

## I LOMBANK TROPHY

| Snetterton | 37 laps          | 100.27 miles               |             | 17.09.1960 |               |
|------------|------------------|----------------------------|-------------|------------|---------------|
| 1          | Joakim Bonnier   | Owen Racing Organisation   | BRM 48      | 484        | BRM 259       |
| 2          | Dan Gurney       | Owen Racing Organisation   | BRM 48      | 487        | BRM 259       |
| 3          | Graham Hill      | Owen Racing Organisation   | BRM 48      | 485        | BRM 259       |
| 4          | Denis Hulme      | British Racing Partnership | Cooper 51   | F2-1-59-   | Climax FPF    |
| 5          | Henry Taylor     | British Racing Partnership | Cooper 51   | F2-2-59    | Climax FPF    |
| 6          | Innes Ireland    | Team Lotus                 | Lotus 18    | 18-372     | Climax FPF    |
| 7          | John Surtees     | Team Lotus                 | Lotus 18    | 18-373     | Climax FPF    |
| 8          | Jim Clark        | Team Lotus                 | Lotus 18    | 18-374     | Climax FPF    |
| 9          | Roy Salvadori    | C T Atkins                 | Cooper 51   | F2-7-59    | Climax FPF    |
| 10         | Brian Naylor     | JBW Car Co                 | JBW         |            | Maserati 250S |
| 11         | David Piper      | Robert Bodle Ltd           | Lotus 16    | -          | Climax FPF    |
| 12         | Geoff Richardson | G N Richardson             | Cooper 43   |            | Alta          |
| 14         | Tom Dickson      | Ecurie Ecosse              | Cooper 49   |            | Climax FPF    |
| 15         | Tony Brooks      | Vandervell Products        | Lotus 18    | 18-901     | Vanwall       |
| 16v        | Keith Ballisat   | Equipe Prideaux            | Cooper 43   | F2-29-57   | Climax FPF    |
| 17v        | Peter Ashdown    | G G Smith                  | Lola-Smith  | -          | Climax FWA    |
| 18v        | Gordon Jones     | G M Jones                  | Lotus 12    | -          | Climax FPF    |
| 19v        | Bruce Halford    | John Fisher                | Cooper 45   | F2-23-58   | Climax FPF    |
| 20v        | Ian Raby         | Envoy Racing Team          | Hume-Cooper |            | Climax FPF    |
| 21v        | Jack Lewis       | H & L Motors               | Cooper 45   | F2-23a-58  | Climax FPF    |
| 22v        | Richard Utley    | Team Thercel               | Lotus 16    | 16-364     | Climax FPF    |
| 23v        | Tony Maggs       | Essex Racing Team          | Cooper 51   | F2-7a-57   | Climax FPF    |
| 24v        | John Whitmore    | Essex Racing Team          | Cooper 51   |            | Climax FPF    |
| 25v        | Mike McKee       | Jim Russell Rac Dri School | Cooper 45   | F2-8-58    | Climax FPF    |
| 26v        | Keith Finney     | K Finney                   | Lotus 16    | 16-367     | Climax FPF    |
| 27v        | Denis Hulme      | New Zealand IGP            | Cooper 45   | -          | Climax FPF    |
| 28v        | Marcus Niven     | M Niven                    | Lotus 12    | 12-357     | Climax FPF    |

v indicates a Formula 2 class entry

|         |    |                             |    |               |
|---------|----|-----------------------------|----|---------------|
| Notes : | 2  | dns, engine; T BRM 48 (486) | 3  | T BRM 48 487) |
|         | 11 | dna, car not ready          | 15 | dns, valves   |
|         | 17 | dna                         | 18 | dna           |
|         | 27 | dna - drove # 4             |    |               |

|                       |   |               |    |           |
|-----------------------|---|---------------|----|-----------|
| Alternative Drivers : | 4 | George Lawton | 26 | Bob Hicks |
|-----------------------|---|---------------|----|-----------|

Despite there being only three races to go under the present Formula, a new car appeared built to it. This was a Lotus 18 which had been bought by Vandervell. It was fitted with a Vanwall engine but this gave trouble and the car did not start. BRM also introduced an interim car. This was built for the next Formula 1 to take the 1.5 litre Climax FPF engine until the BRM engine was ready. On this occasion it was fitted with a 2.5 litre engine but could not be persuaded to start. As the replacement Type 48 would not start either, Dan Gurney was left as a non-starter.

The BRP gave a first Formula 1 drive to New Zealander Denis Hulme who would figure strongly in Formula 1 right through to the mid-seventies. He took longer than most to reach maturity as a driver, but when he did, he was a driver to be feared. Among the others, Tom Dickson drove the Ecurie Ecosse Cooper Monaco sports car which had been built up from spare parts and hence did not have an official chassis number. Geoff Richardson drove the Connaught engined Cooper and there were a lot of entrants in the Formula 2 class. Snetterton had a tremendously wide finishing straight, being an ex-runway and this enabled a 5 - 4 - 5 grid to be

used. As expected, Lotus and BRM shared the front row with Clark and Hill tying for the best time but when the flag was dropped, Henry Taylor made the best start and came charging through to take the lead, but he dropped steadily back after that. At the end of the lap, the three Lotuses led in the order Clark, Surtees and Ireland. But Surtees soon dropped back and retired.

Hill and Bonnier soon overtook Henry Taylor but Hill overshot at the Esses and fell back. Bonnier could make no impression on the two Lotuses and became embroiled in a battle with Salvadori which went on for many laps. On lap 13, the leadership of the race was decided. Clark left his braking too late at the Esses and went straight on. Ireland moved into the lead while Clark rejoined in second place and had no trouble in maintaining this position for the remainder of the race. Bonnier had similar good fortune when Salvadori made a mistake at the same bend on lap 31 and this left the first four places decided.

Henry Taylor made a couple of excursions at the Esses and later retired so in fifth place, a lap behind the leaders was Hulme ahead of the first of the Formula 2 runners. There were surprisingly few retirements but among these was

Graham Hill. So Ireland's monopoly of the non-Championships continued but surely the most

encouraging thing for Lotus was the continuing progress of Clark.

### STARTING GRID

|          |            |           |        |        |
|----------|------------|-----------|--------|--------|
| Ireland  | Surtees    | Bonnier   | Clark  | Hill   |
| (Gurney) | Hulme      | Salvadori | Taylor |        |
| Lewis    | Richardson | Halford   | Maggs  | Naylor |
| Ballisat | Whitmore   | Dickson   | McKee  |        |
| Niven    | Finney     | Hicks     | Raby   |        |

### RESULTS

|     |            |    |            |            |
|-----|------------|----|------------|------------|
| 1.  | Ireland    | 37 | 0:58'33.8" | 102.73 mph |
| 2.  | Clark      | 37 | 0:58'46.8" |            |
| 3.  | Bonnier    | 37 | 0:59'36.6" |            |
| 4.  | Salvadori  | 37 | 1:00'03.2" |            |
| 5.  | Hulme      | 36 |            |            |
| 6.  | Lewis      | 35 |            |            |
| 7.  | Halford    | 35 |            |            |
| 8.  | Whitmore   | 35 |            |            |
| 9.  | Taylor     | 34 | Engine     |            |
|     | Dickson    | 34 |            |            |
|     | Hill       | 33 | Engine     |            |
| 10. | Ballisat   | 33 |            |            |
| 11. | Utley      | 32 |            |            |
|     | Maggs      | 31 |            |            |
|     | Finney     | 21 |            |            |
|     | Raby       | 21 |            |            |
|     | Naylor     | 20 |            |            |
|     | Richardson | 19 |            |            |
|     | Surtees    | 10 | Mechanical |            |
|     | Niven      | 7  |            |            |
|     | McKee      | 5  | Crash      |            |

Fastest Lap : Jim Clark 1'32.6" 105.36 mph

## VII INTERNATIONAL GOLD CUP

**Oulton Park**

**60 laps**

**165.66 miles**

**24.09.1960**

|    |                     |                              |           |          |                |
|----|---------------------|------------------------------|-----------|----------|----------------|
| 1  | Jack Brabham        | Cooper Car Co                | Cooper 53 | F2-8-60  | Climax FPF     |
| 2  | Bruce McLaren       | Cooper Car Co                | Cooper 53 | F2-5-60  | Climax FPF     |
| 3  | Ron Flockhart       | J Brabham                    | Cooper 53 | F2-4-59  | Climax FPF     |
| 4  | Innes Ireland       | Team Lotus                   | Lotus 18  | 18-372   | Climax FPF     |
| 5  | Jim Clark           | Team Lotus                   | Lotus 18  | 18-374   | Climax FPF     |
| 6  | John Surtees        | Team Lotus                   | Lotus 18  | 18-373   | Climax FPF     |
| 7  | Stirling Moss       | R R C Walker Racing Team     | Lotus 18  | 18-906   | Climax FPF     |
| 8  | Henry Taylor        | British Racing Partnership   | Cooper 51 | F2-2-59  | Climax FPF     |
| 9  | Bruce Halford       | British Racing Partnership   | Cooper 51 | F2-1-59- | Climax FPF     |
| 10 | Giorgio Scarlatti   | Scuderia Eugenio Castellotti | Cooper 51 | -        | Ferrari 555/F1 |
| 11 | Gino Munaron        | Scuderia Eugenio Castellotti | Cooper 51 | -        | Ferrari 555/F1 |
| 12 | Roy Salvadori       | C T Atkins                   | Cooper 51 | F2-7-59  | Climax FPF     |
| 14 | Joakim Bonnier      | Owen Racing Organisation     | BRM 48    | 484      | BRM 259        |
| 15 | Dan Gurney          | Owen Racing Organisation     | BRM 48    | 486      | BRM 259        |
| 16 | Graham Hill         | Owen Racing Organisation     | BRM 48    | 487      | BRM 259        |
| 17 | David Piper         | Robert Bodle Ltd             | Lotus 16  | -        | Climax FPF     |
| 18 | Brian Naylor        | JBW Car Co                   | JBW       |          | Maserati 250S  |
| 19 | Geoff Richardson    | G N Richardson               | Cooper 43 |          | Alfa           |
| 20 | Maurice Trintignant | Scuderia Centro Sud          | Cooper 51 | F2-13-59 | Maserati 250S  |
| 21 | Masten Gregory      | Scuderia Centro Sud          | Cooper 51 | F2-12-59 | Maserati 250S  |
| 22 | Ian Burgess         | Scuderia Centro Sud          | Lotus 18  | 18-902   | Maserati 250S  |

Notes : 10 dna, transporter crash  
17 dna, car not ready

11 dna, transporter crash

The final European race run under the 2.5 litre Formula lived up in every way to the expectations. The entry only lacked the Ferraris while even at this late stage there was a new car - the Lotus 18-Maserati of Ian Burgess but unfortunately it was not prepared very well and did not figure in the race.

Stirling Moss was the prerace favourite, never having lost a race at this circuit and he certainly proved that he knew his way round in

practice when he was over a second faster than the next fastest. But all the other three on the front row recorded the same time so a good race looked in prospect.

Brabham made the best start and held off the two Lotuses of Ireland and Clark for the first four laps. But then Ireland went by, followed three laps later by Clark and these two pulled well clear while

