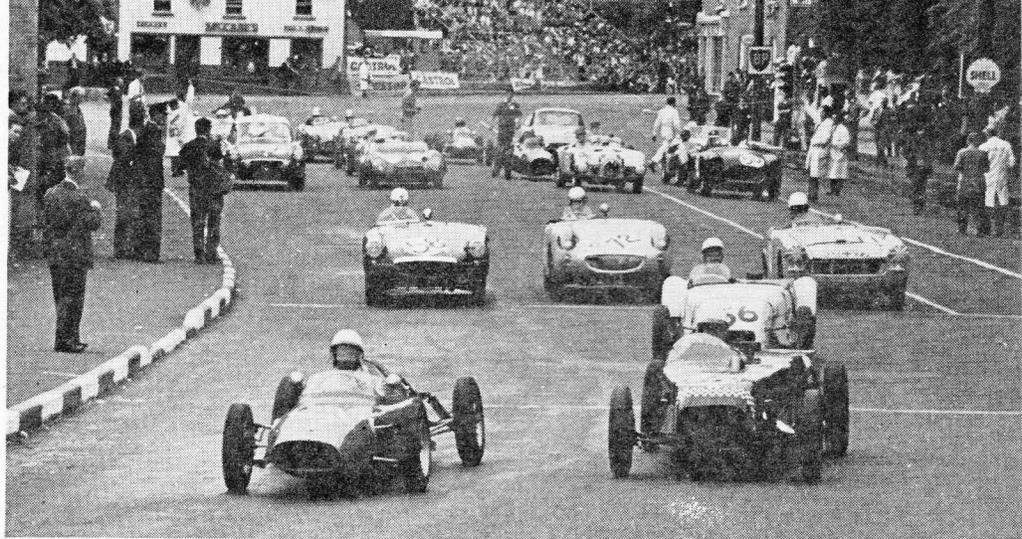
BELOW: D. J. Cunningham's Elva Courier leads the Lotus Elite of J. D. Bates out of a right-hander.



LEINSTER- MARTELL MEETING, DUNBOYNE

Report and Pictures

BY BRIAN FOLEY



A GROUP of cars in the Holmpatrick Trophy F.L. Handicap get away from the start in the crowded village of Dunboyne, Co. Meath. 57—John McArdle (1,172 c.c. Crossle), 55—Gordon Drew (1172 Crossle), 56—P. White (Lotus Seven), 58—Des Cullen (Sprite), Dave Huet (Sprite) and P. J. Heeley (M.G.). Other cars in background include a Le Mans Alpine, a Lotus Eleven, a Gordini, an A.C.-Bristol, etc.



BOB OLTHOFF sliding the big Healey through Dunboyne in the Leinster Trophy, which he won.

ONCE again the Leinster Motor Club treated us to an absolutely wonderful day's motor racing at Dunboyne, Co. Meath, last Saturday. The programme was packed with such outstanding names as Tony Maggs, John Love, Peter Procter, John Rhodes, Bob Olthoff, Gerry Ashmore, Dickie Attwood, Bill Bradley, etc., as well as all the regular Irish drivers. The first practice session on the Thursday evening saw several drivers putting up some very fast laps. John Pringle equalled Ashmore's 1961 record of 96.65 m.p.h. with his 2½-litre Cooper-Climax. Attwood was the fastest of the Juniors with a lap of 96 m.p.h. in his M.R.P.-Cooper. Procter, in one of the three Ken Tyrrell Coopers, lapped at 94.74 m.p.h. On Friday evening everyone was going a sight quicker and the fastest of all was again Pringle with a sizzling lap of 100.28 m.p.h. John Rhodes brought his F.J. Alexis around at 97.70 m.p.h., Procter lapped at 97.40 m.p.h. and Gerry Ashmore (1½-litre Lotus-Climax) lapped at 97.30 m.p.h.

JOHN PRINGLE (2½-litre Cooper-Climax) drifting through the village—the first and only man to lap at 100.

John Love and Tony Maggs lapped their Ken Tyrrell Coopers at 96.90 and 96.65 m.p.h. respectively.

Sixteen Juniors got away to a clean start—with the exception of John Rhodes who almost stalled his orange-painted Alexis—and first man through Dunboyne Village and past the pits was Peter Procter from team-mate John Love. Love was very closely harried by Attwood and he had Tony Maggs right on his tail. Behind Maggs came Tommy

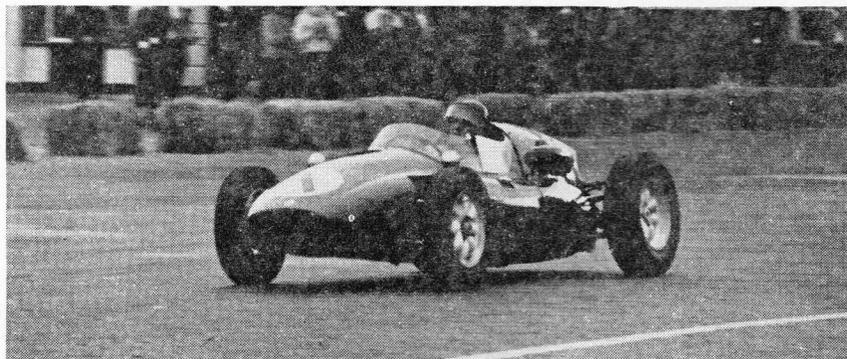
Reid in his red Lotus 22, being hounded by Paddy Hopkirk in the almost "vintage"-looking Lotus 18. The distinctively painted Alexis of Rhodes was well down the field but the winner of this race last year was very determined to make amends for his poor start. Rhodes hurtled across the hump-backed railway bridge, landed with a shower of sparks and retired on the next lap with a half-shaft damaged as a result. Also in on his next lap was Maggs, who split the gearbox on the bridge. Procter pulled away from Love and the order at the half-way stage was Procter, Love, Attwood, Hopkirk, McKinney (Cooper), Bradley (M.R.P.-Cooper), Acheson (Lotus 20) and Templeton (Lotus 22). On the ninth lap Attwood had fuel pump
(Continued on page 173)

Results

Dunboyne Trophy—Formula Junior (12 laps): 1, Peter Procter (Cooper-Austin), 96.88 m.p.h.; 2, John Love (Cooper-Morris); 3, Paddy Hopkirk (Lotus-Ford 18); 4, Bill Bradley (Cooper-Ford); 5, Mervyn McKinney (Cooper-Ford); 6, Malcolm Templeton (Lotus-Ford 22). **Fastest lap:** Procter, 97.56 m.p.h.

Holmpatrick Trophy—Formula Libre Handicap (12 laps): 1, Robin Rennicks (1588 Phoenix Spl.), 79.65 m.p.h.; 2, Dave Huet (948 Austin-Healey Sprite); 3, R. Dubsy (1991 Triumph TR3); 4, R. J. Heeley (948 M.G. Midget); 5, J. McArdle (1172 Crossle); 6, J. J. Flynn (1971 A.C.-Bristol). **Fastest lap:** Mick Smurfit (Jaguar "E"-type), 87.70 m.p.h.

Leinster Trophy—Formule Libre Handicap (25 laps): 1, Bob Olthoff (2912 Austin-Healey), 88.24 m.p.h.; 2, Sidney Taylor (1216 Lotus Elite); 3, John Love (1098 Cooper-Morris); 4, Bill Bradley (1097 Cooper-Ford); 5, Tommy Reid (1098 Lotus-Ford 22); 6, John Pringle (2495 Cooper-Climax). **Fastest lap:** Pringle, 100 m.p.h. (New Lap Record.)



CORRESPONDENCE

Tyre Pressures in Motor Racing

It is rare indeed that I find myself compelled to write in reply to a letter published in any journal, but I feel that the absolute clap-trap written by Mr. Brown (AUTOSPORT, 27th July) demands some reply.

Last year I broke away from my normally intensive rally activities to venture into saloon car racing with a Group 2 Mini-Minor. During my six "signature" races I experimented with pressures in the Dunlop Gold Seal racing tyres which I, and most other Mini drivers, were using at that time, so that by the time I participated in my final event, the National meeting on the full circuit at Brands Hatch at the beginning of October, I had a pretty good idea of how I preferred them. Mr. Brown will no doubt be horrified to know that on a damp track I recorded the fastest time in the class in practice with pressures of 46/44 p.s.i. front and rear respectively, and during the race, which was run in hot sunshine, I established a new class lap record using pressures of 50/48 p.s.i.

Regarding his suggestion that scrutineers should be empowered to force competitors to lower tyre pressures in the wet—the very thought takes my breath away. I would certainly not like to take a Mini round Paddock Bend at Brands Hatch with the manufacturer's recommended tyre pressures. In fact, wet or dry, I would not take a Mini on any circuit with less than 40 p.s.i. in the tyres.

Frankly, I think that Mr. Brown has got himself into such a state because one gentleman got up to some unusual antics in front of him that his thinking has become somewhat muddled as a result. Somebody should tell him that scrutineers are chosen by the R.A.C. for their knowledge of automobile engineering, and their job is firstly to ensure that the car complies with the regulations of the event for which it is entered, and secondly to ensure that it is in a safe mechanical condition. With the greatest respect to scrutineers in general I fail to see what they are expected to know about tyre pressures, particularly since there must be a large number of scrutineers who have never been on a racing circuit in their life.

As to his suggestion about drivers being required to attend a "skid school" before venturing on a circuit, I fail to see the significance, since the vast majority of spins are caused, not by the driver's inability to control a skid, but because he entered the corner too fast or was on the wrong line, etc., in the first place.

In any case, spins are not the only cause of other competitors being forced to retire from races. I recall a B.R.S.C.C. club meeting at Brands Hatch earlier this year when a certain gentleman (nameless but, to use Mr. Brown's own words, obvious to those who attended the meeting), driving a phenomenal SAAB, made a complete nonsense of it at Kidney Bend, left the road, rejoined it at the entry to Clearways under the very nose of another competitor (a young lady who has much less experience than the gentleman in question) who was forced to leave the road to avoid a collision, with the result that she came in contact with the protective barrier, causing her retirement from the race and a bill for repairs to her car.

LONDON, S.W.9.

VIC ELFORD.

The Problem of the Non-starter

IN his report on the recent Martini Trophy meeting at Silverstone, Christopher Nixon rightly laments that "entries are becoming increasingly difficult for the beginner and the impecunious to come by" but goes on to suggest "a sharp increase in entry fees" to discourage what he probably considers to be frivolous non-starters.

Thereby, of course, worsening the situation *vis-à-vis* the impecunious and the beginners: and probably not making much impression on the rate of non-starting, and for this reason: apart from the tiny majority, the temperature of whose feet may fall considerably just before a race, my experience as an amateur racing mechanic has shown me that non-starters are usually in their unenviable state for one of four main reasons: 1, they have been unable to rectify serious mechanical difficulties; 2, they have had a crash while practising; 3, they have broken something while practising that cannot be repaired in time; 4, they have failed scrutineering.

I can find no justification for penalizing these people financially, since it would make no difference to whether they started or not, provided that the intention to race was there.

Let us, however, admit that modern machinery is complex, and subject to sudden and disastrous breakages, and let us try to find another solution for the person whose entry has been refused. I accordingly submit these suggestions for consideration by organizing clubs.

First, admit more reserves—at least twice the usual number, perhaps even more. Make it a firm rule to refund their entry fees if they do not race.

Secondly, refuse entries in any meeting point-blank to any person who at the same meeting the previous season failed to (a) notify his inability to start to the organizers on race day, or whenever this inability may have become apparent; (b) satisfy the organizers as to the nature of such inability.

It may be that the second suggestion smacks of a Circuit Secret Police force; but I hope, if nothing else, to have stimulated discussion which will lead to a solution to the problem of the non-starter which will not penalize anybody without due cause.

BEDFORD.

J. RANDALL WATERS.

Non-Starters—A Possible Remedy

AFTER reading your report of the Martini Trophy meeting at Silverstone, I felt that I must write and tell you how much I disagree with you.

You commented on the number of non-starters at this event; as a cure you suggested an increase in the entry fee. What complete rot!

I compete in as many race meetings, sprints and hill-climbs as I can afford. The average entry fee for a race meeting is approx. £3 and surely this, together with the cost of getting to and from a meeting, plus wear and tear on the car is enough. I hasten to add at this point that I have started racing this season and this entitles me to be called a beginner! Your report goes on to include besides the beginners, the impecunious, which according to the dictionary means having no money—are you not contradicting yourselves?

My answer to this question, if one must increase the entry fee, would be to increase the fee 50 per cent., 75 per cent., or even 100 per cent., but to make this returnable after the competitor completes, say, two laps.

SHEFFIELD, 3, YORKS.

P. JONES.

Race Reporting and Northern Circuits

MAY I make a plea for more accurate and interesting reporting of club events in AUTOSPORT.

Although I realize that there are a great many meetings to cover on a crowded weekend, could not the narrative account be more than a padded-out results list, as it so often is, with the exciting and interesting details ignored?

As far as I am concerned the report that brings my feelings to a head is that on the recent Elvington meeting. Firstly, we are led to believe by Francis Penn that this is the perfect club circuit. I doubt if many of the drivers would agree, as the smooth surface is composed of very abrasive concrete which has a highly developed appetite for rubber. Surely Rufforth is just as accident-proof, far more interesting and, not least, has a decent-sized paddock.

As to the report of the *Daily Mirror* Trophy race, this, the premier race of the day, was dismissed in nine lines, and the stirring drive of John Haynes, who had the crowd on their toes by working through the field from the back of the grid to an eventual third place, failing to take second by 0.4 sec., is dismissed by "Haynes took the remaining place". This hardly describes the excitement!

The incredible Mini of Embley, which "blew up in a big way", in fact blew a front tyre, which underlines the danger of the tyre-consuming properties of the circuit, as he had started the meeting with new tyres.

I, for one, hope that the B.R.S.C.C. will return to Rufforth or Linton-on-Ouse for their most enjoyable and well-organized meetings. But, if they continue at Elvington, who can afford to use a set of tyres on one meeting?

WELLINGORE, LINCS.

H. E. B. MAYES.

The "Blood Orange" Austin Ulster

I QUITE believe the 750 Motor Club's new P.R.O., Michael Ware, is right in describing the car depicted at the B.A.R.C. Festival of Motoring described in the 20th July issue as the ex-Kay Petre side-valve blown 750 team car. It looks like it, which is more than can be said for the present-day "Blood Orange", which does not look very like the original car. I have an original Roy Nockolds painting which depicts this car on the Home Banking at Brooklands as it is being passed by my father in the 1930 500 miles race.

I would not like to enter into too much controversy about the authenticity of various cars, and would not doubt the Austin Motor Company, but a certain gentleman of my acquaintance, who is quite eminent, doubts very much the "Blood Orange" and says that it was taken down completely after its last race and various "bits" were disposed of. As he was well connected with the official team at that time, and drove the car itself in at least one race, I am inclined to believe him.

GUILDFORD, SURREY.

PATRICK BENJAFIELD.

Daily Press and Motor Racing

IN your recent editorial in AUTOSPORT you state that Grand Prix racing is poorly reported in the daily press, and that "even a brilliant victory, in the face of strong Continental opposition, seems only to merit a few lines on an inside page." You seem to have missed the *Daily Express* of 21st May, when the report of the Dutch Grand Prix made front page headlines.

The paper obviously thought that the performance of Graham Hill in the B.R.M. warranted this because, after a year of Ferrari supremacy, Britain's V8s had come out on top. There were no serious accidents in the race, so it did not make headlines for this reason!

FOLKESTONE, KENT.

D. O. SMITH.

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

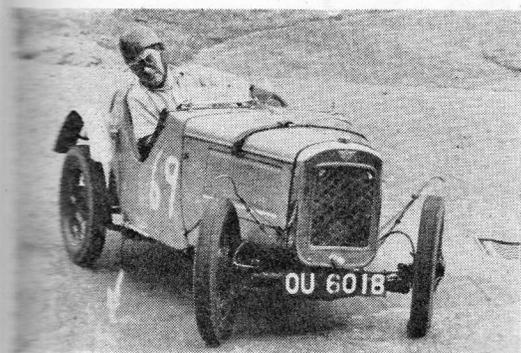
Club News

By MICHAEL DURBIN

SEVENOAKS AND D.M.C.

VALENCE SCHOOL HILL-CLIMB

THE introduction of a brand new hill-climb venue is a matter of some importance these days and an entry of 83 drivers gave their unqualified approval to the inaugural event held in the grounds of the Valence School for Backward Children, near Westerham, on 28th July. Following certain organizing difficulties, the hill-climb was finally co-promoted by Sevenoaks and District



David Marriott's audible blown 1930 Austin Ulster—just before it dislodged the timing gear on the top corner.

M.C., Austin-Healey O.C., London M.C. and Vintage S.C.C., and all concerned worked hard to provide a fine day's sport.

The 706-yard course is of tarmac and starts with a slight downhill stretch to a sharp right-hand hairpin before commencing to climb through the Esses, which run right and left. Next comes probably the trickiest part—a long, blind right-hander leading on to the straight, at the end of which is another tight hairpin right, with the finishing line a



Keith Grant's Speedwell Sprite just makes this corner!

few yards beyond. A possible suggestion for the future would be to elongate the course slightly so as to enable the more hairy performers to regain complete control before crossing the line. As it was, the timing gear was almost demolished on one occasion, and the

straw bales protecting it were literally very hard-pushed, several times.

The Mini class was divided into sections for Coopers and non-Coopers. To make life difficult for the commentator, one of the 848 c.c. Minis was driven by W. A. Cooper, and this car set the pace with a first run of 37.46 secs. Terry Hunter, driving a car with the Butler Weber-carburettor conversion, returned 37.38 secs. and this, in turn, was bettered by Mike Butler himself with 36.36 secs. Somewhat surprisingly, all three were slower on their second runs. As an example of consistency, Roger Irwin's ascents in 38.01 secs. and 38 secs. took some beating, whilst the closeness of the struggle among the Coopers was demonstrated by the margin of 0.15 sec. which separated the four leading cars after the first runs, Len Francis just having the edge with 36.54 secs. from Mike Bryant at 36.56 secs. Bryant was slightly indiscreet and 7 secs. slower on his second run, but Tony Hilder chipped over half a second off, sufficient to give him the class win in 35.94 secs.

Class B was for saloons from 1,001 c.c. to 2,000 c.c. and was dominated by John la Trobe and Alastair Crawford, both Rapier-mounted.



W. J. Weaver's Skoda has its rear wheels "folding under" on the top bend.

The 3.8 Jaguar of Romain dominated the unlimited saloon class, this very experienced driver using all the car's horses to powerslide the hairpins and being rewarded with 35.87 secs. as a result.

By far the largest category was Class D, for sports cars up to 1,000 c.c. There were 15 B.M.C. cars, two Turners, two Cannons and a Fairthorpe-Minor. The latter, driven by John Allan, recorded a spirited 35.31 secs. on his second run after a spot of bother first time, and this gave him third place in the class behind Ron College's pretty little Turner (34.58 secs.) and Keith Grant's potent 995 c.c. Sprite (34.63 secs.).

Alastair Crawford's ability to transmit the power of his Lotus Elite from the flywheel to the road surface demonstrated his ascendancy in Class E, for sports cars from 1,000 c.c. to 2,000 c.c., and he was the only driver to break 34 secs., doing so twice and returning outright B.T.D. in 33.28 secs.

Class K was devoted to the vintage boys, with two sub-divisions for under and over 1,500 c.c. Whilst it was de-



R. H. Bellingham (Lagonda Rapier) goes exploring during practice.

lightful and reminiscent of pre-war Prescotts to see these fine old cars in action, the inevitable fragility of one or two of them caused the only serious delays in a day which was otherwise notable for slick organization. At one time cars were leaving the start line at 1 min. intervals. However, this was a small price to pay for the participation of some very colourful and historic machines and, moreover, almost every "modern" was defeated by that fine 1932 Alvis driven for so many years now by A. S. R. Charnock. Charnock stopped the clock at 34.55 secs. on his first attempt. M. M. Bishop was not exactly hanging about either, in his 1939 Alta (35.81 secs.). On form the smaller vintage and P.V.T. category looked a good thing for C. Hillier's 1938 H.R.G., and so it proved, his two ascents occupying, consistently, 37.26 secs. and 37.25 secs.

This new venue could well have a fine future. Spectator facilities, including the "usual offices", are good.

RON AMBROSE.

Results

B.T.D.: T. A. Crawford (Lotus Elite), 33.28 s.
Class Awards: M. Butler (Mini-Minor), 36.36 s.; A. Hilder (Cooper-Mini-), 35.94 s.; J. la Trobe (Rapier), 36.07 s.; R. I. Romain (3.8 Jaguar), 35.72 s.; R. College (Turner), 34.58 s.; R. Neville (Lotus Seven), 34.02 s.; A. Firmin (E-type Jaguar), 34.86 s.; C. Hillier (H.R.G.), 37.25 s.; A. S. R. Charnock (Alvis), 34.55.

Coming Attractions

4th August. Jaguar D.C. and Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.

5th August. German Grand Prix, Nürburgring (F1, G.T., T.).

Liverpool M.C. Driving Tests, Dunlop Rubber Co. Factory, Speke, Liverpool, Lancs. Starts 2 p.m.

6th August. B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent (S, F.J., G.T., T.). Starts 12.30 p.m.

Nottingham S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Starts 1.30 p.m.

B.A.R.C. National Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.

Taunton M.C. National Autocross, Walford Cross, Taunton, Somerset. Starts 2 p.m.

West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall. Starts 2 p.m.

11th August. 750 M.C. National Six-Hours Relay Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.

B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.

Hants and Berks M.C. Hill-Climb, Great Aulham, near Reading, Berks.

B.A.R.C. (Surrey) Sprint, Goodwood, near Chichester, Sussex. Starts 1 p.m.

12th August. Karlskoga, Sweden (F1, F.J., G.T., T.).
 Burnham-on-Sea M.C. Veteran and Vintage Rally. Starts Bristol Airport, Lulsgate, near Bristol, 2 p.m.

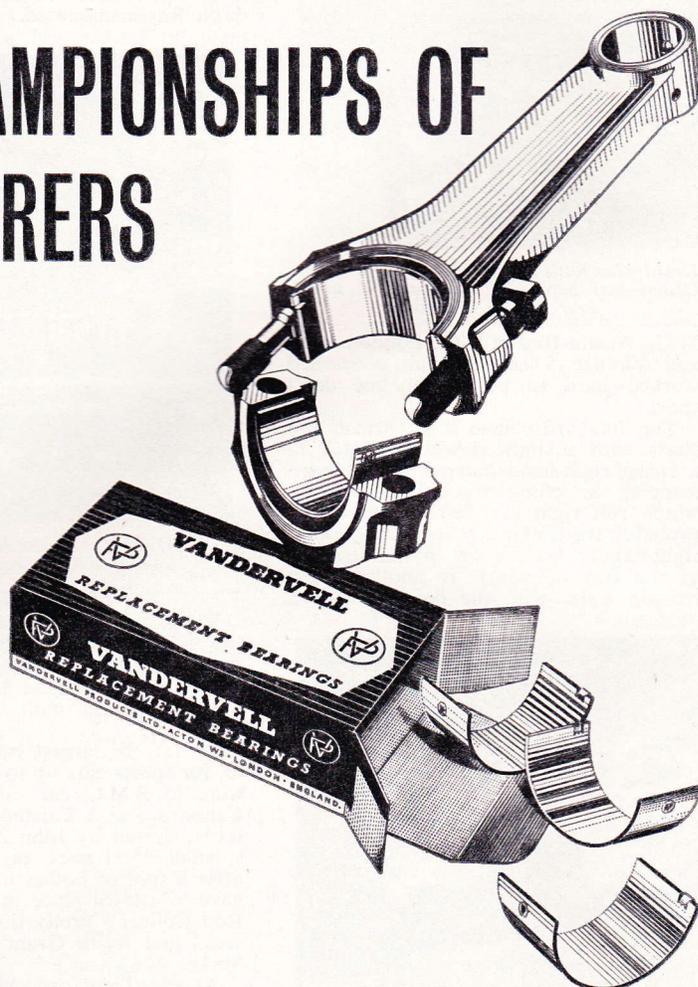
up to 1961

77 GRAND PRIX World Championships

8 WORLD CHAMPIONSHIPS Drivers

6 WORLD CHAMPIONSHIPS OF
MANUFACTURERS

10 LE MANS



REGD. TRADE MARK

VANDERVELL

LEAD INDIUM BEARINGS

and now 1962

DUTCH (EUROPEAN) GRAND PRIX

- 1** BRM Graham Hill
- 2** LOTUS-CLIMAX Trevor Taylor
- 3** FERRARI Phil Hill

MONACO GRAND PRIX

- 1** COOPER-CLIMAX Bruce McLaren
- 2** FERRARI Phil Hill
- 3** FERRARI Lorenzo Bandini

BELGIAN GRAND PRIX

- 1** LOTUS Jim Clark
- 2** BRM Graham Hill
- 3** FERRARI Phil Hill

BRITISH GRAND PRIX

- 1** LOTUS-CLIMAX Jim Clark
- 2** LOLA-CLIMAX John Surtees
- 3** COOPER-CLIMAX Bruce McLaren

LE MANS 1 to 15

- 1** FERRARI Phil Hill & Gendebien
- 2** FERRARI Noblet & Guichet
- 3** FERRARI Elde & Beurlys

INDEX OF THERMAL EFFICIENCY

- 1** LOTUS ELITE Hobbs & Gardner
- 2** LOTUS ELITE Hunt & Wyllie

(Subject to Official Confirmation)

VANDERVELL

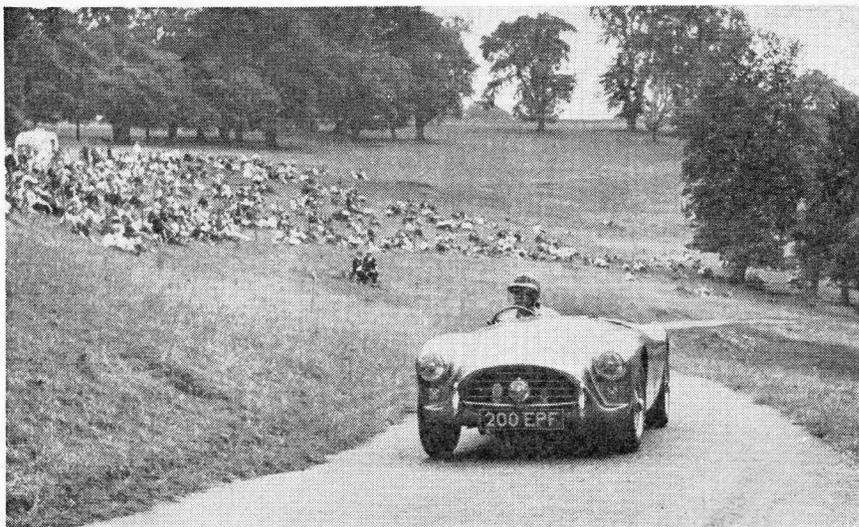
LEAD INDIUM BEARINGS

BRISTOL M.C. AND L.C.C. DYRHAM PARK HILL-CLIMB

UNDER the force of a determined four-pronged attack the course record at Dyrham Park Hill, Gloucester, took a battering on Saturday—the occasion of the first meeting to be organized at restricted status by Bristol M.C. and L.C.C. since the 800-yard hill was laid down last year.

Freddie Floyd (Cooper-J.A.P.) became the new record holder in 34.20 secs. after a splendid battle in which some well-known hill-climb talent broke Wally Cuff's old fastest climb of 34.75 secs. no fewer than six times.

C. A. N. May, taking his first look at Dyrham with the Lotus 18, set the ball rolling in a beautifully smooth effort lasting 34.35 secs. to head the up to 1,000 c.c. racing cars. Leading the unlimited runners Floyd crackled the red Cooper along in 34.66 secs. to which Cuff, the last to go, replied as closely as he could with the renowned Hell's Hammers in 34.67 secs. Meantime, F. Jones (Cooper 1098) had had a hairy moment on his ascent of 35.17 secs. and Doug Haigh had several encouraging the familiar gold Cooper up and consequently his time was down to 35.22 secs. Second attempts saw May out of the running (35.31 secs.) but Floyd really turned up the wick in a terrific effort which brought its own reward of 34.20 secs. Haigh, everything nicely sized up this time, recorded a healthy 34.42 secs. Then Cuff set off with the honour and



Donald Monro's A.C. climbs the picturesque hill.

c.c. sports-racing class, J. F. Barnes winning comfortably in 37.89 secs., but unable to break his own class record of 37.60 secs. P. O. Gardner was the only other driver to get under 40 secs., taking second spot in 39.31 secs.; on the whole there was a noticeable lack of urge about this class.

There was wonderful variation among the open sports and G.T. runners, including Harry Rose's magnificent 4½-litre Le Mans Bentley which for sheer size even overshadowed the ferocious-looking J2X Allard of P. L. Farquharson, who took the class in a record-breaking first run of 36.77 secs. followed by Fry's Ferrari and Cunane in his A.C. Ace-Ford. The Rose Bentley was beaten by 4 secs. by Williamson's T.T. Replica but the tables were turned on the second runs which coincided with a near cloudburst that put paid to any further serious racing. It was all many drivers could do to stay on the track as front ends broke away and then rear ends.

Records also went by the board in the 1,601-2,500 c.c. sports and G.T. class, both Hassall's A.C.-Bristol and Swift's Morgan Super Sports slicing effectively at Cunane's old class time of 39.62 secs. Swift recorded 39.40 secs. but Hassall clipped off 0.19 of a sec. on his climb. From underneath its vintage-looking bonnet St. John's Frazer-Nash produced ample poke and took a good third place in 39.78 secs. Hutchings's 328 BMW was off form for a change. N. R. Buckle put in a good effort with his unwieldy Lancia Lambda, recording 52.76 secs. in the dry and 56.54 secs. in the wet.

Austin Nurse's 1,001-1,600 c.c. sports and G.T. class record remained intact, for the best R. Rose could manage in the dry with his Lotus Elite was 39.08 secs.

Charles Russell-Scarr put the sports car to shame with his DKW Junior in the under 1,000 c.c. sports and G.T. class, throwing the buzzing blue car along in 42.34 secs., over a second and a half faster than the Sprite time of F. J. Sparkes. In the wet, while the rest of the class were down in the 55s, the DKW occupied but 47.95 secs.

No opposition faced Amie Lefevre's Sunbeam Rapier in the 1,001-1,600 c.c. saloons, despite which he trod good and hard on the loud pedal and broke his own class record with a first ascent of 42.02 secs. Mumford's Rapier was just

under 3 secs. slower in second place. The small saloon class record took a hammering first from Porter's Austin-Cooper (42.36 secs.) and Kynoch's similar model (42.51 secs.), but Gardner's Daniel Richmond-entered Austin-Cooper, delayed with fan-belt trouble, proved well worth waiting for and he scrambled up in 41.65 secs.

Despite the deterioration of the weather this was undoubtedly the best meeting yet held at Dyrham Park and as a venue it seems to be catching on, for the organizers had to refuse almost 40 entries.

TOY BEX.

Results

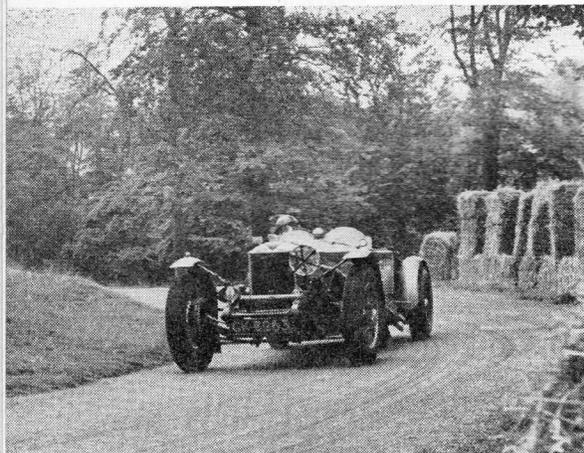
B.T.D.: F. Floyd (Cooper-J.A.P.), 34.20 s. (record). **Fastest Sports Car:** D. G. Addicott (Lotus-Buick), 35.68 s. (record).

Saloons: Up to 1,000 c.c.: 1, V. Gardner (Austin-Cooper), 41.65 s. (record); 2, N. Porter (Austin-Cooper), 42.36 s.; 3, A. Kynoch (Austin-Cooper), 42.51 s. **1,001-1,600 c.c.:** 1, A. F. Lefevre (Sunbeam Rapier), 42.02 s. (record); 2, F. J. B. Mumford (Sunbeam Rapier), 45 s.; 3, W. L. Clifton (Sunbeam Rapier), 48.83 s.

Sports and G.T.: Up to 1,000 c.c.: 1, C. Russell-Scarr (DKW Junior), 42.34 s.; 2, F. J. Sparkes (Austin-Healey Sprite), 43.89 s.; 3, A. Cook (Austin-Healey Sprite), 43.93 s. **1,001-1,600 c.c.:** 1, R. Rose (Lotus Elite), 39.08 s.; 2, K. A. McIntyre (Porsche), 40.92 s.; 3, W. A. Cleave (Morris Spl.), 40.93 s. **1,601-2,500 c.c.:** 1, V. Hassall (A.C.-Bristol), 39.21 s. (record); 2, I. D. Swift (Morgan Super Sports), 39.40 s.; 3, G. S. St. John (Frazer-Nash), 39.78 s. **Over 2,500 c.c.:** 1, P. L. Farquharson (Allard J2X), 36.77 s. (record); 2, R. Fry (Ferrari Berlinetta), 37.30 s.; 3, T. G. Cunane (A.C. Ace-Ford), 38.35 s.

Sports-Racing: Up to 1,000 c.c.: 1, J. F. Barnes (Lotus 7), 37.89 s.; 2, P. O. Gardner (Lotus 7), 39.31 s.; 3, J. A. Coram (Lotus 7), 40.13 s. **Over 1,000 c.c.:** 1, D. G. Addicott (Lotus XV), 35.68 s. (record); 2, S. Ashcroft (Lotus Super 7), 39.25 s.; 3, J. Buncombe (Jaguar "C"-type), 39.74 s.

Racing Cars: Up to 1,000 c.c.: 1, C. A. N. May (Lotus 18), 34.35 s. (record); 2, J. Brabin (J.B.S.-J.A.P.), 39.44 s.; 3, C. Priddy (Cooper 500 c.c.), 40.56 s. **Over 1,000 c.c.:** 1, F. Floyd (Cooper-J.A.P.), 34.20 s.; 2, D. Haigh (Cooper 1,132 c.c.), 34.42 s.; 3, W. C. Cuff (Cooper-J.A.P.), 34.46 s.

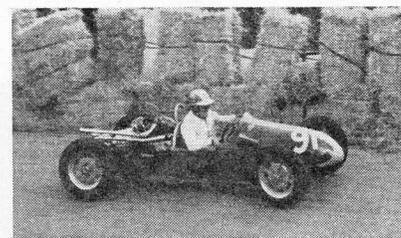


J. A. Marsh's "one-eyed" Invicta storms up the hill.

glory of H. H. at stake—but to no avail, for although he was faster with an immaculate 34.46 secs., in reality the time was fourth fastest of the day. Jones, evidently making hay while the sun shone (not very long as it turned out), charged a straw bale at the hairpin, yet managed 36.29 secs.

Dizzy Addicott's was one of the many new faces and with the Lotus-Buick he clipped Kilburn's sports-racing record of 36.35 secs., in outwardly effortless climbs, first to 35.76 secs. and then to 35.68 secs. Way behind was Ashcroft's Lotus Super Seven with 39.25 secs. The "C"-type Jaguar of Buncombe, leaving a 40-yard tyre mark accelerating from the hairpin, took third with a second ascent of 39.74 secs.

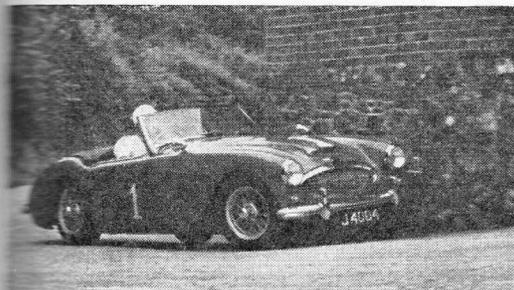
Lotus Sevens fought the up to 1,000



F. Jones's Cooper-J.A.P. 1100.

B.T.D. by a 650 c.c. Special

BY R. H. le VAILLANT



HUGGING THE WALL: D. Watts, in his Austin-Healey 3000 Mk. 2, was second in the over 1,600 c.c. sports car class with a time of 60.47 secs. Josh Randles's Cooper Monaco won the class in 53.52 secs.

THREE THOUSAND people who thronged the slopes overlooking Bouley Bay saw the Italian driver "Tico" Martini break ex-champion David Boshier-Jones's record run by 0.21 sec. "Tico" triumphed by recording a fantastic time of 50.63 secs.

Local drivers were certainly in top form. The three fastest times of the day were recorded by local residents: "Tico" Martini, with his T.T. Special 650, having one of the lowest powered engines on the course, Mac Daghorn and Arthur Owen, the last two being already established in the national hill-climb championship. Whilst "Tico" had entered for the national championship, and, in fact, did take part in it, it was announced that he was not eligible because he was not of British nationality. It was on the second of his runs that he established the new record of 50.63 secs. Mac Daghorn really set the pace by clocking 50.74 secs. in his first run in the racing car class 1,001-1,500 c.c. At that stage "Tico" Martini's best time in the up to 1,000 c.c. racing cars was 52.21 secs. In the first of the championship runs "Tico" was just 0.02 sec. off the record which had just been established by Mac Daghorn. His second run, beautifully timed, brought him the applause of the spectators and the new record for the hill-climb.

Mac had the misfortune of chewing up the bank at Les Platons Corner, which did not do much good to his suspension. This produced one of the many sporting gestures which are asso-

at the BOULEY BAY HILL-CLIMB

ciated with these drivers. Peter Westbury loaned his Cooper to Mac Daghorn, who then proceeded to record the third best time of the day. Other records were smashed. P. Le Gallais, son of the famous local driver Frank Le Gallais, broke the class record for racing cars under 500 c.c., smashing the previous record of 55.0 secs. by recording 52.63 secs. Mac Daghorn broke the 1,001-1,100 c.c. class record of 53.8 secs. with a new time of 50.74 secs., whilst Arthur Owen's time of 51.02 secs. broke the over 2,000 c.c. record, which had stood for a number of years at 53.0 secs. Le Gallais, Martini, Daghorn and Owen smashed the club records for racing cars and A. Sargeant and D. Watts really broke the records in their classes for sports cars. The present champion, David Good, made his first run up the hill in 54.88 secs. and his second was

Results

B.T.D.: R. Martini (T.T. Special 650), 50.63 s.
Class Records for Racing Cars: Under 500 c.c.:
 P. Le Gallais (L.G.S. II 498), 52.63 s. **501-750 c.c.:** R. Martini (T.T. Special 650), 50.63 s.
1,001-1,100 c.c.: M. Daghorn (Cooper 1097), 50.74 s.
Over 2,000 c.c.: A. Owen (Cooper 2500), 51.02 s.
Club Records for Racing Cars: Under 500 c.c.:
 P. Le Gallais, 52.63 s. **501-750 c.c.:** R. Martini, 50.63 s. **1,001-1,100 c.c.:** M. Daghorn, 50.74 s.
Over 2,000 c.c.: A. Owen, 51.02 s. **Club Records for Sports Cars: 1,001-1,500 c.c.:** A. Sargeant (Cooper 1100), 57.13 s. **2,001-3,000 c.c.:** D. Watts (A.-H. 2912), 60.47 s. **Class Results. Sports Cars (up to 1,600 c.c.):** 1, A. Sargeant (Cooper 1100), 57.13 s.; 2, J. F. Barnes (Lotus 997), 57.20 s.; 3, T. Cash (Terrier Mk. II 1100), 58.24 s.
Over 1,600 c.c.: 1, J. Randles (Cooper Monaco 1960), 53.52 s.; 2, D. Watts (A.-H. 2912), 60.47 s.; 3, J. Casey (Austin-Healey 2912), 61.80 s. **Racing Cars, Up to 1,000 c.c.:** 1, R. Martini (T.T. Special 650), 52.21 s.; 2, P. Le Gallais (L.G.S. II 498), 59.06 s. **1,001-1,500 c.c.:** 1, M. Daghorn (Cooper 1097), 50.74 s.; 2, I. B. McLaughlin (Cooper 1098), 52.83 s.; 3, D. Good (Cooper 1100), 54.05 s. **Over 1,500 c.c.:** 1, A. Owen (Cooper Inter-Continental 2500), 51.67 s.; 2, P. Westbury (Cooper 2548), 53.07 s.; 3, J. Epstein (Cooper 2449), 58.67 s. **National Championship:** 1, A. Owen (Cooper 2500), 51.02 s.; 2, I. B. McLaughlin (Cooper 1098), 51.75 s.; 3, M. Daghorn (Cooper 2548), 51.80 s.; 4, P. Westbury (Cooper 2548), 52.16 s.; 5, P. Le Gallais (L.G.S. II 498), 52.63 s.; 6, J. Randles (Cooper Monaco 1960), 53.71 s.

54.05 secs. In the first of his National Championship runs he again reduced this time to 53.96 secs. This very popular driver unfortunately engaged in combat with part of the bank, which lost him precious seconds and gained him seventh place in the championship event.

Arthur Owen took first place in the National Hill-Climb Championship, gaining an extremely valuable 10 points.

Amongst newcomers to the hill special mention must be made of Peter Le Gallais, Ian McLaughlin—who registered a best time of 51.75 secs., thereby being placed second in the National Hill-Climb Championship—and Peter Westbury—whose time of 52.16 secs. gained him seven points in the Championship and second place in his class. J. Epstein did well to gain third place in his class.

An exciting day for the spectators and a show of extreme skill by many of the drivers.



"Tico" Martini made Best Time of Day in his extraordinarily rapid little 650 c.c. T.T. Special, which surely can only be described as a Formule Libre Kart! His time of 50.63 secs. was a new record, too.



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DOG HOUSE OWNERS' GARDEN FETE

THE garden fete in the lovely grounds of Fort Belvedere on 28th July was a tremendous success in every way. Organized for charities by the Women's Motor Racing Associates Club, a large crowd invaded the various stalls and side-shows throughout the afternoon. The fete was opened by the Hon. Mrs. Gerald Lascelles, with a particularly apt speech; club president Sheila van Damm, on behalf of the W.M.R.A.C., then thanked the Hon. Gerald and Mrs. Lascelles for their generosity in permitting the fete to be held at Belvedere, and congratulated Betty Brabham on the way in which she and her aides had so successfully overcome countless difficulties to bring the affair to fruition.

Rides in the veteran Sunbeam, driven by Graham Hill, Jack Brabham and Bruce McLaren, proved to be a popular attraction, and there were long queues to claim seats. The scale-model racing was busy, and some of the side-shows and competitions provided plenty of amusement for participants and spectators alike. Attempting to stay on the wooden horse, with its revolving centre, offered a challenge to everyone. Most successful eventually was John Cooper. To Colin Chapman's astonishment, John Bolster succeeded in guessing the number of pieces in both bridge and tower in a constructional quiz. Ian Burgess won the AUTOSPORT Photoquiz competition, and Jabby Crombac was runner-up.

The stalls did a roaring business, especially the clothes department. Sold out at the end were the fruit and vegetable, and cake stands. In fact, all who were there had a splendid day out, and when Anthony Marsh announced the various winners on the P.A., scarcely anyone had gone home.

Car parking was a bit of a problem, but Peter Cadbury came to the rescue with some efficient directing.

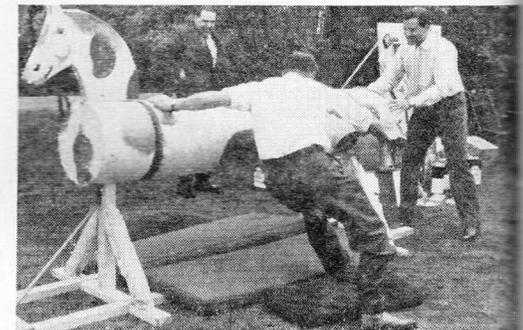
The day concluded with a party given by John and Helen Webb. By some strange coincidence, Anthony Marsh and Ian Brinton fell into the pool fully clothed. They were not on their own for long, for Bette Hill joined them, to be followed by many others, including Les Leston who "slipped", with his clothes on, and Simone Grant who just jumped in to be in the swim! Several weirdly attired folk were to be seen wandering around later, having had to borrow anything that nearly fitted them.



Left to right: Mrs. Graham Hill, Mrs. Ian Burgess, Mrs. Jack Brabham and Mrs. Les Leston.



Graham Hill's daughter presents the Hon. Mrs. Gerald Lascelles with a bouquet after the fete was opened. Also seen are Anthony Marsh (commentator), Sheila van Damm, Betty Brabham and Mrs. Ian Smith.



Colin Chapman comes a cropper off the rotating horse, watched by Graham Hill and John Cooper.



Puzzling out the 34 quiz photographs in the AUTOSPORT competition. Seen on right is Dickie Stoop.



Jack Brabham gives a joy-ride on a 1904 Sunbeam to the sons of George Phillips.



Geoff Murdoch tries his hand at knocking in nails in three hits.

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Dunboyne—continued

trouble; he began to drop back and was soon out of the picture. Acheson left his sump on the bridge after the village on the 10th lap and he too was out. On the penultimate lap Bradley took McKinney, so the final order was Procter, Love, Hopkirk, Bradley, McKinney and Templeton. Procter averaged 96.88 m.p.h. and set up the fastest lap at 97.56 m.p.h.

The Holmpatrick Trophy was next on the list. This was another 12-lap race but was a *Formule Libre* handicap confined to Irish entrants. Robin Rennicks was a very popular winner in the Phoenix Special, at an average speed of 79.65 m.p.h. Robin took the lead on the second last lap from Dave Huet.

Then followed the 25-lap Leinster Trophy race, a *Formule Libre* handicap event. Sidney Taylor took his Lotus Elite into an early lead and, lapping around the 85 mark, he led for 13 laps. Taylor, however, just could not possibly match the speed of Bob Olthoff, who was driving David Dixon's Ecurie Chiltern big 3-litre Austin-Healey. The drifting of the South African driver through Dunboyne Village was particularly impressive and he ran out a very worthy winner at an average speed of 88.24 m.p.h. Taylor finished second at an average of 85.04 m.p.h. and South African John Love finished third in the Ken Tyrrell Cooper. John Pringle lapped at 100 miles per hour on his 19th lap and won a crate of Martell brandy plus £25 for the first (and only) driver to lap Dunboyne at the magic ton. He was placed sixth at an average of 97.79 m.p.h.

EASTERN COUNTIES M.C.

TRIFORM MEETING

AS always, the Eastern Counties Motor Club laid on beautiful weather for their Triform Meeting, held at Debach Airfield on 28th July. This year the Triform consisted of a series of five driving tests and a barbecue.

The tests were of the open variety: on each of them competitors made a practice run and two timed runs, the best of which counted for the results. Test 1 required competitors to start with their front wheels on the start line with engine running. On the green light (all except Test 5 were started by lights) the car travelled forward to encircle a pylon anti-clockwise followed by another in similar fashion, swing left and encircle a further pylon clockwise, weave through three further pylons and stop astride the finish line. The second test was something of a shuffle calling for competitors to travel in forward and reverse twice between two lines some 50 yards apart then dash round the farther line and back the length of the test to the finish line. Test 3 was quite the most complicated of all, the focus of which was a large box. From the start cars travelled forwards to stop astride the first side of the box, reverse round to stop astride the second side, forward astride the third and reverse astride the fourth. From thence to stop astride the finish line.

After a short break to allow competitors and marshals a short respite came Test 4. The course ran from the start between two pylons, clockwise round a block, back between the pylons and

round four further pylons in a wide loop to the finish. Test five was started by flag with competitors' rear wheels on the start line. From here they travelled backwards, swinging right into a garage, forward out, then backwards into another on the left. This garage was left forwards, then backwards into a third one on the right, then forward out and reverse to stop astride a line some 75 yards from the start. From here competitors accelerated forward across the start line to the finish line some 100 yards beyond for a flying finish.

The event was divided into five classes; Class A was for standard Minis, and, amazing as it may seem, had not a single entrant. Classes B and C were for Closed Cars with four seats or more up to 1,400 c.c. (excluding Minis) and over 1,400 c.c. Class D was for Cooper-Minis and modified Minis and Open and Closed cars with less than four seats up to 1,300 c.c., and Class E for similar cars over 1,300 c.c. To find the overall winner times were adjusted making allowance for classes: this resulted in a tie between Nigel Dicken's Ford Anglia and Norman Morley's Sunbeam Rapier. P.W.S.

Results

Overall Winners: 1, Nigel Dicken (Ford Anglia); 2, Norman Morley (Sunbeam Rapier); 3, Norman Morley (Austin-Healey 3000). **Class B:** 1, Nigel Dicken (Anglia); 2, A. Davies (Popular); 3, Mrs. B. Last (Austin A40). **Class C:** 1, Norman Morley (Sunbeam Rapier); 2, J. J. Spearman (Peugeot 403); 3, Alec Turner (Sunbeam Rapier). **Class D:** 1, S. Morgans (Austin 7 Countryman); 2, Capt. C. S. Wallen (Austin-Healey Sprite); 3, K. Brightwell (M.G. Midget). **Class E:** 1, Norman Morley (Austin-Healey 3000); 2, Donald Morley (Austin-Healey 3000); 3, W. J. Last (T.V.R. Mk. III).

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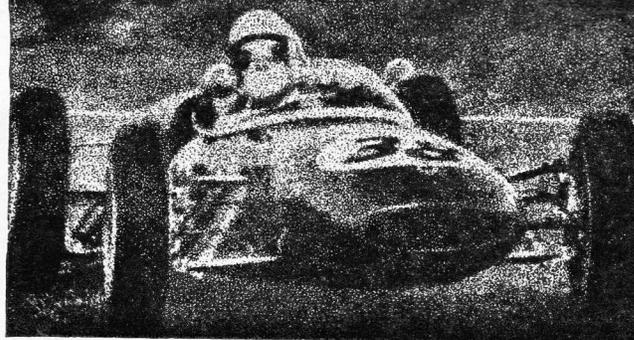
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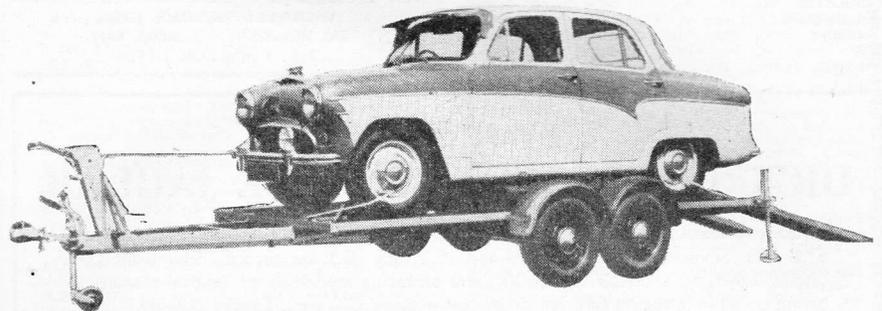
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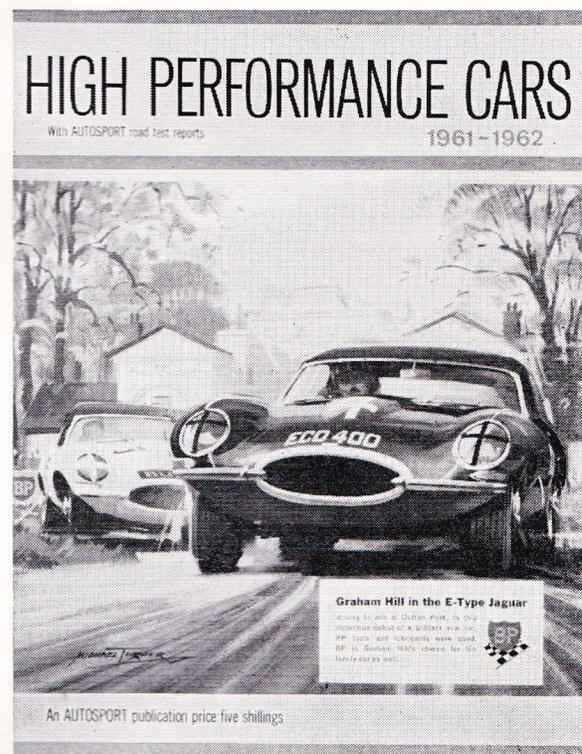
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